

THE R.A.C. RALLY

YOU will all be surprised to know that Members entered total fifty. Over one sixth of the total crew members are members of Knowl-dale!! This is an international event of some importance, being the last one to count towards the European championship. The entry is one of the best the R.A.C. rally has ever had and the standard of drivers is very high. Thirty-four of our members are amongst the first fifty cars (individual members of course, two usually make up a crew). This is a remarkable achievement and since the entry is seeded (sorted in order of merit), in our opinion, very worthy of note. We are giving a full list of our members below together with some notes of their previous rally successes and in some cases a few details of their private lives.

Rally No.	Driver	Co-Driver	Car	Wks/Pvt.
4	Eric Carlsson	David Stone	Saab	W
5	Pat Moss	Pauline Mayman	Austin Healey	W
9	Geoff Mabbs		Austin	P
11	David Seigle			
	Morris	Rev. Counter Jones	M.G.	W
12	John Sprinzel		Triumph	W
16		Mike Hughes	Rover	W
17		Ian Hall	Sunbeam	W
18	Tommy Gold		Sprite	W
25	Derrick Astle	Peter Roberts	Sabre	W
27		John Hopwood	Sabre	W
28	Vic Elford		Vitesse	W
30		Brian Melia	Ford	W
31	F. Crossley		Morris	P
34	Anne Hall	Val Domleo	Ford	W
35	Mike Sutcliffe	Roy Fidler (Kingcod)	TR4	W
36	Tony Fisher		Sabre	W
37		Mike Kemply	Volvo	P
40	Bill Bengry		Rover	W
41		Crabby	Ford	P
44	Phil Simister	Dave Ralphs	Ford	P
45	Jim Wood		Sunbeam	P
46	Don Grimshaw	Geoff Allen	Austin Healey	P
52	David Hiam		Morris Cooper	P
54	J. Wadsworth		Morris	P
55	John La Trobe		Sunbeam	P
61	Pete Astbury		TR4	P
64	R. McElhinney		Ford	P
66	Reg. McBride	Don Barrow	Ford	P
68	Brian Hatfield	Geoff Haggie	Allardette	P
69	Tom Paton	Roy Dixon	Morris	P
71	Pam Haggie		Allardette	P
75	A. W. Cowan	B. C. Coyle	Sunbeam	P
77	Geo. (Ins) Humble	John Grimshaw	TVR	P
85	J. Lemson	Horace Beighton	TR	P
123	Johnny Cuff		Rover	W
124	Ron Hobro		TR	P

This year on the R.A.C., studded tyres are forbidden, although the damage penalty still exists in a modified form, which still rather penalises the private entrant. However, the Rally is much improved in its present form and special awards in cash are available for private entrants. The seeding is done by virtue of the driver or co-driver's performances on events during the three previous years.

Eric Carlsson and David Stone.—An excellent combination, although to win the event 3 times outright is asking a bit much, but if any pair can do it this pair can.

Pat Moss and Pauline Mayman.—Two nice bits of stuff! You've read about their results this year; they could easily win it. Pat was second last year.

Geoff Mabbs.—Very quick driver if his car stands up to his pace. He will do very well. He hopes it snows!

David S. Morris and R. Jones.—Excellent team—not a winning car however, although you cannot tell—last year 16th, year before 6th. Fortunately, Rupert doesn't swear.

John Sprinzel.—Good car, good man, suitable combination for a good position. Watch TRS for the team prize—Seen John's girl!

Tommy Gold.—Likewise with Geoff Mabbs, will do well if his car stands up to Tom's fast motoring.

Derrick Astle and Peter Roberts.—A new car to rallying, a very experienced crew. Roberts has won it and always been well placed, was 8th with Astle last year.

John Hopwood.—Same vehicle—a good top-line driver—lightweight. But can't keep off the nest.

Vic Elford.—In a Vitesse, Vic's Rallying hasn't been as successful as his racing, but he's been very quick, even with the gals.

Brian Melia.—Top-line navigator, won more nationals than he can remember.

F. Crossley.—No report here, but to get No. 31 must be good and have won his class in one International championship event.

Anne Hall and Val Domleo.—Both top liners—will be fighting with Pat for Ladies, apart from being up there themselves—6th last year.

Mike Sutcliffe and Roy Fidler.—Watch this pair for top honours. Their only handicap is weight. 11th last year, 8th year before, and 3rd in 1959. Stink of fish.

Tony Fisher.—Top-line National rally driver, did very well on this year's Tulip. New car to English Rallying.

Mike Kempley.—Handsome—dashing—good co-driver—not married.

Bill Bengry.—Top line national driver, does exceedingly well in rough rallies like Safari and Liege.

Crabby.—Is a better driver than co-driver, although he's a top line co-driver with bags of experience and Shirts!

Phil Simister and Dave Ralphs.—Phil's a top line National driver. Ralph's a good co-driver and will make up for the lack of experience with his verve.

Jim Wood.—Quick and in a quick car.

Don Grimshaw and Geoff. Allen.—Determined pair in a top line Rally car, usually well prepared, dogged by ill luck on his previous R.A.C. Rallies—loses a lot of wheels.

David Hiam.—Quick, accurate pair—could do well providing their car isn't too Hybrid!

John La Trobe.—Very quick, a lot of ill luck has robbed him of success on previous internationals.

Reg. McBride and Don Barrow.—Top line national Driver and Co-driver, should do well this year if his car is properly prepared.

Brian Hadfield and Geoff Haggie.—Another solid couple who could easily do very well.

Tom Paton and Roy Dixon.—Providing Roy doesn't talk his head off they will do well.

Pam Haggie.—Could well win the Ladies if she doesn't try to beat them.

A. W. Cowan and B. C. Coyle.—Can't say much about these, best of luck, mates!

Geo. Humble and John Grimshaw.—This car will be a little unbalanced!

J. Lemson and Horace Beighton.—A good driver and co-driver, providing lack of experience doesn't spoil their chances, will do well.

Johnny Cuff.—A worthy Works Driver, very quick indeed—remember John, top average on Special stages is only 50 m.p.h.!

Ron Hobro.—He'll enjoy himself and still do okay.

KNOWLDALE TEAMS CONSIST OF...

No. 1.—Eric Carlsson (4), F. Crossley (31), Tom Paton (69).

No. 2.—R. McElhinney, Geo. Humble, J. Lemson.

No. 3.—Pete Astbury, R. H. Lamb, Ron Hobro.

GOOD LUCK, LADS AND LASSES!

Unfortunately, most of the other Knowldale Car Club members are members of Works teams and are therefore not eligible for private club teams. You should be able to follow this year's event via Television, Radio, and Newspapers. If any of the lads do well, don't forget it costs only a few bob to send a Greetings Gram. to congratulate them—and it does a power of good.

If you want to follow the progress of the Rally you can see the Cars off from Blackpool at 4 p.m. on November 12th. In fact all Monday you can see cars and crews flowing to and from the Scrutineering and the Rally H.Q. (Imperial Hotel). The first car off leaves at 4 p.m. and thereafter cars leave in numerical order at one minute intervals—so that the last car should leave Blackpool at around 6-30 p.m. Hereafter you can see the Rally through at the following places:

Monday, November 12th—Thirsk. 7 p.m.
Tuesday, November 13th—Darlington. Midnight.
Tuesday, November 13th—Peebles—7 a.m.
Tuesday, November 13th—Lochearnhead. Noon.
Tuesday, November 13th—Nairn. 5 p.m.
Tues/Wed. November 13/14th—Breachin. Midnight.
Wednesday, November 14th—Peebles. 6 a.m.
Wednesday, November 14th—Keswick 1 p.m.
Wednesday, November 14th—Blackpool 4 p.m.
Thursday, November 15th—Blackpool. 11 a.m.
Thursday, November 15th—Oulton Park, 1-30 p.m.
Thursday, November 15th—Blaenau Festiniog. 5-30 p.m.
Thurs./Fri. November 15/16th—Staylittle. Midnight.
Friday, November 16th—Gloucester Ring Road. 9 a.m.
Friday, November 16th—Ilchester. 12 noon.
Friday, November 16th—Bournemouth. 4 p.m.

All our competitors will be glad to see you on the way round, particularly at halts such as Blackpool and Oulton Park.