

CLUB DIARY

FORTHCOMING EVENTS

14th MAY AINTREE SPRINT. £25 entry fee, 2 sets of regs at club, or ring Jeff Vaudrey 051 526 7924.
 14th MAY NEWTOWN STAGES RALLY on maps 125, 136. £99 entry fee, 1 set of regs at club, or ring Miss J Evans on 0686 26465 between 6 and 7pm.
 22nd MAY HORTON AUTOTEST at Hartshead Services. £9.50, 1 Morton on Bradford 727592.
 29th MAY FELLSIDE STAGES RALLY on map 89. £58 entry fee, 1 set of Regs received, ring Mrs Jean Thornton on 0946 64020
 5th JUNE KWIK FIX STAGES RALLY on map 113. £95 entry fee. Ring Julie Darley 0472 244108 daytime, or 0469 60828 6-8pm
 10th JUNE RSAC SCOTTISH RALLY. £450 to blow? 1 set of regs available from Nell.

SOCIAL EVENTS

15th MAY SUNDAY SCATTER RALLY organised by the Simkins brothers, 9.00 am start from the Oxford Pub (Whitworth Rd just before Healey). Maps 103/104 and £2 required. Lunchtime finish.
 17th MAY MODEL CAR AUTOTEST in the LADYBARN, another new event from the Simkins.
 24th MAY NAVIGATIONAL TEST starting at 7.30pm from the Ladybarn, organised by Paul Entwistle.
 29th MAY BAITINGS HILLCLIMB
 31st MAY FORD MOTORSPORT QUIZ 1 See inside for details.
 7th JUNE COMPUTER MOTORSPORT from the Simkins
 14th JUNE FORD MOTORSPORT QUIZ 2
 21st JUNE TREASURE HUNT by Terry Mills
 28th JUNE FORD MOTORSPORT QUIZ 3

SUBMISSIONS

If you have ANYTHING to submit for the magazine - be it rally reports, photographs, hints and tips or the lowdown on the latest gossip from the stageside - ring Steve Tweeddale on 878275.

KNOWLDALE CAR CLUB

Committee Members

President: Robin Bloor
 Comps. Secretary: Nell Anderton
 Vice Pres: Terry Mills
 Social Secs: Garry Rudman, Richard Hudson
 Club Chief Marshals: Deryck Pickup, Jonathon Simkins
 Public Relations: Roger Riley
 Hon. Secretary: John Clegg
 Hon. Treasurer: Mike Corfield
 ANWCC Delegate: Graham Sherwood
 Editor: Steve Tweeddale
 Simon Lord

SUBSCRIPTIONS

Invoices for renewal of subscriptions are being enclosed with this issue of the Magazine.

If you have already paid your 1988 Subs, please ignore the reminder.

If the amount shown is incorrect please inform Mike Corfield. The address and telephone number at the top of the form are incorrect. Mike Corfield can be contacted on Rochdale 357489.

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About 35 Members attended the Annual General Meeting on 26th April to assist Club Secretary John Clegg in writing the Annual Report of the Committee to the membership.

Amongst the matters arising were ;

1 RETIREMENT OF PRESIDENT

Neil Anderton retired as Club President, He was congratulated on his excellent year of office, a vote of thanks was recorded and a well deserved ovation was accorded him.

2 NEW PRESIDENT

Robin Bloor was 'sworn-in' as President for the ensuing year and the chain of office was placed around his undoubtedly sturdy neck.

3 DINNER DANCE

John Clegg reported that the dinner dance was a success once again and that we were entertained by a group which boasted an oversized guitarist and an oversexed singer! In response to the member who requested that the dinner dance be held on a Saturday in future, it was pointed out that the dinner dance was always held on a Saturday!

4 STUART HARTE

It was announced that the traditional August Hillclimb would be re-named 'The Stuart Harte Memorial Hillclimb' and that it would be run in conjunction with the Cancer Research Campaign. This announcement was received with much approval.

5 NO SMOKING

With immediate effect smoking will be banned in the disco section on club nights. This is to allow those none smokers in the club to avoid those of us that do!!

AGM

FINANCE

Mike Corfield completed another sterling year in office as

Treasurer by presenting the Annual Accounts. The Balance Sheet and Profit & Loss Statement showed a healthy state of affairs with the ability to finance the three car team entry on the Cartel and pay for two team entries on the RAC and buy two year's supply of Magazine covers without going into the red.

POSTPONED

The Simon Lord / Robin Bloor Autotest / Gymkhana / Car Trial extravaganza has been postponed until further notice due to the rallying commitments of the organising team

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.

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HILLCLIMB AND SPRINT SCENE

The hillclimb and sprint season has started with a vengeance and is now in full swing. Many of the clubs which have run events so far have had entries in excess of last year, the average seems to be an increase of 10 to 15 percent. This is most noticeable in the touring car classes with a few of the old road rally cars making appearances.

Enough of the advertisement and justification for Steve giving me a whole page to myself. On to business.

GRIMLEY JR EVE CHAMPIONSHIP

I haven't yet had the results through from the second round of the Championship so the latest positions are still those standing after round one. The top three, all with a maximum score of 21 points for breaking class records are:-

George Swinbourne, Charlie Saunders and Tony Bridgen. Following close behind is the Knowldale bandit Mike (points make prizes) Duffy with 19.30 points. Paul Clarence is currently lying in eleventh place overall.

K C C OFF ROAD CHAMPIONSHIP

PLEASE NOTE

The championship round due to be run at Harewood Hill on the 21st May has been cancelled. This is because it is a novices event and therefore many of the Championship contenders would be unable to enter.

After two events Mike Duffy is leading, closely followed by Paul Clarence with Rob Liversage in third place.

Points for this Championship may be claimed by club members only and on any speed event run in the course of the season. The best eight scores will count towards overall honours.

Points will be awarded for class positions with 15 points for first in class, 13 for second, 11 for third, 9 for fourth and then 8,7,6,5,4,3,2 with one point being awarded for positions lower than tenth. An additional 5 points will be awarded for putting KNOWLDALE CAR CLUB as your entrant and for entering Knowldale organised events

FORTHCOMING EVENTS

29th May BAITINGS DAM HILLCLIMB co-promoted by KCC and Mid-Cheshire

7th August THE STUART HARTE MEMORIAL HILLCLIMB at Baitings Dam. This will be run in association with the CANCER RESEARCH CAMPAIGN.

Regs for the 29th May are out now

Regs for the Stuart Harte will be available very soon!!

1988 RALLY CHAMPIONSHIPS

Points Scoring System

The points scoring system is outlined on the Points Claim Forms which are printed on page 11 of the magazine. Basically points are scored for entering an event under Knowldale, finishing the event, finishing position in class, and beating other Knowldale crews.

Awards

All points scored on any type of event (road rally, single venue or multi-venue stage rally) go towards the 1988 Rally Championship Table as printed below. At the end of the year the highest placed crew in that table will win the 1988 Rally Championship Driver and Navigator Awards. As well as the overall award, there will be awards at the end of the year for Multivenue Champion Driver and Navigator, Single Venue Champion Driver and Navigator, and Road Rally Champion Driver and Navigator.

NEW RULING

AT THE AGM (see report elsewhere in this issue) a new ruling was introduced to the effect that members wishing to claim points in the Club Championships must marshal on at least one event in the year.

1988 RALLY CHAMPIONSHIP

DRIVERS

1 Colin BRENNAN	126
2 Nina SUTCLIFFE	78
3 Haydn WILLIAMS	62
4 Robert BURKE	49
5 Andy McTIGHE	43
6 Michael PEDLEY	41
7 Garry RUDMAN	10

NAVIGATORS

1 Mike CORFIELD	126
2 Janet SHERWOOD	78
3 Graham SHERWOOD	62
4 Paul BULLOCK	49
5 Kevin McTIGHE	43
6 David PEDLEY	41
7 Martin BUTLER	10

Colin Brennan and Mike Corfield finished 8th in a class of 11 cars on the Granite City Rally to move well into the lead in the Championship to date.

ROAD RALLY SERIES

1 BURKE/ BULLOCK	49
2 PEDLEY/ PEDLEY	41

MULTI-VENUE SERIES

1 BRENNAN/ CORFIELD	126
2 SUTCLIFFE/ SHERWOOD	78
3 WILLIAMS/ SHERWOOD	62
McTIGHE/ McTIGHE	43
5 RUDMAN/ BUTLER	10

Dear Sir.....

Dear Sir,

as a distant member of Knowldale for some time, and taking note of various reports in the magazine, I noticed that a member called Simon Lord has had some bad press from the poison pen letter brigade, although I feel that the comments and letters are coming from one person. With this in mind I come to the defence of Mr Lord;

Point 1:

It is obvious that the Lord team has taken on the challenge of using an XR2 in rallies due to financial constraints and with a factory contract. Simon has been given the XR2 to test for a possible try on the 1989 World Rally Championship for an overall victory in both manufacturers and drivers categories. Under pain of team orders, he has been selected for various events from restricted to International Grade. On the first two events his performance was due to the car having just been built and left running on three cylinders so as not to take an overall win.

Point 2:

The RAC was without doubt a shakedown, and we the factory were very keen to see what Simon could break, given the chance over four days and nights. His attitude to the event was indeed very professional and we feel that the low key approach was a credit to himself and the car.

Point 3:

Due to this low key approach with the works entered car, it would be rather obvious if the service crew had lavish hotels and a modern service barge. Instead we paid Skoda for the use of their Mercedes van some 18 months ago so as to give us time to prepare the van and the five figure sum we paid has certainly turned out to be a bargain, especially as the entire team can eat and sleep in the vehicle.

Point 4:

The comment about the service team having a picnic is well out of order. As anyone knows they all eat warm food. Sandwiches are not allowed as they leave crumbs in the bedclothes. Steve Williams, all 6ft 4ins. of him, wants a word with Mr Pemberton about feeling his kneecaps with an Iron bar.

Point 5:

The next comment I should make is that Simon's recent test session with Harry Hockley in Wales was an obvious plan to test the car to total destruction; i.e. crash tests on trees. Rumours that he merely made a mistake are totally incorrect. At the moment the car is being stripped and another shell is being prepared after successful tests through the year.

Point 6:

I notice how much the Todmorden Boys have been bragging of their achievements in the club, but one trophy still eludes them. I refer to the Mercury Trophy for best result on an international rally. I have a feeling they will not win this award this year.

Point 7:

Re: J M Ballestre regarding homologated hair styles. As I read it, this law will not be enforced until 1990. Problem with his hair, since the way he is losing it he will be bald by then. Thinking about his hair loss, it may be a way of reducing weight in the car, so an amendment to the rules should read:

Q2.C.U. Any crew entered on a rally should have a full head of hair. If either crew member cannot comply, he or she will wear a wig to make up for the deficiency. I hear Peter Whatmough does a good range in off the peg wigs, as seen on the RAC.

Bill Boardman QUICK FORD TEAM MANAGER

FOR SALE

NEW 155 X 13 COLWAY FOREST TYRES

Nora pattern reinforced sidewalls

Normal price £27.50 + VAT

Special offer £23.00 + VAT

Simon LORD 0706 343029 (night)

PROBAN PROTECTED OVERALLS

Graham SHERWOOD can obtain the above in

BLUE, ORANGE, or GREEN, sizes S/M/L
at £26.50 per pair.

Contact Graham for details.

4 off 185/70R13 S rated COLWAY RALLY REMOULDS

Road rally legal Unlroyal Rallye tread pattern.

Fitted on Vauxhall 5.5" rims, plus one spare rim

Fit straight on Chevette / Manta. £30

Steve TWEEDALE 0706 878275, OR
TUESDAY NIGHTS

NEW MEMBERS

Tracy ENTWISTLE

BURY

Nell COCHRANE

STOCKPORT

David JOHNSON

STOCKPORT

George SWINBOURNE

SHAW

Joe WARD

PICKERING

RUBBISH!

Please try not to leave unwanted items lying around at the Ladybarn on Tuesday nights, particularly sets of Regs which you've looked at and decided not to use. Regs should go back on the shelf or to Neil, if you don't want them - someone else might!

KNOWLDALE RALLY JACKETS

If you are interested in having a Knowldale Rally Jacket (maybe to a new design), have a word with Peter or Jonathon Simkins - we need a minimum order quantity to make the price right.

1988 SOCIAL CHAMPIONSHIP

1 Paul BULLOCK	57
2 Deryck PICKUP	56
3 Neil ANDERTON	47
4 Richard HUDSON	46
5 Andy BROCKLEHURST	37
6 Robert BURKE	36
7 Graham SHERWOOD	35
8 Martin BUTLER	26
9 Nick CHEETHAM	24
10 Michael PEDLEY	23
Julie ENTWISTLE	23

After seven events Paul Bullock has slipped into the lead of the Social Championship with three outright wins on Treasure Hunt, Scatter rally (partnered by Robert Burke), and Computer Game. Deryck Pickup follows closely behind with wins on the Picture Quiz and on Roger Riley's demon RAC Quiz.

The next events on the calendar include a Sunday Scatter on 15th May, a remote control Model Car Autotest on 17th May, a Navigational Test on 24th May, and the first of three Ford Motor Company Quiz Nights on 31st May.

FORD MOTORSPORT QUIZ 1988

FORD MOTOR COMPANY are running a National Motorsport Quiz for all Motor Clubs.

We have been invited to send a team of 3 members to an Area Final which will be held sometime after July 15th. In order to help us choose our team, Ford have provided a set of questions and answers split into three groups - General Motoring, Rallying, and Motor Racing.

We will be holding three Quiz Nights with one set of questions on each night, and hopefully three members will emerge who have particular expertise in one each of the three groups.

31st MAY QUIZ NIGHT 1 - GENERAL MOTORING

14TH JUNE QUIZ NIGHT 2 - RALLYING

28th JUNE QUIZ NIGHT 3 - MOTOR RACING

See Steve Tweedale for more details - advance notice of your intention to compete would be useful.

RAC RALLY QUIZ

ROGER RILEY'S RAC RALLY QUIZ attracted 24 entrants, most of whom were almost completely baffled by the questions posed. Deryck Pickup won the quiz, with Graham Sherwood second and Andy Brocklehurst third.

Dear Sir.....

Sir,

I am gratified to learn that at least one of your club members is a keen keep fit fanatic and that he applies his own philosophy to his service crew.

A very dedicated bunch they must be too.

Not for them the comfort and convenience of a service barge to ride around in; they much prefer to park it up and walk or jog to the assistance of their driver. Recently they have rescued him seven miles into a stage!!

However it would seem that dedication of this nature can only be taken so far. It would appear that after a round trip of some 18 miles on foot simply to discover what had happened to their driver, they succumbed to the comfort of the service barge in order to reach and carry out repairs to their stricken car. On this occasion all that was required was a small piece of oil pipe and a quantity of oil. I am led further to believe that this driver's service crew carry all necessary items in their overalls - apart from the keys to the service barge, which are looked after by their driver.

Although the above is to be viewed with some degree of admiration I must confess to being concerned about the possible implications that it may have on our sport. Whilst it is common practice to employ a chase car, I believe this is the first recorded case of a chase jogger. In order to further protect our sport from any legal action by the Amateur Athletics Association, I propose to ban with immediate effect all fully homologated Group B joggers and to further restrict this practice to Group A (amateur) and Group N (nurd) manufactured only in quantities of 5000 or more. Previously homologated Appendix J (jerk) joggers would similarly be affected.

I remain your ever faithful servant

Jean Marie Ballestre

COMPETITION SEATS

HIGH BACK COMPETITION SEAT

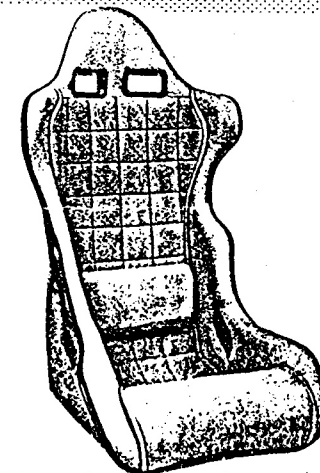
The High Back Competition Seat is constructed from 16 gauge steel tubing for strength and rigidity, which coupled with the Pirelli seating system produces a seat capable of competing at every level of the sport. Heavy gauge steel brackets allow fitting via a competition subframe or directly to the floor of the car.

KEVLAR COMPETITION SEAT

Constructed from woven Kevlar producing a lightweight seat of exceptional strength. High tensile bolts welded to steel strips run the length of the seat well.

LOCAL AGENT

DAVID PEMBERTON



CARTEL INTERNATIONAL TROPHY RALLY

They say that all it takes is a phone call and that from humble beginnings etc. Well, I never thought that I would get the chance to play out with the big boys and certainly not on an Open Championship round, albeit running as a national at the back of the field, but I did!!

I have so many many memories of the event that Haydn and I would need the entire newsletter to relate it all! That not being possible, the best thing to do is to simply relate some of the highlights of the event. If you want to know more come and talk to us at the club one night.

One of the most exhilarating stages was SS4 Roppa 1. It was a very fast and flowing three and a half miler with just four tulip diagrams in the stage book - two easy gates, one straight through crossroads and a 90 right; the rest was virtually flat out easy bends with the occasional blind crest. Needless to say Indiana Williams was flat throughout most of it. It was also the last time that we saw Kevin and Andy. Coming over a brow we could see lots of smoke, it was the Nova well off on the left. We slowed slightly fearing fire but the car looked OK and the McLighes were out and waving us on. The smoke was the result of a piston crying enough and letting go.

We were a little sad to see the Nova out of the rally as it meant the end of our only serious opposition; it also meant the end of yet another chance for Knowldale to take the team prize. At the next service we took stock of our situation and realised that provided we finished we were going to win the class by a substantial margin. One goal virtually achieved we set ourselves another much harder one, - a place in the top 5 overall. We also thought it might be fun to catch and pass Garry and Martin!!

Six miles into SS6 in Cropton Forest we saw Garrys escort and set about catching him. We had just got into a position where we could take him when he slid off! Luckily they got the car out of the sticky stuff but lost loads of time doing so. The effort was too much for the cars transmission and unfortunately the clutch disintegrated on SS9 Guisborough, which was probably the worst stage of the entire event, closely followed by SS11 and SS12 (SS10 had been cancelled due to a landslip)

We couldnt of course have competed without our superb service crew consisting of Dave Pemberton, Richard Hudson and Adam Mitchell. Not forgetting the groupies ie Sharon et al. We also had a chase car which was crewed by Richard Sutcliffe and Mark Ashworth; though to be honest they were, on occasion, more like a hide and seek car!!

Service generally passed quickly and most efficiently, the car hardly needing any work on it. At the major service in Scarborough Dave asked me if the tyres were giving enough grip. I replied that they seemed OK and that Haydn hadnt said anything. Dave merely commented that the back tyres were bald and should be changed them!!!
Anyway, back to the rally.....

Approximately 3/4 mile into SS23 Dalby 2 and at the end of a flat out 500 yard straight, the stage route goes over the tarmac forest drive into a 90 left. As we landed and turned the car fully sideways to take the 90, Haydn commented that he was going

to do it in style next time round. Some four hours later we came to the start of SS31 Dalby 4, the same stage. This time it was broad daylight and Haydn had the car well over 100 mph on the long straight. "Yump over crossroads into immediate square 90 left" says I. Nothing from Haydn, not a peep. Panic, is the intercom working, repeat instruction, car still flat out. Little voice in brain says dont worry, he probably knows what he is doing. PROBABLY ISNT GOOD ENOUGH thought I, repeat instruction. HUGE yump, well off the ground, marshals and spectators smiling, clapping, cheering and suddenly looking very worried. We were not going to make the 90 left. As we landed Iceman Williams twitched the steering wheel and operated the 'drastic change of direction device' - the handbrake. The car spun through 180 degrees and we were suddenly treated to a view of where we had been! Before the marshals had time to move Haydn dumped the clutch and we were through what had now become an immediate square 90 right to the accompaniment of much cheering and applause. Haydns comment? "That'll give them something to remember - which way now?"

Next service was our final one at Scarborough and just before the final stage of the event - Olivers Mount!! Dave Pemb took the opportunity to 'pace note' it for us whilst the IBs were being fitted. Whilst we were driving up to the stage start the service crew et al had gone on ahead to watch. Olivers Mount was make or break time and the last opportunity to finally nail a Sunbeam II which was lying in fourth place and holding us in fifth. With a 12 second lead over us it seemed almost impossible to reduce that on a stage where sheer power reigned. I really shouldnt say this as Haydn will be getting big headed but he drove like a man possessed, trusting Dave instructions which I read back as quickly as possible. Seeing the Todd lads and Adam also helped and we set fourth fastest time over the stage beating the Sunbeam by 13 seconds!!

The prizegiving back at Bradford was a bit of an anticlimax after all the excitement of the previous 30 odd hours. We wernt interviewed, which was just as well as Haydn had refused (he's quite shy really!) and I was incapable of coherent speech due to consuming vast quantities of falling down liquid!!!

It would have been impossible for us to have completed the event without the help support and encouragement of a great many people. Thanks though are due in particular to:-

Dennis Higson for letting me borrow his seat and driver.

Janet for pushing me to do it.

Terry for the loan of his garage.

Adam for helping to prepare the car and service.

Dave and Richard (Davrich Motor Sport) for providing us with service and keeping us going.

Sharon for letting me sleep with Haydn in her car!!

KNOWLEDALE CAR CLUB for the entry.

and of course - Haydn for asking me to co-drive and having faith in me.

By the way we were actually as high as third overall after SS31 and finally won our class by 31 minutes after being fastest over all but one stage where we were beaten by 2 seconds. Our final overall position was 4th - by one second and we were only 36 seconds behind 3rd. All of which is not bad for a 1300 Escort putting out a mere 65 bhp at the wheels.

Graham J Sherwood



ARTEL INTERNATIONAL RALLY 88

19-21 FEBRUARY 1988

