

KNOWLDALE CAR CLUB MAGAZINE

MAY 1994



KCC Match Sponsors **Milnrow CC v Stockport CC** **22nd May 1994**

On Sunday 22nd May, Knowldale is sponsoring a cricket match between Milnrow CC and Stockport CC. KCC members (showing their membership card) and wives/partners will be able to enter the ground free of charge, and the Lounge Bar will be open during the match.

Most of the car dealerships and motor trade suppliers in and around Rochdale have been invited to send representatives as guests of Knowldale for at least part of the afternoon. Refreshments will be provided for the guests, and we intend to mount display boards in the bar showing the range of events in which Knowldale is involved, and some details of members' activities.

We hope that this will provide an opportunity for members actively involved in the sport to meet potential sponsors. If you would like to take part and have details of you and your team included in the displays, please ring John Clegg (373998) or Steve Tweedale (878275) with the information listed below, or bring it down to the club on Tuesday May 17th with a passport size photo of yourself and some photos of your car, and be there on May 22nd (hopefully with your car as well.)

The information we would like to provide about members for the display boards is:

- Driver name and regular co-driver name (if applicable)
- Car make and model
- Modifications to car
- Current sponsorship deals
- Competition history - time in sport, championships entered, placings etc.
- Future plans

The Committee has put a great deal of time and effort into this event. Please support the Club - it may even benefit you with the sponsorship deal you have always wished for!

GARAGE CLEAROUT SALE.

Transit twin wheel, A-reg, proper crew cab and racked out, tow bar, tyre rack + ladder, etc, excellent runner but needs tidying up (unused for 16 months).

COMPETITION PARTS

(Mainly 1300Gp A Nova)

- 5 x Dunlop 61 13 155x80R13 (Wets)
- 1 x Dunlop 82 13 155x80R13 (Drys)
- 1 x Avon M+S 13
- Mintex 171 pads AP 4-Pots front, Golf GTI Rears
- 1 x Sachs Gp A Comp Clutch Plate-1300 Gp A Nova
- 1 x Sachs Gp A Comp Clutch Cover-1300 Gp A Nova
- 1 x Nova steel tank guard
- 2 x Facet comp electronic fuel pumps
- 1 x Fuel filter (comp with alloy bowl)
- 2 x Astra rear comp shockers
- 2 x Cibe super oscars (1x 1/range+1x drive)

STANDARD ROAD NOVA PARTS

- 1200cc Engine, in good working order
- Rear hatch in mint condition
- Complete cream interior, roof lining to carpets inc. dash and wiring
- Front SR discs and calipers
- Rear drums complete
- Brake servo
- Front and rear anti roll bars
- Exhaust manifold and down pipes
- Rear wiper motor and arm
- Front and rear bumpers
- N/s window and quarter light glass
- Rear side windows
- Various SR internal trim
- Sun roof with fitting kit

All the above in good condition

- Fuel tank
- 2 x Bonnets, both damaged slightly
- 2 x Doors, both damaged
- 3 x Damaged hatch shells, each with some salvagable aspect

Transit 2Lt ½ engine + 4sp/box

PHONE 0706 360333 D.Pemberton

puncture on the trailer. He only found out about this after being told of the problem by someone in a garage on the A5, it brought Joey down to earth a little bit as he thought he was some sort of International Rally Star what with all these people flashing the lights and waving at him. But as Joey will tell you it is very difficult to tell when you have a puncture and it was only 12 months since he lost a complete wheel and stub axle off the trailer whilst on the way to ??? and probably caused a major accident without even knowing it. So as a result of the puncture we had to take the car off the trailer and drive it to the venue for scrutineering, and then over the back lanes to where we were staying.

The event started well with two good times, and then it was down hill from then on. Stage four Mike pulled the handbrake on the exit of a corner?? which jammed the car across the road and whilst we were doing a 42 point turn a sunbeam came round the corner smashing his back lights out against the front of Mike's new car. This was then followed by a few more ragged laps before two good last stages to produce a second in class and 18th O/A with room for improvement. Not bad for a first time out.

P.S. We also beat Hobby because he had overheating/turbo problems, but we also had our fair share of trouble having to change all four wheels on one stage ??? Keep looking in that rear view mirror Hobby.

D Pedley / Cartwright

1994 KCC Rally Championships

Drivers		Navigators	
Ian Savage	501	James Beddows	600
Robert Vance	395	John Vance	501
Liam Pilkington	329	Paul Entwistle	329
Michael Pedley	295	David Pedley	295
Haydn Williams	213	Robert Vance	222
Paul Hobson	205	Paul Stringer	213
Mike Chadwick	174	Dave Lonergan	174
John Cryer	101	Paul Griffin	165
		Julie Entwistle	135
		Steve Warrington	101

RETURN OF THE WOODCUTTER

Those of you who remember my attempts to deforest Yorkshire and Wales may be interested to hear that I have now been invited to deforest Thailand. Yes, an environmental disaster has befallen Thailand - Andy McTighe (The Woodcutter) is at the wheel of a Subaru Legacy and is all set to wreak havoc on the Thai countryside.

I had been signed up by the Subaru importer's team to compete in the Thailand Rally Championship back in January and it was with mixed feelings that I approached the first event.

Firstly, the car, or to be more precise the wrong car, had arrived with 80km on the clock in February. It is not the Legacy RS but the Legacy Turbo in European road spec, which means it has the wrong gearbox, diffs, turbo and anti roll bars. On the plus side it is geared for 145mph and has a six speaker stereo, electric windows, air conditioning and cruise control all of which, I am sure you will agree, are essential in today's forest rallying.

A parts order was submitted to Japan and in recognition of the urgent state of affairs the bits were rush despatched - by the slowest boat in the Orient.

So it was that I was in UK trying to get bits from Prodrive just 2 weeks before the first round. Eventually the Prodrive parts were sent by DHL and arrived with one week to go, however, all these parts are still in the customs house and we can't get them out. This is due to the fact that the customs officer's parents are not related by marriage.

As luck would have it some of the parts from Japan struggled ashore with 96 hours to spare before the start, and it was decided they would only fit what could be done in one day. In the end we got the clutches, springs, struts, front strut braces and mudflaps on. The cage and exhaust were already done locally.

This advanced state of preparation was reached at 10pm after having started at 6am. By midnight we were ready to start the 650km journey to the northern city of Phrae (pronounced, rather appropriately, "prayer").

I was just checking that I had packed enough Frosties, biscuits, soup and microwave ovens when a Tuk-Tuk came screaming into the garage with the driver babbling away about Subaru mechanics, noodle shops and pools of blood! Sure enough two of our erstwhile service crew, having gotten hungry, had wandered off to the nearest noodle shop, got into a fight, lost, and would somebody please come and sweep them up because the blood was disturbing the other customers. Two hours, and many stitches, later we finally set off in the general direction of North.

Eight hours later and completely exhausted we arrived in Phrae, we now had 48 hours to go in which to reccce the route, make pacenotes, test the cars, do scrutineering, attend a pre-rally party and what was the other thing? Oh yes, and sleep.

We managed once around the stages during which I learned that my navigator had never done pacenotes before nor had he rallied using English and nor had he competed for three years. Given that I had done nothing for four years, this was my first rally in Thailand, I had very little experience of pacenotes and no time to check the ones we had made in one pass, and a brand new untested car my heart began to sink! We returned to Phrae to find we would be car 131!

Friday brought a marathon scrutineering session where my blood pressure reached 10 bar and my temper made Towering Inferno look like a Sunday barbecue. Eventually I explained to the scrutineer that if he insisted I take off the strut brace I would insert it into him - locking nuts and all! Finally, faced with such an overwhelming technical case he gave in and we were accepted into Group N.

As it was my birthday a little libation was taken before bed and the dream filled sleep of the condemned.

And so to The Rally.

The event held 150km of stages and 300km of road sections split into 3 legs of 5 stages each. Two legs on Saturday and one on Sunday. The sections are timed from Stage Arrival TC to the next Stage Arrival TC, there are no target or bogey times for the stages and no TCs on the road sections. Servicing is on the Martini principle - anytime, anyplace, anywhere.

It became clear on SS1 that the car had a serious understeer problem caused, no doubt, by not having a rear LSD and the ultra soft road bushes. I was taking it easy anyway trying to feel my way back into it. On SS2 approaching the first fast corner of the rally I did all the things I used to do in the Mazda but the car simply refused to turn in properly. In the end, to avoid a concrete drainage ditch, all I could do was step off the power and turn in with full lock which provoked the car to spin. Over the course of the event I was to spin it 4 times and put it off 3 times.

The offs were due to bad calls, our pacenotes being a bit patchy, the most worrying aspect being the navigator's habit of calling Left for Right and Right for Left. By stage 5 I was lifting for the crests because I couldn't be sure what was on the other side. This is something only practise can put right. One memorable moment occurred when a pacenote that read "2 Right on Crest AND 100 to Hairpin Right" was delivered as two notes with a gap inbetween. I got the 100 Hairpin Right bit with about 30metres to go when we were doing Warp Factor 5. I made an entertaining attempt at the corner and can tell you that driving through the undergrowth in Thailand is much the same as it is in Wales.

Things gradually improved and I eventually finished 5th in class and 20th overall, though we weren't too far off the top 10 pace on the occasions we had the front wheels at the front. A few championship points in the bag and great relief at getting the first one out of the way. We have a lot of work to do now, on the car, the organisation and particularly on practise, practise, practise.

I should tell you about the road sections. The police were blocking all the junctions to non-rally traffic and were vigorously waving the rallycars through. At one point we were doing 200kmh (125mph) where the speed limit was 80kmh (50mph) and the police were clapping! With that and 100 degree temperatures I can honestly say it was never like this in Llangollygollywhatsitsname.

The next round is in May in a place called Nong Khai which is on the border with Laos. Watch this space for the next instalment - The Woodcutter - On The Loose In Laos.

Andy McTighe
Bangkok, Thailand

RALI BRO CARON 26/27 FEBRUARY 94

This event was the second round of the Welsh road rally championship based in Lampeter it promised 130 miles all on map 146.

Michael and I were out in the Avenger, whilst Steve had brought Mr Cartwright out to drive the Mr Sheen Motorsport Alfa. The event started from under the arch way of the local Hotel and then off down the main street, with a full 90 car entry the stage was set for a difficult night. Seeded at 14 it wasn't long before we were off, as we left the arch way we were given a hand out which contained the first competitive section and a route amendment which changed the position of passage check C. Due to all the rain of the last few weeks it had been found that the white that passage check C was on could not be passed, hence the route amendment. In stead of plotting this on the map I just made a note of the amendment, so as we were on the run out to the first competitive and I was plotting the route I plotted the old reference for Pc C. The first section began on a white which wound its way up through the forest which was not on the map all you had was an exit point, so you just followed the arrows. As we got off the white we had caught the car in front, at passage checks you had to sign your self in so in catching cars in to passage checks you drop double the time you should. Towards the end of the section was Pc C which should have been on a white which ran parallel to the road, the white was at a 25 degree angle with big tractor ruts at the bottom of the slope so as you are trying to run along the slope the diff keeps grabbing throwing you into the ruts. In a nut shell we got stuck ended up towing out another car and dropped too much time to continue.

Steve and Mike weren't doing much better after Chippy Minton had fitted a sump guard which hit the ground every time you tried to stop and wore out before we got to the start, they removed the sump guard before they started. on the first white they flattened all the exhaust, the next white they broke the manifold and took the exhaust clean off and had a puncture so they retired before petrol. Due to the Alfa being broke we had to drive the Avenger home from Lampeter 4 hours and 15 gallon of fuel later we arrived home.

Pedley Bros

Ty-Croes 9/10 April

This event was the first outing for Mikes Nova which he had spent over a year at Terry's building. So Mike was a little bit scared/worried over the fact that me Joey and Mike Pedley (Three of the most trust worthy and likeable people you are ever going to meet, and the chance of us having a quick blast round the island whilst Mike was not there was very slim???) were to take his car to the Friday scruterneering. As usual Joey decided that he should drive the van and proceeded to drive 100 miles with a

Worth study

SURE Sporting Homologation (see Facts About...) is a bureaucratic process which manufacturers' teams have to worry about, but you'd be wrong to think that it's got nothing to do with the club competitor.

Teams homologate parts and systems which make their cars more competitive on the international scale. Logically, there is absolutely no reason whatsoever why such bits shouldn't retain their competitive advantage at club level.

Take a simple, well-known, example; think way back to the old rear-drive Mk1 Escort. Its standard rear suspension, even in the Twin Cam, ran a cost-effective damping solution, which entailed packaging the shock absorbers at an angle somewhere around 45 degrees. This meant Ford could retain the standard

Escort rear floorpan pressing – it also meant undesirable forces on the dampers and restricted stroke lengths; all adding up to damping which was not sufficiently effective nor flexible for motorsport.

Most of us have heard the phrase 'Turret Kit', and that's what Ford Motorsport homologated for the Escort to achieve a rear damping set-up capable of performing sufficiently well to win rallies. Welding two 'turrets' in the rear boot/wheelarch area made it possible to fit longer dampers vertically above the rear axle. An effective, comparatively simple, solution.

Stay with the Escort and think back to the later Panhard rod/four-bar link rear ends and Atlas axles – all these components had to be homologated to make them legal for motorsport. They worked just as well in the back of Ari Vatanen's world rally-winning Rothmans Escort as they did in a club stage car.

Four bars? Where do they go? How does it work? If you want to get a good idea of the answers to those questions they're all on a piece of paper. You guessed it – the Homologation Form.

Voila! the CCC Tip of the Month; even if your motorsport steed is very old and you're using it 'just' in club events, it's well worth studying its Sporting Homologation Form (available through the RACMSA by the way) if only to give you a feel for the way the works team was thinking when preparing the car for motorsport. However many years ago that was!

QUIZ ANSWERS

1. British G.P., Aintree 1961 (Fairman - Ferguson P99)
2. Manx Stages or Manx Rally
3. Jaguar SS100, 1948
4. Patsy Burt, 1968 (McLaren/Olds)



Wheels

WHEELS, A SUPPLEMENT FOR MOTOR CLUB MAGAZINES, IS PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

Some day my prints will come



MOTORSPORT is a natural subject for photographers and modern cameras make taking pictures easy. All you have to do is point and press, right? Well, not quite because as Colin Taylor (who has been a motorsport photographer since he got the bug on the '68 London to Sydney Rally and who supplies many of the pix for *Wheels*) explains, you can vastly improve your results with some thought and preparation.

First, when considering buying a camera, study photographic magazines, talk to friends – borrow their cameras to try if possible – then get something that feels right for you. 35mm is ideal if the camera has the right shutter speed and fast lenses, and a zoom lens can be useful although quality tends to fall off unless you have a fairly expensive one. Rapid action? They can certainly produce entertaining sequence shots but do keep in mind that they can consume film at a vast rate if you are

over enthusiastic.

For rallying, an 85mm lens is ideal to give your photographs impact. Standing on the inside of corners or shooting down from high ground can give a good feel to your shots and, not least, is safe for the cameraman.

For racing a telephoto lens is helpful and should help you get reasonable photographs shooting from the stands. Don't be overawed by people with telephotos like lengths of drainpipe – their pictures often look as if they were taken through drainpipes.

Incidentally, if you are one of the gallant breed of marshals you won't let photography get in the way of the job will you?

Get to know your camera so that you can use it without looking at it; take care of it, not least by keeping it clean and dry. Look for atmosphere as much as action – paddock shots can be as effective as ones of cars at speed although keep in mind that drivers have a distressing habit of scratching

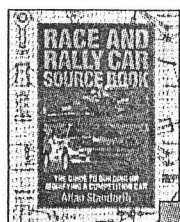
themselves at inopportune moments and in unfortunate places.

Finally, if you get shots of club members standing with celebrities – whether on an event or at a club social function – think about sending prints to local newspapers. Any such action will help to promote our sport and increase club membership.

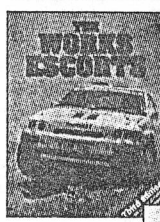
Stuart Turner

HAYNES

FOR THE BEST IN MOTORSPORT & PRACTICAL BOOKS



► **Race and Rally Car Source Book (3rd Edition)**
Allan Staniforth
£15.99

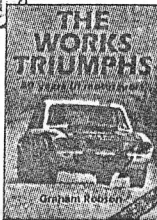


► **The Works Escorts (3rd Edition)**
Graham Robson
£19.99



► **Sports Car and Competition Driving**
Paul Frère
£14.99

► **The Works Triumphs 50 years in motorsport**
Graham Robson
£19.99



► **Saloon Car Race Preparation**
Nigel Macknight
£14.99



► **Rally Co-Driving**
A champion's guide to the way to the top
Phil Short
£17.50



Haynes motorsport books are available from all leading bookshops & specialist mail order outlets or, in case of difficulty, direct from: Haynes Publishing, Sparkford, Nr Yeovil, Somerset BA22 7JJ. Tel: 0963 440614. Please add £2.50 per order for carriage, cheques made payable to "Haynes Publishing". Prices and availability correct at time of going to press.

Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

COD FILLET QUIZ



1. Where was the last time a front engined car started in a Grand Prix?
2. On which event would you tackle the 'Hibernian'?
3. In what car did Ian Appleyard win his first Coupe Des Alpes?
4. Which lady driver at one time held the all time record for the Brighton Standing Kilometer?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

'Back to basics' auto-tests to encourage new drivers

Autotesting may be divided into two distinct branches next year. The Autotest Committee of the RAC British Motor Sports Council is discussing plans to split the discipline along similar lines to trialling, with different events for sporting cars and for production cars.

Sporting autotests would retain the existing regulations, while production car autotests (PCAs) would feature simpler tests and a straightforward class structure, probably based on overall vehicle length.

It would be mandatory for the whole test to be visible to the driver from the car. Two attempts at each test would be allowed, with the worst score being ignored.

Each PCA car would be required to carry a passenger, to help navigate through the tests and because passengers would be encouraged to become drivers in due course (this certainly applies in trials).

PCA cars would be required to have a valid tax disc and (if appropriate) a valid MoT test certificate.

Competitors in existing major championships would probably be allowed to enter PCAs, but not to score points or win awards.

Forest roads

The RAC Motor Sports Association continues to energetically lobby members of Parliament, government ministers and appropriate civil servants about the importance of retaining a national agreement for the use of forest roads by rallying, along the lines of the existing arrangements with the Forestry Commission.

Recent reports in the press suggest that the threat of privatisation of the forests is receding, hopefully as a result of the pressure applied by the RACMSA and many other organisations.

In addition to its lobbying activity, the RACMSA has commissioned the Hénley Centre for Forecasting to carry out a study of the impact of rallying on the British economy. The study has involved the analysis of almost 400 questionnaires sent to international and national licence holders and to British-based rally teams.

Commented RACMSA Chief Executive John R Quenby: "The response has been excellent and I believe that we will be able to put hard facts to the government which will demonstrate the importance to Britain of this activity in terms of employment, exports, engineering expertise and straight cash."

The content of the Forestry Review Group Report has not yet been made public but assurances have been given by Sir Hector Monro (Scottish Office) that any recommendations to government will be made the subject of wide public consultation. Warned Mr Quenby: "There is still much work to do to safeguard our access to the forests, but we believe that we are in a good position to do that."

New charges

In accordance with the agreement between Forest Enterprise and the RACMSA, the charges for rallying on forest roads have risen in line with the Retail Price Index. From 1 April 1994 to 31 March 1995, the charges will be £291 per mile for first use (the current charge is £284) and £215 for each subsequent use (£210).

Rally spectators

The Safety Committee of the RAC British Motor Sports Council has recommended the following measures to the Rallies Committee:

- Increased use of tape to define spectator areas
- Specific training in crowd control for rally marshals
- Increased use of audible warnings to allow for quieter cars

Any reader with views on the matter is

urged to write to the chairman of the Rallies Committee c/o Motor Sports House.

British Kart Grand Prix

For the first time ever, Three Sisters in Wigan will host a British Grands Prix for 100cc non-gearbox karts on 23/24 July.

The meeting, organised by Wigan Racing Club in association with the British Racing Drivers' Club, will feature races for Junior TKM (12-16 years old), Junior Intercontinental A, Junior Clubman, Senior TKM, Classic, Intercontinental A and Formula A.

The top three in each class will be invited to parade during the Woolwich British Kart Grand Prix at Silverstone on 6/7 August.

Details form Ray Hyde at Wigan Racing Club ☎ 0942 605665.

Rollover bars?

The Safety Committee of the RAC British Motor Sports Council has asked the Kart Committee to review the practicality of using rollover bars for karts on long circuit gearbox events. Any reader with views on the matter should write to the chairman of the Kart Committee c/o Motor Sports House.

In brief...

♦ The FIA has approved AFFF extinguishant in motor sport. Only one manufacturer is approved so far: SPA Design of Tamworth (☎ 0827 288328).

♦ Nominations for new members to sit on specialist committees of the RAC British Motor Sports Council should be submitted to Colin Hilton at RACMSA by the end of June.

♦ Motor Sports Day at last year's London Motor Show was so successful that the British Motor Show at Birmingham will have two motor sports days, on Friday and Saturday 28/29 October. Details from the SMMT, ☎ 071-235 7000.

Facts about... SPORTING HOMOLOGATION

- Homologation is required for all large volume production cars running in International FIA events.
- On International events a car has to conform with both the relevant FIA Technical regulations (Groups A, N, T1, Class 2 etc) and the relevant Sporting Homologation papers.
- The FIA Sporting Homologation form (in effect the birth certificate of the car) defines exactly what parts may be fitted. However you also need to consult the Technical Regulations as these can allow freedom to change components without reference to the Homologation form. If it is not free within the regulations, and you cannot find it in the Homologation form, then you cannot use it.
- Sporting Homologation can only be undertaken by a manufacturer to the FIA via his National Sporting Authority.
- Manufacturers are required to produce currently 2,500 mechanically identical cars for Group A and N; and 200 for Group B; in future they will have to homologate cars based on a family of 25,000 units.
- The Homologation Form comes in two or more sections. The first defines the main car parameters, followed by extra Group N information. The second covers options available for use if the competitor wishes.
- ER (*Errata*) or Red Face time for a manufacturer. A correction procedure, and the only way an item can be changed or deleted from a form.
- Manufacturers carry legal responsibility for components included in homologation forms; for this reason and the relatively high cost of homologation they are reluctant to incorporate items requested by private teams until quality standards can be shown to be met.
- Competitors in historic events should remember Homologation forms have evolved over the years, and earlier forms had a lot less information in them e.g. induction was free in the 1970's, so it is no good looking in a form to see what carburettors were allowed.

John Griffiths

AUTOSCENE

THE SAGA OF FORMULA 1

By Pickwick, \$49.99, set of seven videos
Pickwick has just brought out a seven-volume video set that looks at Grand Prix racing right the way back to its inception at the turn of the century. The seven titles give you some idea of the scope: The Legendary Cars, The Legendary Drivers, The Specialists and Manufacturers, The Legend that is Ferrari, The Turbo Era, The Jewel in the Crown, and The Great Rivalries. The tapes cover a lot of ground with some excellent footage. The narrator is Bob Constanduros, English language commentator at contemporary GPs.

A-Z OF WORKS RALLY CARS

Book by Graham Robson, published by Bay View Books, 176 pages, hardback, £19.95
Attention all rallymen. Your life won't be complete without this all-encompassing guide to works rally machines, from AC to Wartburg and with a look-in at obscurities like DAF and Jeep, Graham Robson's magnum

same basic mechanical package, for instance a face lift.

– ER (*Errata*) or Red Face time for a manufacturer. A correction procedure, and the only way an item can be changed or deleted from a form.

• Manufacturers carry legal responsibility for components included in homologation forms; for this reason and the relatively high cost of homologation they are reluctant to incorporate items requested by private teams until quality standards can be shown to be met.

• Competitors in historic events should remember Homologation forms have evolved over the years, and earlier forms had a lot less information in them e.g. induction was free in the 1970's, so it is no good looking in a form to see what carburettors were allowed.

opus is well-researched, intelligently written and well presented – but sadly in black and white only. And if you get fed up with the exploits of the likes of the Dodge Ramcharger, fear not: a pair of appendices explain homologation and list drivers' and manufacturers' championship winners.

THE 1993 LE MANS 24 HOURS

By Christian Moity & Jean-Marc Teissedre, published by ACLA, hardback, 198pp, \$25.95
Whatever the turmoil in the sportscar rulebook, the Le Mans 24 Hours remains a fabulous, charismatic event. And no book captures the atmosphere better than this annual publication.

Packed with colour photography, it covers the race on a chronological and team-by-team basis, backed up not only by full results, but even those listing every driver change of every car.

Once you've bought one of these books, you somehow just have to have the next, even if you didn't make the journey to the Sarthe this time around.

Rating ★★★★★ BSJ

1/43 SCALE LOLA FORD T90

Model by SMTS, \$72.12 pre-built or \$32.88 as a kit

Graham Hill floored the establishment when he beat all the Americans to win the Indy 500 in 1966. He scored this famous win in the 'American Red Ball Special' Lola T90. This kit of his winning car is now available in all good model shops. It's available either pre-built or in kit form, depending on your enthusiasm for model building. SMTS also make a model of Jackie Stewart's 'Bowes Seal Fast Special' Lola, whose Ford V8 engine failed during the 1966 Indy 500, and the Offy-powered car of team mate Rodger Ward.

FEATURE BY **AUTOSPORT**

HALL TROPHY RALLY

19/20th March

This event was organised by Clitheroe & DMC and ran for the first time since the eighties, when it was a round of the MN Road Rally Championship. Of course, since then, the RAC ban on Targa timing has more or less killed off rallying in Lancashire and Yorkshire, and we have had to do events in Wales and Derbyshire where the roads are tight and twisty enough to put on a proper 'doing' rally. Needless to say, as part of the ANWCC Championship this was worth entering, and we were promised conventional navigation (grid refs., not herringbones etc.)

As Dave and Griff (both becoming Navi prostitutes) travelled to do the Red Dragon in South Wales, I had to call on the services of Lee 'Hogg' Ellis from Milestone CC and slap some Mintex 171 pads in my Civic 1.5S shopping car! Our Championship rivals Jonah and Paul Holmberg started behind us at Car 6, and Mike Cartwright and Steve wheeled out the trusty Alfa in front of the Simmonite chicks.

From Clitheroe, we were given minimal route information defined by via's, blackspots, and controls. We were expecting plot and bash format, but there were so few plots that we could plot on the move, and in the non-competitives. Unfortunately, all the PCs were unplotted boards with stamps attached which involved me getting out every mile or so to stamp the Time Card. This was the motorsport equivalent of step aerobics, looking for boards at the side of the road whilst flat in fifth! Many a time we shot past a board positioned after a crest, had to reverse back and narrowly avoided a collision with Jonah as he flew over the top in his dad's 405! The route however was good, and we enjoyed the first section which took in the ford to the north of Colne. This section saw the demise of Mike and Steve as they lost their brakes and piled into the back of a Fiesta who'd drowned out in the ford. Not to be deterred, Mike leapt out to push the stranded car, tripped and fell over, nearly drowning himself out, Ha Ha Ha!

The route then took us over Elslack Moor, up to Gargrave then to a control out of Malham where we were held for 6 minutes before a blast over Malham Tarn. We dropped just over 2 mins. on that section which wasn't too bad - but very scary without decent brakes and suspension. Traversing onto 97 for petrol at Kirby Lonsdale, we were surprised to be lying 3rd, but not surprised to see Steve's Alfa on the RAC wagon!

The second half was uneventful apart from me nearly breaking my shins getting in the car on ice - but that's another boring story. After 190 miles the event finished with a top breakfast and a couple of pints at the Moorcock in Waddington, where the results team eventually got their act together and pronounced us 2nd Overall. This was very pleasing as our rivals Jonah and Paul had missed a couple of boards and came 8th. Apparently this was because Jonah has very poor night vision!!! 'Hogg' was also chuffed because he could tell the lads back home that we'd beaten Mark Wagstaff who won the Tour Of Mull a couple of years back.

An event I wouldn't recommend if you want a proper rally, but then again it was well worth doing for the crack in a standard car.

Michael PEDLEY

42nd Annual General Meeting

The retiring President, Jonathan Simkins being in Ireland, Secretary John Clegg chaired the meeting before 35 members. The minutes of the 41st AGM and the EGM (in November) were accepted as a true records. The Annual Report outlined a modest year. Scammonden in April attracted 78 entries with FTD to Tom Kershaw in a Westfield. The May Mini Miglia was cancelled. Baitings had an entry of 55 with FTD to Pat Donnelly and the Stuart Harte to Liam Pilkington. September's Aintree Sprint had 90+ entries, David Mills taking FTD in a Ralt RT3. The usual Treasure Hunts, Scatter rallies and Picture Quizzes were organised. A new event was the Oldham College Autotest a SD34 and ANWCC Championship event gaining 16 entries. The Dinner Dance at the Parkfield was guested by Kevin Furber. A Barbeque and demonstration by Calder rescue was held at MCC. Members took part in the Shell Helix quiz challenge. A vote of thanks was given to all organisers and helpers.

In competitions, Neil Freeman and Peter Whatmough won the BTRDA Gold Star series, and Ian Savage won the ANWCC Rally Championship. The Pedleys Michael and David won our Road Rally Championship, Social Champ was Paul Stringer, and Neil Freeman/Peter Whatmough won our Stage Rally series.

The Income and Expenditure Report raised comment on the interest raised and charges made by Barclays. The Secretary said he was investigating alternatives. A question was asked about depreciation on the photocopier.

The Auditors were re-elected by unanimous show of hands.

Sharon Kinsey opted to retire from the Committee, as did Garry Rudman these leaving one space free. Robert Vance was voted on to the Committee.

Andy Czakow explained his reasons for wishing to maintain the current membership fee. The Chair announced the sponsorship of a cricket match at MCC on May 22nd - both as a measure of thanks for their hospitality in recent years, and as an opportunity for members to attract some sponsorship of their own by inviting guests for the day.

Marshals - or the lack of them - on our events was mentioned as a major problem. Various suggestions were made to encourage more involvement from the members. Most present seemed to feel it reasonable to make marshalling on at least one event a condition of scoring points in the Club Championships. Improvements in event publicity were called for, with the opportunity to use the regs to volunteer as a marshal.

Eric Heath mentioned that he required Trainee RAC Timekeepers.

Meeting closed 22:00.

Steve Tweedale

OLDHAM COLLEGE SUMMER PARTY 1994 SUNDAY 12TH JUNE

Last year Oldham College celebrated its 100 years of existence by organising a celebration party. They were due to have a display of vintage cars but at the last minute they pulled out due to attending another rally. As I have links with Oldham College they asked me if I could help out with organising some cars for display. At short notice the response from club members was superb, 8 cars were there on the day. On the day about 700-800 were on the college site.

The display attracted a lot of attention and the organisers received many positive comments regarding the club members friendly manner and the range of cars on show. Many thanks to Ian Savage, Lee Dickinson, Graham Sherwood, Graham Cannon, Terry Mills, Haydyn Williams, and my brother for bringing their cars.

That was last year, Oldham College have asked us to take part again this year but this time we are in the programme of events as a Display of Competition Cars. If you are not competing on the 12th June please your sponsors, if you have no sponsors this might help you get some, bring your car down to show.

If you are willing to show your car contact me at the club or phone me to confirm your participation. I hope to get 15 cars this year.

Andy Czakow:- 0706 840266.

Note: these type of events help to promote the club and motor sports in the local area, we might even get some more members !



MEMBERSHIPS

Some members have not yet paid their memberships for this year. This will be your last newsletter unless you pay your subs!

**Send your subs to Andy Czakow at
27 Denbigh Drive, Shaw, Oldham, OL2 7EQ**