

RALLY CHAMPIONSHIP POINTS CLAIM FORM

DRIVER..... NAVIGATOR.....
 EVENT..... DATE.....
STATUS POINTS
 ROAD: CLUBMANS 20 * RESTRICTED 25
 STAGE: SINGLE VENUE 10 * MULTI VENUE 15 * NATIONAL 20
 INTERNATIONAL 30 * RAC 40
 CLASS..... ENTERED AS KCC? YES/ NO
 POSITION IN CLASS..... No. OF STARTERS IN CLASS.....
 KCC CREWS BEATEN..... AT 6 POINTS EACH

Complete by filling in on the dotted lines and circling the relevant places for status and bonus points. Give or send to Steve Tweedale within one month of the event (Official Results must be shown). Please write a brief review of the event for inclusion in the Newsletter.

DON'T FORGET, YOU CAN NOW CLAIM 10 POINTS FOR ENTERING AS KCC EVEN IF YOU DO NOT FINISH

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KCC MAGAZINE

SEPTEMBER 1988



KNOWLDALE CAR CLUB

AGM

About thirty members attended the Annual general Meeting at the Ladybarn last Tuesday, to hear Honorary Secretary John Clegg and retiring President Robin Bloor deliver the Committee's Report for 1988.

The year began sadly with the death in March of long-time member Stuart Harte, renowned for his hill-climbing activities, and it was perhaps fitting that the year should be one in which hillclimbing was very much to the forefront of the Club's competition activities.

The Grimley J R Eve Hillclimb & Sprint Championship was set in motion by Graham Sherwood (with initial assistance from Peter Brocklehurst) - it proved a great success, being won by Tony Bridgen, and it has now gone on to its second year. One of the rounds of that championship was the annual August Baitings Hillclimb, renamed as the Stuart Harte Memorial, which raised over £2000 for Cancer Research Campaign.

John Clegg also remarked on the large number of Social events organised during the year, everything from picture quizzes, scatter rallies, autotests, Ford Motorsport quizzes, Scalextric Challenge to Spot the Route, a new form of entertainment from the Talbot entourage. Paul Bullock emerged as Social Champion by a very clear points margin. Garry Rudman, assisted by Richard Hudson, has really brought the social scene back to life.

Colin Brennan and Mike Corfield won the Rally Championship, Simon Lord and Janet Sherwood individually won the Multi-Venue Stage series, Garry Rudman and Iain Tweedale won the Single-Venue series, and the Pedley brothers, Michael and David were Road Rally Champions.

Mike Corfield, who was a co-opted Committee member and Treasurer has decided not to continue in that role. Terry Mills, Mike Duffy, and Deryck Pickup retired from the Committee, leaving three vacancies which have been filled by Jonathan Simkins (previously also a co-opted member), Sharon Kinsey, and Peter Whatmough. Robin Bloor, the retiring President has agreed to continue as a co-opted member, and keeping it in the family, his wife Gail will be President for the next year. Gail was due to take up that role when she was last on the Committee, but retired due to family commitments.

COMMITTEE MEMBERS

PRESIDENT: Gail BLOOR
Hon. SECRETARY: John CLEGG
COMPS. SEC: Neil ANDERTON
SOCIAL SECS: Garry RUDMAN & Richard HUDSON
ANWCC REP: Graham SHERWOOD
CHIEF MARSHAL: Jonathan SIMKINS
EDITOR: Steve TWEEDALE
 Roger RILEY
 Simon LORD
 Sharon KINSEY
 Peter WHATMOUGH
 Robin BLOOR



NEW VENUE

As from 12th September Knowl Dale's regular Tuesday night meeting place will be Milnrow Cricket Club. The new venue has been chosen mainly because of its close proximity to the Ladybarn, and the warm welcome extended by the Cricket Club Committee.

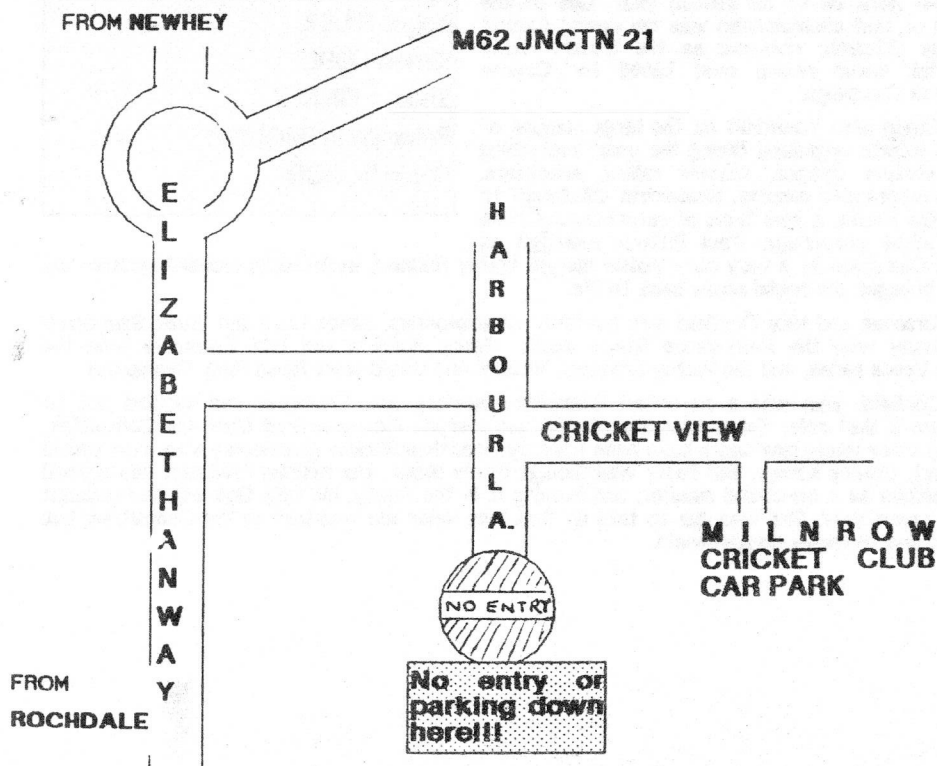
PLEASE DO NOT

- PARK ANYWHERE OTHER THAN THE OFFICIAL CRICKET CLUB CAR PARK
- WALK ACROSS THE PITCH - THERE IS A PATH

PLEASE

- DRIVE SENSIBLY IN THE CAR PARK AND THE APPROACH TO IT FROM THE MAIN ROAD AND HARBOUR LANE

Your diligence in these matters will be greatly appreciated.



RACMSA BULLETIN

THE RACMSA issued a bulletin recently containing amendments to the Blue Book which will come into effect from 1.1.90 and which affect Rallying. Although most interested members will have received the bulletin as Competition Licence holders, and some of the amendments are simple rewrites, I felt it worthwhile to summarise the proposed changes in the hope of making things clearer and informing members who may be thinking of buying/preparing cars for next year.

My interpretation is as follows:

From 1.1.90, you will be able to rally -

- 1 Any car homologated into Appendix J (Groups 1,2,3, or 4) up to 1981.
- 2 Any car currently homologated in Groups A or N
- 3 Any series (mass) production car for which the RACMSA has given written permission for use.

In all the above cases turbos or superchargers are only allowed if originally fitted or homologated by the manufacturer, the number of driving wheels must be kept original, and the location of the engine must remain original (front or rear).

Otherwise, you will be able to rally -

- 1 Cars with normally aspirated engines no bigger than 3000cc (2 valves per cylinder) or no bigger than 2500cc (more than 2 valves per cylinder).

Otherwise, you can rally your V12 or whatever beast ONLY in RAC registered championship events, provided the RAC approve, and the Championship Organiser will allow you in.

SINGLE VENUE STAGE RALLIES will be called **MULTI-USE STAGE RALLIES** from January onwards, but the changes in the wording may mean that some Multi-venue events will be called Multi-use Rallies. It depends on how many times the stage roads are used - if any part of one is used more than four times, it is Multi-use. An MOT certificate for the car must be produced at scrutineering, and if the Regs for a Multi-use event say no Tax is required, then a registration document must also be produced at scrutineering.

STAGE RALLY LOG BOOKS - the RACMSA reminds us that Log Books apply to a complete car - shell, engine, registration number. So any advert for the sale of a 'Log-booked' shell is, they say, invalid.

THE SOS SIGN in Rally road books will be replaced by a circle with jagged arrow inside to indicate radio and rescue points. This takes effect immediately.

GROUP N CARS will be allowed wheels made from alternative materials provided they are to the original dimensions.

TYRE REGULATIONS FOR STAGE RALLIES will be rewritten in next year's Blue Book - the new wording seems mainly to apply to the use of slick tyres on public roads.

WANTED

GENUINE MINI COOPER IN NEED OF RESTORATION OR INFORMATION LEADING TO LOCATION OF ONE

TERRY MILLS 43841 or 351854

Some fellow competitors were expressing concern at the "Flying Flea's" disappearance from the Sprint and Hillclimb circuits this year. The main reason for my X1/9's non-attendance has simply been pressure of work and I hope to be back again next year. However, my intention to keep my eye in on a few selected events has been thwarted by a series of motoring mishaps.

Firstly, a problem with the gear selection was traced to a sheared bolt in the selection geometry. Then, a couple of weeks before the first event of the season, a minor problem with the brakes became a major problem when a bleed valve broke off in the caliper. It took Securicor Ten days to deliver a "three day" delivery replacement as they played pass-the-parcel between the Warrington and Liverpool depots, with neither being prepared to accept responsibility for my address!

No sooner was the car back on the road then -- BANG -- the diff blew whilst trying to cross a busy dual carriageway leading to the M56 just outside Chester. Such was the force of the planet gears leaving the car that half the gearbox casing was taken with it. I spent the 20 minutes or so waiting for the RAC Recovery to arrive by throwing road grit on the oil slick and finding bits of the diff scattered across both carriageways. A replacement gearbox later, and my journey to Baitings Dam for the a Hillclimb was interrupted by the car refusing to start after picking up an equipment trailer. Much pushing and shoving later, I was on my way along the M62, but only as far as Birch services. The engine finally cried enough in a cloud of steam and smoke with a holed piston. This was the first fine weekend of our excellent summer but I could think of better places to spend a Saturday afternoon than a motorway service area car park, the recovery being no-where as quick as before. A fellow competitor was persuaded to leave his competition car at home and come and deliver the equipment to the Dam in the dead of night in order that the event could be run. Many thanks go to Graham Sherwood for having to set up the hill on the Sunday morning as well as carry out the hundred other tasks this human dynamo usually manages to do!

With work problems it was over three weeks before the car was ready to run with its new engine. However, on assembly the re-profiled cam was found to have been machined so much that it is impossible to obtain tappet shims to bring the gap within tolerances. Despite this, a visit was planned to a Curborough sprint event but this had to be put off when, on the Saturday prior, a Land Rover threw a boulder through my windscreen. A new windscreen was fitted on the Monday but a month later this was also cracked by resurfacing chippings flying about. On top of all this, a baulk of timber fell off the back of a lorry, (honestly!). With the rest of the traffic about I was unable to avoid it, and wrote off two alloy wheels and good tyres in the process. These, the windscreen and the wing I damaged at the Curborough hairpin last season, still have to be replaced, but with everything else going wrong such jobs keep being put off, but I hope to be back next season as planned. Still, if not for my bad luck

P.S.,
on the way to be C.O.C at another Curborough event loaded with safety equipment and caravan, I pulled into the entrance to Rugely power station to let a convoy of heavy wagons pass, stalled the engine, and could not get it to fire up again with the battery sounding very flat. A security man appeared with some jump leads which were connected to the caravan battery (not the national grid as some have suggested) and this got me going. It appears that the relay for the cooling fan had stuck and drained the car battery. I now await the next installment in my year of disasters.

RIP LIVERMERE



TOUR OF MULL



1989

In the middle of May this year, the last problem relating to an Act of Parliament permitting closed roads on Mull was resolved. All that remained to be done was for the Parliamentary Agents acting for Strathclyde Regional Council to process the Order through the outstanding stages before July 28th, when Parliament recessed. This we were assured, was a formality and plans for the 1989 Rally could go ahead.

It therefore came as a very unpleasant shock to learn two months later that the Agents had, quite simply, not done their job, and that the July 28th, deadline was seriously endangered. Despite intense lobbying, the Order could not be passed in time and, as a club, we were faced with a difficult situation.

Strathclyde Regional Council, which is heavily committed to the Order and to the Rally, provided a possible solution after consultation with the Scottish Office. The Secretary of State for Scotland would sign the Order, this being the next procedural step. It could then be laid before the House of Lords in early October, but it could not be laid before the House of Commons before October 17th, when that House reassembles. The proposal was, therefore, that the event would be run under an 'Unconfirmed Order', and as the Order is uncontested and confirmation automatic, it was felt to be an acceptable solution.

A meeting was arranged at the R.S.A.C. in Glasgow for today, August 22nd, at which the proposal would be discussed by all the interested parties. When invited to the Meeting, Mr. L. Needham of the R.A.C.M.S.A. expressed the view that any solution not involving suspension of the relevant Road Traffic Act requirements was not, in fact, a solution and that a permit for the event would not be issued. He could not be present at the meeting because he would be on holiday. He saw no reason for the R.A.C.M.S.A. to be represented as, firstly, he had made their position clear and, secondly, anyone deputising for him would be unable to take decisions. In the event, Mr. Dennis Cardell, Chairman of the Rallies Committee, attended.

As a result of this meeting, we have to inform you that it was not possible to find an answer to this latest problem, and as a result there will be no Tour of Mull this year. We fully understand and appreciate the annoyance and inconvenience, not to mention financial loss, that this decision will cause, and can only offer our sincere apologies. For all concerned, those who worked on the project and the very many who supported it, it is a bitter blow coming at the end of over two years of effort to overcome the numerous difficulties which we faced. The main reason for the sad outcome is the failure of the Parliamentary Agents to carry out the task for which they are paid. Other factors have conspired against us since.

Brian Molyneux

Brian Molyneux,
Rally Chairman.

Bob Wilkinson

Bob Wilkinson,
Clerk of the Course.

Taff Edwards

Taff Edwards,
Rally Secretary.



SOCIAL CHAMPIONSHIP

- 1 ROGER EMERY 132
- 2 GARRY RUDMAN 108
- 3 NEIL ANDERTON 76

After seventeen events, the top three places in the Social Championship are as shown above.

Dates to note are:

SEPTEMBER 24th SOCIAL TEST. All day event organised by Simon Lord. Contact him for further details.

OCTOBER 8th SOCIAL TEST. Organised by Jonathan Simkins, probably based in Whitworth at new venues, but more details from Jonathan.

We thought it might be interesting to look back over the years of Knowidale magazines to see what folk used to get up to. The first offering comes from the "Knowidale Car Club Monthly Circular" of April 1987, edited by G Hutchinson, Rev. R Jones, and J Clegg. President at the time was G D Grimshaw, and amongst the committee were R Dixon, R Riley, and A Ridy.

PRODUCTION CAR TRIAL, BOXING DAY

With the Christmas Spirit taking a rather heavy toll on members, only 28 hardy crews ventured into the mire of Rakewood for this year's PCT, the site now being carved up by contractors erecting the Rakewood viaduct for the Trans-Pennine Motorway. Various attempts had been made for the event to be held on a new site, but when permission was nearly given, a new tenant reversed his decision and chased the organisers off his land with an outspoken criticism of the laziness of the modern generation. "The mind boggles".

Conditions were completely reversed from the two days previous, when thick mud covered the roads and every hill was unclimbable, making the organisers' task of selecting roads very difficult. During this selection one afternoon a would-be entrant crept onto the site in his clockwork mouse (Flat Estate) and hailed the organising party with a fistful of copper as his entry fee. The organisers delighted at this chance arrival, invited our hero to try his skill on a hill they had decided was too muddy, and with a clock-like tick, the vehicle rushed into the mire, coughed, choked, and sank up to its lights. A long silence followed to be broken by a long stream of abuse from the interior of the animal, which added to the cartoon effect of the proceedings, a top note being reached when chaps in 6in. waders were sinking into 14in. mud in a struggle to raise the nose in order that the mouse might live. After 45 minutes and using a tow rope, the Flat broke free and ticked off home, leaving mud-splattered organisers the joy of knowing their original decision was correct, the hill did not go!

Dragged and bullied from the darkness of the BRT Cave came Harry Ratcliffe in the Sprint Morris Oxford complete with paving stone and pipe, to do battle, and Vita's own chief Brian (Ace) Gillibrand with the ex-works 1275, completed the serious attempts, while Carol Tyler from Birmingham motored 120 miles for the morning's fun. All the rest were our very own Boxing Day enthusiasts, the winner being our very own Rev./Counter/Jones in his Mini Van, followed by EJ Roberts VW 5 points behind.

To those who expected a more detailed report, come and watch next year, or even enter, you might like it. To those who came and criticised, "Empty vessels make most sound".



RALLY CHAMPIONSHIPS 1989

OVERALL POSITIONS

DRIVERS		NAVIGATORS	
1 David Pemberfoen	232	1 Richard Hudson	232
2 Nick Cheetham	196	2 Andy Schofield	196
3 Andy McTighe	148	3 Janet Sherwood	156
4 Nina Sutcliffe	90	4 Tony Willets	109
5 Kevin McTighe	70+	5 Graham Sherwood	94
6 ?????	64	6 Julie Entwistle	70+
7 Steve Bateman	60	7 ?????	64
8 Simon Lord	53	8 Peter Whatmough	53
9 Mike Sutcliffe	52	9 John Williams	47
10 Jonathan Partridge	47	10 David Pedley	44
11 Michael Pedley	44	11 Mike Corfield	40
12 Colin Brennan	40	12 Iain Tweeddale	10
13 Garry Rudman	10		

STAGE CHAMPIONSHIP

DRIVERS

David Pemberton	232
1 Andy McTighe	148
2 Nina Sutcliffe	90
3 Simon Lord	53
4 Mike Sutcliffe	52
5 Kevin McTighe	50
6 Colin Brennan	40
7 Garry Rudman	10

NAVIGATORS

Richard Hudson	232
1 Janet Sherwood	156
2 Peter Whatmough	53
3 Julie Entwistle	50
4 Tony Willets	49
5 Graham Sherwood	44
6 Mike Corfield	40
7 Iain Tweeddale	10

SINGLE VENUE CHAMPIONSHIP

DRIVERS

1 Nick Cheetham	196
2 ????????	64
3 Steve Bateman	60
4 Jonathan Partridge	47
5 Kevin McTighe	+20

NAVIGATORS

1 Andy Schofield	196
2 ????????	64
3 Tony Willets	60
4 Graham Sherwood	50
5 John Williams	47
6 Julie Entwistle	+20

ROAD CHAMPIONSHIP

DRIVERS

1 Michael Pedley	44
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NAVIGATORS

1 David Pedley	44
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KNOWDALE CAR CLUB - OFF-ROAD CHAMPIONSHIP

POINTS CLAIM FORM

NAME.....
 EVENT.....
 VENUE.....
 DATE.....
 ORGANISING CLUB.....
 CLASS ENTERED.....
 NUMBER IN CLASS.....
 CLASS POSITION.....
 ENTERED AS KNOWDALE CAR CLUB...YES/NO

First in Class will be awarded 15 points, second in class - 14 points, third in class - 13 points etc down to tenth in class - 6 points. Eleventh in class and lower will be awarded 5 points.

Two points per class position will be added for those classes containing 7 or more competitors. Amalgamated classes will count as one class.

In order to claim points, a driver must be a fully paid up member of Knowdale Car Club, carry at least one Knowdale Club sticker and be entered under KNOWDALE CAR CLUB.

A maximum of 10 events will count.

KNOWDALE CAR CLUB - OFF-ROAD CHAMPIONSHIP 1989

CHAMPIONSHIP POSITIONS

NAME	H/WOOD	BAIT	SCAM	BAIT	BAIT	SCAM	SCAM	TOTAL	POSITION
Ian Scott	15	15	15	15	15	15	15	105	1
Paul Harris	14	15	15	12	11	15	14	96	2
Joe Ward	14	-	13	-	15	15	15	72	3
Andy Talbot	-	14	15	14	14	14	-	71	4
Tony Bridgen	17	-	13	15	12	-	-	57	5
John Bennett	16	-	14	14	13	-	-	57	5
Greg Swinbourne	-	-	16	17	17	-	-	50	7
Mike Duffy	-	15	15	-	15	-	-	45	8
Paul Clarence	-	-	17	13	15	-	-	45	8
Graham Cannon	-	15	12	-	15	-	-	42	10
Graham Sherwood	-	13	-	-	-	14	14	41	10

The points above are for the top ten and are for only those events which I know about!! Please claim your points A.S.A.P. if you want them included otherwise the above table stands as read!!

GRIMLEY JR EVE CHAMPIONSHIP 1989

There is just one more round to count this year and that will be GRIMLEY JR EVE HILLClimb on 17th September. I have still to calculate points from last Saturdays Aintree Sprint but the top ten at the moment as follows:

First	-	Tony Bridgen	136.67	Van Dieman FF1600
Second	-	John Bennett	135.33	Van Dieman FF1600
Third	-	Jon North	132.53	Hini Cooper S
Fourth	-	Paul Harris	124.53	Eldon F3 & Hawke FF1600
Fifth	-	Barry Marsden	123.24	Scimitar SS1800 Turbo
Sixth	-	Ian Scott	122.58	Megapin
Seventh	-	Chris Ellett	121.08	Dutton Phaeton
Eighth	-	Graham Walker	120.64	Scimitar SS1800 Turbo
Ninth	-	Harvey Verrail	118.56	Dutton Phaeton
Tenth	-	Andy Talbot	114.20	Hini 1275 GT

***** ODDS AND ENDS

If you have any money to donate to the CANCER RESEARCH CAMPAIGN, please me have it as soon as possible. I would like to present the cheque by end of October.

Did you know that at a recent Baitings Hillclimb every Knowdale member entered won a trophy? There were quite a few too!!

Rumour has it that Stuart Ashworth has acquired a MG Midget which intends to prepare for hillclimbs and sprints. Watch out Duffy!!

Our last event of the season is on the 17th of this month which is a on Sunday. As usual we need lots of marshals to make sure it all smoothly. Please come and marshal if you are free. There will be the marshals draw with booze and other goodies to be had!!

How about someone else out there contributing something to the newsletter. Dont moan about it not coming out every month if you are prepared to write something for it. Just one article or paragraph from a competing member (rallies, hillclimbs, sprints, autotests, races etc) will be enough to keep it going every month for a year!!

EL SUPREMO - GRAHAM THE VICE!!

FOR SALE FOR SALE FOR SALE FOR SALE

Escort 1300 - 4 door model N reg.

Taxed until December, M.O.T. has just expired.

Needs a little work but a good looker in blue.

The asking price is 275 qno.

See Graham if interested or phone my sister (its her car) on 0706 84073. Phone almost any time during day upto mid-evening and ask for Karen.

TALES OF SAMMY SINGLE-SEATER

A quite by chance remark that I would buy a single-seater if I could find one at the right price set off a chain of events that culminated in me going up Scammonden faster than I have ever been up anything!!

The car is a Terrapin Mark 1a/48. It was finished in November 1979 and only saw action in the Summer of 1980 before being forgotten about for several years. A change of ownership saw the car compete just twice. Then I bought it!!

Phone calls to Alan Stanniforth (he designed and built the first Terrapin) and to Ian Scott brought lots of advice and tons of encouragement - thanks.

Next stage was to get it out and competing. The first event entered did not produce a run. This was not for lack of trying. We only gave up hope at 11 pm the night before. The problem was the crank - it was totally knackered.

BIG RE THINK - either rebuild the obviously underpowered 1000 cc engine or go for something more suitable. The latter was thought to be easier!

After a lot of time and effort by lots of people, we eventually had in place an engine from an MG with supposed ported and chambered head, big valves and a doing cam. With only 15 seconds running, no water, an oil-leak and no gears, we set off to Scammonden Dam. Chief Race Mechanic Haydn adopting an Australian attitude to it all - "she'll be right". Yours truly, now being called Nigel Mansell, was not totally convinced.

On the way to the dam Steve and Ian called at Carcraft Car Spares for some bits. Steve walked in and asked for a rocker cover gasket for a Terrapin!!

Scrutineering was interesting as the car was presented to Chris Mansley complete with screw-on parasol and old fifties style crash hat!

After much sorting it was eventually ready for its first practice run which went well but resulted in a slow time and more problems - a misfire at 4000 rpm and a monumental water leak from the header tank. On top of that it had developed the usual mini engine malady - an oil leak from the timing chain cover!

Lots of Rad-Weld was poured in, Jon Simkins tightened the timing cover and stuffed a rag under it and a new set of points was installed.

Practice run 2 was a little better but it was still mis-firing.

To cut a longish story short

My pit crew were amazing and kept the car running all day; other competitors were astounded by our antics but at least we finished!!

Many thanks to Ian Scott for lending me some decent tyres and not laughing too much and thanks also to Paul Harris for having the decency to laugh out of sight!! Thanks must also go to Chris Ellett and Harvey Verrall of Mid-Cheshire; they must have thought that Blackpool circus was having a day out!!

The end result was 32.95, a time which I and the team are dead chuffed with. Next outing is another Scammonden in August, at which time the car should be better and I will probably set a new course record!!

THE TEAM

CHIEF RACE MECHANIC	HAYDN WILLIAMS
DEPUTY CHIEF MECHANIC	IAN VAUGHAN
TEAM CHEER-LEADER	SHARON "DOZEY" KINSEY
TEAM BLOW-UP DOLL	BIG STEVE MATTHEWS
TEAM YUPPIE	PETE "MAGGOT" SIMKINS
CHIEF FETTLER	JON SIMKINS
TEAM GOFUR	CHRIS WALKER

* * * * *

TALES OF SAMMY PART TWO - RETURN OF THE TERRAPIN

The scheduled outings to Scammonden and Curborough during August were both cancelled by the organising clubs, this meant that I could not set new course records at either venue and I shall have to wait untill next August to do so! I bet you didnt know that Terrapins are only allowed to set course records during August!!

With some time on my hands (I really must start wearing my watch on my wrist) Sammy was re-fettled for the L.A.C. event last Sunday at Scammonden. This was not too easy as Nigel Mansell had heard of the power and speed of my car and was trying to persuade Ferrari to let him borrow it for Spa. Luckily they were persuaded by Senna and Prost not to allow this due to the fact they would look stupid being beaten by car first designed in 1964!!

The fettling of the car involved fitting larger carbs, curing the water and oil leak and little else. This was all finally completed on Saturday night - as usual! Jon Simkins dragged the car up to Scammonden and then dragged himself off to Burnley. Did you know that Jon has a new girlfriend and is very much in lust with her?

Sunday morning dawned bright and sunny and I then made my first mistake of the day - I had forgotten my shorts. Scrutineering was passed with the usual comments about the car being eligible for historic classes and the driver being eligible for vintage classes.

Practice 1 - a really sound run with no problems filled me with doom and gloom - if practice went smoothly, what was going to happen in the afternoon?

Practice 2 - I ran out of petrol!! Thank goodness for that, I thought the bloody misfire had returned!

The afternoon runs were stunning, each one much quicker than 4 weeks before. The car was superb, it never missed a beat and revved effortlessly to over 7500 rpm.

Not having my pit crew on this occasion, although they did all turn up to watch later, I parked with Ian Scott and Paul Harris. This was a good move as they got me really fired up for the afternoon and gave me lots of advice. I also got free coffee from Eleanor!

In case you are wondering, the best time was 31.60 which is 1.35 seconds faster than last time out. By the way, Ian went up in 25.05!!

Knowldale was very well represented and club stickers were on several cars. The Knowldale contingent consisted of me, Ian Scott, Paul Harris, Dennis Doyle, Mark Ollerenshaw and Joe Ward. Joe set FTD and a new class record - I must have been worrying him so much that he thought he had better fly up!

GRAHAM J SHERWOOD