

APRIL '86

CLUB DIARY

REGS ARE AVAILABLE FOR:

26 APRIL DAIHATSU TOUR OF HAMSTERLEY by TEESIDE MSG. 32 miles of stages on 92,93 for £65. MULTI-VENUE FORMAT THIS YEAR!

26/27 APRIL TWILIGHT RALLY run by Lightning MSC on maps 97,102,103. 150 miles for £26

27 APRIL FORREST MOTORS TROPHY HILLCLIMB at Baitings run by Shipley and District MC. £16 entry fee.

2-4 MAY INTERNATIONAL WELSH RALLY. 290 miles of stages, £300.

3/4 MAY COLMAN TYRES RALLY M/N, ANCC Championships. 150 miles on maps 98,99,104. £30 entry fee.

10 MAY MILD & BITTER STAGES RALLY. Morecambe Car Club event offering 16 stages over 32 miles on maps 97,98,102 for £40.

24/25 MAY WESTMORLAND ROAD RALLY. Clubmans status event on maps 91/92. Organised by Eden Valley MC. £27 entry fee.

25 MAY FELLSIDE STAGES RALLY run by West Cumberland Motor Club on map 89. 24 stages over 30 miles for £40 entry fee.

SOCIAL EVENTS

4 MAY SCATTER RALLY. Further details on Tuesday nights at the club. Probably on maps 103/109 starting from Rochdale Town hall Square car park at 10.00 am.

13 MAY SCALEXTRIC CHALLENGE Annual Tuesday night thrash around the Simon Lord Circuit at the club. Entry list from Simon.

SUBMISSIONS

If you wish to contribute to the Club Magazine, we welcome rally reports, amusing anecdotes, hints and tips, action photographs of club members etc.....

Contact Steve Tweedale or Janet Sherwood any Tuesday night at the Club, or ring Steve on Bacup 878275.

EDITOR: Steve Tweedale

Asst. EDITOR Janet Sherwood

COMMITTEE MEMBERS

President/Comp. Secretary: Steve Tweedale

Hon. Secretary: John Clegg

Vice President: Simon Lord

Hon. Treasurer: Peter Buckley

Rally Championships Secretary: Neil Anderton

Social Secretary: Gail Buckley

P.R. : Graham Sherwood

Terry Mills Deryck Pickup

Robin Bloor

Roger Riley

Mike Duffy

LADYBARN - NEW MEETING PLACE

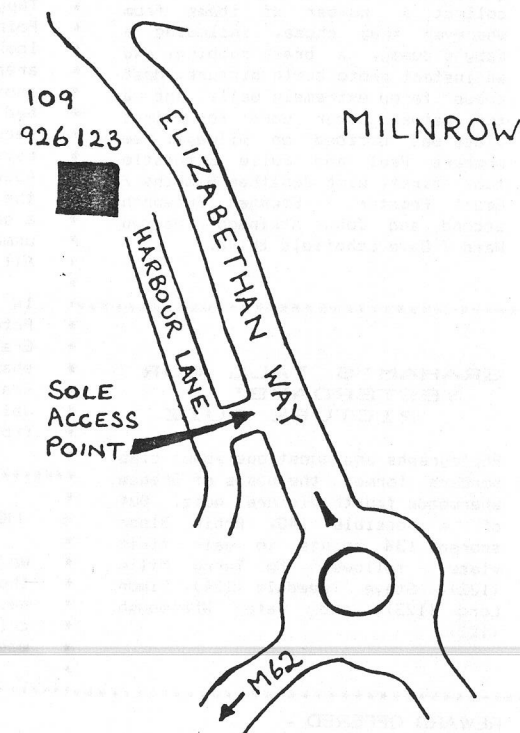
As from Tuesday 29 April 1986

Knowldale's new regular meeting

place will be the Disco Bar

at the Ladybarn Hotel, Milnrow

MR 109/926123



SOCIAL CHAMPIONSHIP

1	Graham Sherwood	78
2	Terry Mills	70
3	Robin Bloor	55
4	Steve Tweedale	53
5	Janet Sherwood	47
6	Richard Hudson	45
7	Simon Lord	40
8	Martin Butler	38
9	Martin Ward	34
	John Atkinson	34
11	Paul Entwistle	33
	Julie Entwistle	33

APRIL FOOL TREASURE HUNT

The sixth round of the Social Championship was an April Fools Day Treasure Hunt which differed from the norm by having no route! The competitors were merely required to collect a number of items from wherever they chose, including a baby's dummy, a brass rubbing, and an instant photo booth picture. Most crews fared extremely well, and a tie between four cars for first place was decided on mileage. New members Paul and Julie Entwistle took first, with Jonathan Sinkins / Geoff Procter / Stephen Bosworth second, and John Atkinson / Martyn Ward / Dave Schofield third.

GRAHAM'S 'ALL OUR YESTERDAYS' PICTURE QUIZ

Photographs and questions about club members formed the basis of Graham Sherwoods fourth picture quiz. Out of a possible 140, Robin Bloor scored 134 points to gain first place, followed by Terry Mills (132), Steve Tweedale (124), Simon Lord (123), and Pete Whatmough (122).

REWARD OFFERED -

For information leading to the recovery of a 998 Engine removed from Mini shell at Tim Bobbin Motors, Milnrow. Telephone: Peter Brocklehurst on 061 620 0177

* 12th APRIL SCATTER RALLY

* Our first ever rally of any sort began
* with the driver plus crutch having to
* turn into instant navigator - this
* novice navigator then turning up at the
* Oxford 15 minutes into our plotting
* time! Novice driver (Julie) by this time
* having kittens!
* We started off OK, but ninety minutes
* into the event the batteries on our
* Steak-and-kidney pudding carton turned
* poti began to fail. We spent fifteen
* minutes looking for the elusive SS2, but
* the driver is pleased to report managing
* to avoid demolishing two rabbits, a
* hedgehog, and several dry stone walls
* during the course of the night.
* We are very pleased with our 2nd place
* and are now seeking sponsorship for the
* 1986 RAC. Any offers?!!
* Julie & Paul Entwistle 1.9 Manta

* THE WINNERS OF THE EVENT, Richard Hudson
* and brother Robert, report being pushed
* to plot the route in time, and making
* the first check with 1 minute to spare.
* They caught the car ahead on the Crown
* Point hairpin, then spent 10 minutes
* looking for SS2. The roads in the Widdop
* area were very slippery, where they met
* another car head on in a narrow lane and
* had to reverse 200 yards to get out. The
* second half was a good run and could
* have been faster but for only having
* 45bhp in the Nova. They were upset when
* the last section was cancelled, but had
* a good night out, marred only by the
* unmanned controls.
* All plots spot on, says Richard!

* In third place were Terry Mills and
* Peter Buckley in the Rover, fourth were
* Graham and Janet Sherwood on their
* shakedown for the Ribble, and fifth
* Frank and Martyn (Securicor) Ward.
* Well organised by Simon Lord with help
* from Martin Butler

* HEALEY CONSERVATIVE CLUB

* We have been requested to point out that
* the item in the February issue of the
* newsletter was in no way meant as a
* criticism of Healey Club, and no offence
* was meant in any way.
*

SPRINGHILL'S RIBBLE RALLY 1986

19/20 APRIL

Janet & Graham Sherwood (Car 81)

Steve Tweedale/Martin Butler (Car 68)

At last we were on our way up the M6 to Burton Services to the start of our first Road Rally. This day had been looming up on my calendar like an appointment for the dentist! I was very nervous, not really knowing what to expect - so much advice had been given and I was trying very hard to remember it all.

On arrival at Burton we parked up, intending to find out what was happening and were immediately pounced on by two Scrutineers. FAIL they said - you only have one number plate light working and you need another spring on the carb throttle spindle (although not according to the Blue Book). After butchering the interior light and using the bulb from that, we passed - he had conveniently forgotten about the spring. We passed noise check quite safely and went to sign on.

Surprisingly, time went very quickly and after plotting giveways, cautions etc. it was time to pick up our route. Steve and Martin, leaving 20 minutes before us, came over to check we were okay - 'see you at the finish' we said, confidently!

Feeling quite pleased at managing to plot the route with time to spare, we set off to the first selective at Newbiggin. As we arrived it started to rain and didn't stop all night. This first selective was fairly short with narrow lanes and quite a few hard to read bends. We were surprised to see spectators still around at the first real corner - Graham turned into an instant poser bringing the car sideways on - hope the spectators were duly impressed.

After a very long second selective at Capernwray, the car was running and handling well - but not fast enough - we then proceeded to Killington. We were going well and on our way up to PC'D' using a short cut. However, this particular white did not 'go' and we ended up in 15" of mud and came to a halt. We tried to reverse back down - no joy. Two cars followed us in, the last one managing to back out onto the main road. That left two of us, both Sunbeams, stuck in what turned out to be a field. The other crew came over and suggested that if we helped them they would help us. So, we got them to the gate, they jumped in their car, said thanks, and drove off into the night. We'd like to say a big thankyou to car no.89, and we'll do the same for you sometime!

Wet, dirty and miserable, inspiration suddenly came - we had a rug in the car - put it under the wheels to give some grip. We ripped the rug in half with great enthusiasm and used one half under the back wheels - it disappeared very quickly into the mud! No way were we going to get out of there on our own. There was a farmhouse nearby, but no sign of life, although how we didn't wake them with all the noise, I'll never know. Eventually we gave up, let the seats down and tried to sleep - half a car rug doesn't keep two people very warm though! At 7 a.m. we walked across to the farmhouse and saw another human being! We were given a very welcome breakfast, shared with 3 lambs, 4 cats and a sheepdog, after which the farmer dragged my poor Sunbeam out of the mire with his tractor. No damage done - but the field looked a bit of a mess! Feeling a bit dejected we made our way home, stopping off at Steve's to let him know we were still alive and to see how they fared.

Martin and Steve had a clean run, although they thought the timing was tight and said it got a bit rough over Barbondale and had four wheels off the ground over Kingsdale! The highlight of Martin's night was crushing the kneecaps of a marshal - thinking that Steve had stopped the car, he flung his door open and hit the marshal full on! They were disappointed with the end result - unofficial 13th in class - and decided that the car is not fast enough - well if that's the case, mine certainly isn't.

All in all we enjoyed ourselves and were disappointed at not being able to continue - but our spirits are not dampened and we shall try again! Thanks to all club members who gave us so much help and encouragement and thank you Terry for preparing the car, and the loan of your spotlights - which are still in one piece!

Janet Sherwood

FOR SALE / WANTED

1979 T Reg. 1340 MINI

Big valve head, cam, lightened, balanced, 'S' shafts + Hardy Spicers + new discs. New exhaust, roll cage, negative arms, lowered, Wolfrace wheels.

£850

Aluminium trailer + towbar optional £100.

Rochdale 521976

S Reg. 1300 CHEVETTE

Sumpguard, lamp brackets, reconditioned head, 185/70 Colways on 'Rostyle' type rims, heavy duty front springs & shocks, otherwise standard. Not quick but handles well and never beaten on scatter rallies. Solid shell. For sale after Colman Tyres.

Steve Tweedale, Bacup 878275.

PORTABLE VIDEO SYSTEM

Hitachi video camera, Philips portable deck and tuner/timer - complete system. Ideal for recording your antics on single venue rallies, hillclimbs and autotests etc. - Deck and tuner only 18 months old and serviced after 12.

Steve Tweedale, Bacup 878275

ANYTHING TO ADVERTISE OR

WANTED TO PURCHASE????

CONTACT STEVE OR JANET

(SEE CLUB DIARY).

RALLY CHAMPIONSHIPS

STAGE

Drivers		Navigators
Simon Lord	66	Mike Corfield 82
John Wood	49	Pete Whatmough 49
Dave Pemberton	48	Richard Hudson 48
Colin Brennan	41	Nina Sutcliffe 25

ROAD

Drivers		Navigators
Steve Tweedale	52	Martin Butler 52
Graham Sherwood	-	Janet Sherwood -

Steve and Martin scored recent points on the Ribble rally, which Graham and Janet also contested, but failed to finish (see report in this issue).

1986 RAC RALLY

The 1986 RAC Rally will use HAIGH HALL near Wigan and Knowldale have been asked to help provide marshals for the stage once again. Anyone interested in marshalling please contact Graham Sherwood, Simon Lord, or Roger Riley, who are organising the trip. More details later.

BAITINGS DAM HILLCLIMB

Anyone who would like to become involved in the organisation of our annual hillclimb, please contact Simon Ridy on 061 764 1138.

ROAD RALLY EXHAUSTS

It is no longer necessary to fit a twin silencer exhaust system to a car in order to compete in road rallies, just as choice of air filter elements is free, providing the car meets the RAC noise test Q417.

*

1986 Lakeland Stages

Colin Brennan/Mike Corfield

Toyota Corolla 1600



Friday 14 March 1986 saw Mike and myself travelling up the M6 towards Workington to compete in my fifth Lakeland Stages - hoping that we could repeat last years success. The car was out in new livery for the first time and we hoped for better luck than on our two previous outings.

We arrived in Workington and found our hotel, we were shown to our room, the hotelier explained that it might be a little cool but the one bar electric fire would soon melt the ice on the windows and maybe by morning the room would be warm. If only Brian and Alan had come up with us they might have been able to install central heating (well they've never failed with anything yet!)

Anyway, after scrutineering and a nights sleep (fully clothed) we set off for the start. Mike decided to set the terratrip up but couldn't get it working - luckily our intrepid Service Crew were on hand at the start and Brian soon fixed it - he switched it on! After swiping Mike over the head with the instruction book we were on our way to SS1 Lowther Park, a stage which I disliked and consequently got an abysmal time on.

Into the meat of the event, and the fast flowing stages of Hobcarton and Comb with no real problems as we went into Service. Brian and Alan had their priorities right as usual, i.e. brew up, bacon and egg butty and then a look at the car. Comparing stage times we found we were third in class behind Cook in an Escort 1600 Mk3 rwd and Ken Skidmore in the Sunbeam.

The next set of stages were very compact, but on Wythop, my favourite stage, we suffered a bad misfire right at the uphill start which did not clear until the first hairpin. This happened again on Setmurthy and cost us a great deal of time - we were only one second away from losing our third place in class. On the second runs on Hobcarton and Comb we really performed well, setting 6th and 7th fastest overall on these two stages. Things seemed to be going our way and we had a chance of winning the class, but the repeat of the misfire on Wythop dropped us back again. With only Setmurthy and Lowther Park left we hadn't enough distance to pull back the time although we did set 9th and 8th fastest times on the last two stages.

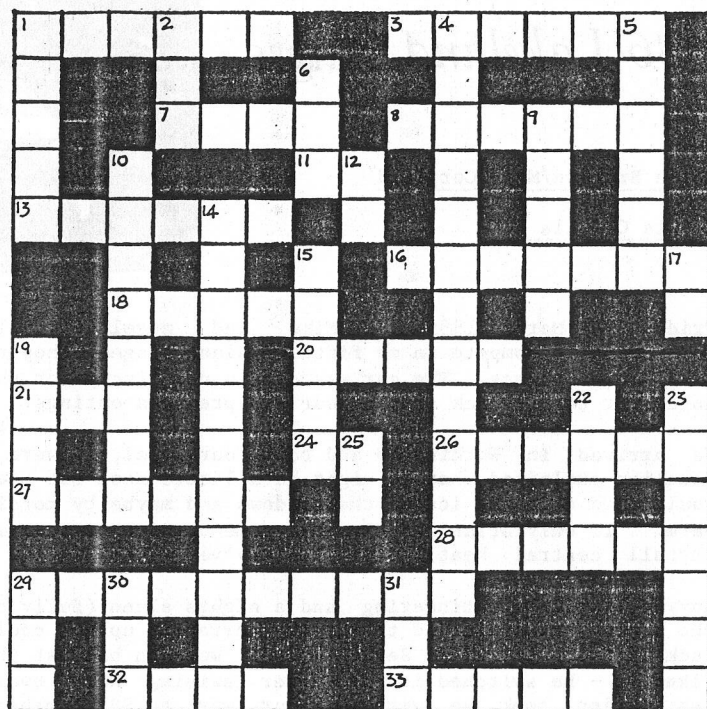
We still had to settle for 12th overall and 3rd in Class, but the times at the end of the day proved how close it had been. Cook won in 47.39, Skidmore 47.44 and we were on 47.52.

A good day out and good result on a well organised event. Our thanks to Brian and Alan for the Service and apologies to Deborah for Brians late arrival home!

Colin Brennan

K C C R O S S W O R D

Seventh Round
of
SOCIAL
CHAMPIONSHIP
compiled by
J. and G. Sherwood



ACROSS

1. W.O. Clay well shod (6)
3. Depressed Eggs (6)
7. Compo's is a star (4)
8. Tools for every occasion (4,2)
11. Could be great thrill, but is it? (2)
13. Featherweight Body Builder (6)
16. Keeps you in your place (7)
18. Princess in broken paddle should give a good reception (5)
20. Eastern brew, better than bi-carb! (5)
21. Lubricate (3)
24. Initially our common interest (2)
26. Car on riot duty with Starsky & Hutch (6)
27. Ann's is the foreigner (6)
28. The accent on winning causes this (6)
29. Pond's underground success (2,5,3)
32. A devious plan with 30. (4)
33. Spots before the eyes (5)

DOWN

1. Riley's namesake (5)
2. Everyone aims to do this (3)
4. Lombards recent victor (6,5,2)
5. Cars in a marathon dash (6)
6. A big Cat (3)
9. Fender Bender (5)
10. What great cover ups! (8)
12. Tea with Sunbeam and I (2)
14. First Evolution Rally Super Car (4,7)
15. This might be strength (5)
17. Little Susan with no direction (2)
19. Early warning device (4)
22. Put a wall behind it (4)
23. Car found in a stop or scheduled halt (7)
25. Leyland's AVO (2)
29. See 31.
30. 109 (3)
31. and 29. Keeps an eye on things in Britain, initially (3,3)

Collect your Social Championship points - all entries to Janet and Graham Sherwood by
13 May 1986.

Name Date

WAKEFIELD STAGES

20 APRIL 1986

Team Knowldale this weekend visited Leconfield Airfield to do battle in this single venue Stage Rally which consisted of 14 stages over 36 miles. The old airfield is now a full time Army driving instruction centre and the old runways and roads are now full of roundabouts and traffic lights spread around the airfield.

On a very wet Sunday morning three Knowldale crews lined up for scrutineering:
Car 16 - Simon Lord/Nina (I've got a new pair of racing overalls) Sutcliffe.
Car 66 - Jon Dunn/Andy Moore in a recently built Mini - in fact they were still fitting the sumpguard and various other bits and pieces whilst we were waiting.

Car 69 - Mark Ashworth/Richard Baines in an Escort MkII.
The only problem at scrutineering was Andy Moore's helmet being out of date, so Simon and Andy shared the same one for the day.

There was a lot of surface water about making breaking a problem causing aqua planing - apart from one area where the water was so deep it was like hitting a brick wall from 80mph onwards to zero in two seconds. Jon hit the water so hard he spun out backwards.

After three stages we went into service and John was finding it hard to select gears. So, at great cost, Simon loaned out Robin Bloor and Terry Mills to sort out the problem - final adjustments being made with a screwdriver and hammer.

Mark was going at a steady rate, feeling his way into the rally, but not liking the wet conditions at all. However, around lunchtime the rain had stopped and the roads began to dry out.

Jon's car was now running well and all crews were improving their times. Simon was showing best times and was well up in class and overall position - in between posing round the Service Area with Nina in matching overalls! Just over halfway through the event the organisers put loops into the stages at the end of the service area which gave crews better spectator points. A square right hand corner which was very deceptive caught a lot of crews out - Jon Dunn's attempt was just too quick and as the front corner headed for the 12" kerb, a quick swing on the wheel and the whole side of the car hit the kerb. Luckily for Jon a hay bale was between him and the concrete obstacle. There was silence from car and crew apart from some hissing and steam from the engine compartment. With no more cars on the way, spectators pushed Jon and Andy back into the direction of rally traffic, whether they wanted to go or not.

Then it was Mark and Richard's turn - again another fast approach, but unfortunately Mark lost the battle and slid off between the bales - however he recovered and carried on in the right direction. As Mark disappeared from view, Jon was finishing his stage and appeared with great amounts of steam leaving the bonnet. Robin remarked that, being a Mini expert, it was obvious that he had lost the fan belt when he hit the kerb. On inspection at service the pulley belt had fallen off, removing the fan belt, boiling the engine and causing inner damage.

Mark was now making this third approach at the traffic lights corner and the crowd waited in great anticipation - could he get round - unfortunately he missed again.

Simon by this time decided to over rev his engine whilst trying to pass an Escort. Third gear was playing up and it jumped out of gear at 7000 revs, making the cam belt jump two teeth. He managed to get the car into the service area - Robin, being a Honda expert, announced that the engine was too far advanced and this advice proved to be correct. Mark was now making his fourth attempt at 'the corner' and at last he got round. This stage was the longest, 1st and 3rd stages running together, letting the crews get their teeth into the stage.

At the end of the day Mark and Simon finished - only damage done to Mark's front spoiler as a result of an argument with a hay bale.

Arkwright Lord