



Paul Cooper receives the Stuart Harte Cup as Best Novice in his Megapin 90/03 with a time of 28.73 secs.

Below: Graham models the Cancer Research Campaign Sash in his Megapin



KNOWLDALE

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CAR

CLUB

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Hon. Sec: John Clegg
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Chief Marshal: Jon Simkins
Editor: Steve Tweedale
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Sharon Kinsey
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Once again I must apologise for the length of time that has elapsed since the last magazine was published. Although we have plenty of content, the imminent arrival of the AGM has delayed publication, but it seems that event will be a few weeks away yet, so the pages which were to be for the invitation to the AGM have been devoted to other matters.

Sorry about events which are publicised in these pages which have already happened.

The Editor

Inter Club Championships

In the ANWCC championship, Knowldale finished 17th overall last year; this year we are lying 5th out of more than 47 clubs. In the Hillclimb and Sprint section Graham Sherwood is 7th (3rd in class), Denis Doyle is 8th (3rd in class) and Richard White is 35th (after only 1 event). In the Stage Rally section, Ian Savage is 24th in the Autoquip and 19th in the PC Tyres championships.

Denis Doyle 3rd overall and 1st in class, and Graham Sherwood 4th overall and 1st in class.

CHRISTMAS HILLCLIMB

The celebratory Baitings Hillclimb will take place on Sunday December 30th. Regs from Graham Sherwood in due course.

CARCRAFT DISCOUNTS

For some time Knowldale members have been able to claim discount at Carcraft; just quote KM100 at the counter.

RETAIL PRICE LIST

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FAST ROAD/MILD COMPETITION HEADS

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Cylinder Head Type	Stage 2	Stage 3	Stage 4	Rimflows
Mini 850/998, Metro 1000	£175.00	£225.00	£270.00	£285.00
Mini 1100 etc	£175.00	£225.00	£270.00	£285.00
Mini 1275	£180.00	£250.00	£275.00	£290.00
1275 'S'	£225.00	£250.00	£275.00	£290.00
MGB, Marina 1800	£190.00	£235.00	£280.00	£295.00
Spitfire 1500	£180.00	£220.00	N/A	N/A
Ford X-Flow 1.3, 1.6	£170.00	£225.00	£280.00	£300.00
XR2, Mexico	£190.00	£245.00	£280.00	£300.00
2.0 OHC, RS2000, Capri, Cortina, Sierra etc	£200.00	£245.00	£295.00	£310.00
CVH 1.3, 1.6				
XR2, XR3, XR3i	£180.00	£235.00	£290.00	N/A
Ford V6, Capri 2.8, 3.0	£310.00	£430.00	£515.00	N/A
Sierra Cosworth	£265.00	N/A	N/A	N/A

RECONDITIONED HEADS ALSO AVAILABLE
ALL CYLINDER HEADS ARE SOLD ON AN EXCHANGE BASIS

COMPETITION/RALLY/FULL RACE HEADS
(Minimum prices)

Cylinder Head Type	Competition/Rally	Full Race
Mini	£310.00	£370.00
MGB	£325.00	£400.00
Ford X-Flow	£320.00	£400.00
Ford OHC	£345.00	£430.00
Sierra Cosworth	£400.00	£720.00

Any type of cylinder head can be modified. Competition and standard parts are available, e.g. pistons, copper head gaskets, head sets, engine gaskets, straight cut gears, valves, valve springs etc. Please ring for more information about heads and parts.

IMPULSE
DEVELOPMENTS

Unit 6, Salford Industrial Estate, Todmorden, Lancs OL14 7LF.
TEL: 0706-813320

RALLY CHAMPIONSHIP TABLE OVERALL POSITIONS

DRIVERS

1 Nik CHEETHAM	131
2 Kevin McTIGHE	97
3 John PEDLEY	93
4 Roger EMERY	87
5 Haydn WILLIAMS	42
6 Garry RUDMAN	41
7 Michael PEDLEY	10
8 Steve TWEEDALE	10

NAVIGATORS

1 Julie ENTWISTLE	138
2 Chris CHEETHAM	131
3 David PEDLEY	103
4 Paul GRIFFIN	87
5 Richard HUDSON	66
6 Graham SHERWOOD	42
7 Martin BUTLER	10

These positions are based on the details of points claimed as presented on the opposite page. If you have more points to claim, fill in the form below - it's up to you!!

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

RALLY CHAMPIONSHIPS 1990

After the Championship Table was published in the last issue, several contenders for the Championship queried their scores, so below is a list of all those events for which I have a record of points having been claimed. The list is in alphabetic order. If you have claimed points which are not shown, or still have points to claim, fill in the claim form and hand it to me on a Tuesday night, or ring me on 0706 878275.
Steve Tweedale.

	Event	Type	Date	Pts
Martin Butler	North. Lts. RR		03/04/90	10
Nik & Chris Cheetham	A Design	MU	01/15/90	52
	Bell Watson	MU	05/27/90	39
	SSL	MU	07/15/90	40
Roger Emery	North. Ligh RR		03/04/90	57
	Autowindsc	RR	04/07/90	30
Julie Entwistle	Panaround	MV	03/03/90	31
	Imber	MV	04/13/90	34
	Dukeries	MV	06/09/90	32
	Blakes	MU	06/30/90	41
Richard Hudson	Vaux. Sport N		03/03/90	37
	7 Valley N		06/06/90	29
Paul Griffin	North. Ligh RR		03/04/90	57
	Autowindsc	RR	04/07/90	30
Kevin McTighe	Panaround	MV	03/03/90	31
	Imber	MV	04/13/90	34
	Dukeries	MV	06/09/90	32
David Pedley	Drystone	RR	06/15/90	10
	Autowindsc	RR	04/07/90	49
	Lleyn	RR	03/17/90	44
John Pedley	Autowindsc	RR	04/07/90	49
	Lleyn	RR	03/17/90	44
Michael Pedley	Drystone	RR	06/15/90	10
Garry Rudman	Blakes	MU	06/30/90	41
Graham Sherwood, Haydn Williams				42
Steve Tweedale	North. Lts. RR		03/04/90	10

KEY

MU Multi Use
MV Multi Venue
RR Road Rally
N National

CLUB DIARY

NAVIGATIONAL EXERCISE

15th September

Simon Lord is organising this event to start from the Cricket Club Car Park at 11pm. Maps 103, 104, 109, 110 will be required. See Simon for further details.

1600 AVENGER

P Reg RALLY PREPARED

Complete, but needs some work
Reasonable Offers Required

Mini Clubman 1275GT

For Spares

Peter Glenholmes 0706 831766

87D Sierra Cosworth.
Moonstone, Scorpion Alarm
£12750

88E Sapphire Cosworth. White,
Leather interior option, £11250

89G Fiesta Popular Plus, 3000
miles, £5250

88E Astra 1300L, 8000 miles
£4950

Peter Sastawnyuk 0706 341208

MINI MIGLIA RALLY

A small, but expanding group of interested members are assembling in an attempt to revive the Mini Miglia Road Rally, once the mainstay of Knowldale's competitive calendar, at the leading edge of many innovations in that branch of the sport. If you would like to be involved, now is the time to step forward and take your place on the organising team of what will once again be a major event on the North-West Road rally scene.

WANTED

SUN ROOF
DOOR MIRRORS
STEERING LOCK
FOR NOVA

Steve TWEEDALE
0706 878275

ANDY McTIGHE FORSAKES THE WELSH FORESTS FOR A SPOT OF FAR EASTERN MOTOR SPORT

Business commitments have kept me away from the forests for most of this year, the monthly trips to Newtown, Llandrindod Wells, Cardiff, etc being replaced by more mundane destinations like Bangkok, Hanoi, Manila, Seoul, Hong Kong, Singapore and Jakarta.

They say that travel broadens the mind, perhaps it does but long before that it broadens the waistline. I don't know who dreams up airline menus but whoever it is has a strange idea of what normal people eat. It seems to me they worry more about how 'chic' the food is rather than whether it tastes good or not. The only place I can ever remember seeing saffron rice is on an aeroplane, certainly I've never seen it in the Far East. Anyway, when you've seen the grinding poverty of Vietnam I guess you shouldn't really complain about the olives in the side salad. I know some people think that business travel is exciting and a bit glamorous, well all I can say is they're right!

One of the things that always amuses me is watching the drivers in these far flung places and comparing them with one another, this gives you an idea of how long you are likely to survive accidents on any given journey.

For example, the Thai people, being Bhuddist, are probably the most polite and inoffensive people you could ever wish to meet ... until they get behind the wheel of a car. It seems that to them the car is a suit of armour, once inside they are invincible, what precious little common sense they have goes straight out the window. It's difficult to explain, but once you've seen a TUK-TUK (350cc 3 wheel taxi), with seven people and a month's shopping on board actually roll whilst trying to beat two other similarly laden vehicles into a ninety right, you just haven't seen aggressive driving. On two occasions I and my hired Toyota Corolla have been forced off the road, at some speed! Once by a 16 tonne Mitsubishi truck (aptly named Rocky) which, having failed to overtake me, decided that 'next to' was as good as 'in front of' and pulled in regardless causing near terminal damage to my ring gear! The second was a Mercedes bus, well, two actually, who were indulging their boyhood fantasies by racing each other at 80mph into the oncoming traffic (me!).

You regularly see trucks travelling at speed the wrong way down a dual carriageway, and in Vietnam an untold number of trucks finish their days upside down in paddy fields. (This probably annoys the hell out of Paddy.) You even see water buffalo wandering around the main roads at night, this is extremely dangerous because they might have horns but they don't have lights!

It's not uncommon to see 'drivers' change wheels in the outside lane of the Bangkok Expressway (12 lanes of sheer madness) but this is probably due to the fact that the hard shoulder is used as any other lane and therefore there is no room on it.

ROLLING WITH CRASHER FREEMAN IN HIS PEUGEOT 205 "SHOPPING CAR"

The 28th May (Bank Holiday Monday) was my 24th birthday; with a mid-morning start with the rest of the gang, little did I know that it wouldn't be the usual leisurely day out, on this occasion at Donnington Park for the GTI Challenge race. On arrival, I found procedures a little strange, being used to rallying; I gathered in the start compound, along with the rest of the competitors, and found myself with little idea of what I was supposed to do. Helmets on, we set off for the start of our practice laps. The ten practice laps progressed with the usual skids, slides, and minor offs without any real casualties - I must say I'd been under the impression that all cars in the race were of the same specification but this didn't appear to be the case when I saw guys like Kevin Furber and Steve Egglestone passing me, just as if I was stood still! To be fair, I did pass one or two myself - in fact I seriously thought Kevin McTighe was having a picnic at the side of the track!!

After the practice, it was time to break for a BBQ lunch in the pits - just like the proper lads (you know, the nancy boys!) After lunch, I thought I'd toddle off to the Peugeot service van, where I decided to buy a Group N exhaust to try and regain some lost power on the next rally - which wasn't to be. Next I visited the Michelin van to seek advice on the state of the tyres on my car. On inspection they asked "Didn't you know you're supposed to spend money on tyres?", to which I replied "a\$%***+£!!." However we did manage to work out a deal and I finished up swapping two of my second hand tyres for two of their second hand tyres - if you know what I mean! Such are the joys of running a rally car on a tight budget.

On to the race. Twenty eight cars on the grid with me at the back and everything to go for. At the first corner, shuffling for position, I braked hard along with several others but did manage to gain a couple of places. The first lap finished uneventfully, as did the second, but on the third, the fun really started. The car a few places in front - I was to find out later - blew its engine and spewed oil over the track which I hit at approximately 100mph. On seeing the pall of smoke ahead of me, I braked hard, which caused the back end to hit the kerb and started the car rolling - first a barrel roll and then into side rolls - I was told later that eight complete rolls were recorded. During this rolling session, many things went through my head; my first thought was for Nik Cheetham's helmet which he'd kindly loaned, my next was "where am I going to get a new shell from", and last, but not least, "what the hell is Kay (girlfriend, constant partner, catering assistant at these events) going to say?"

When the car finally stopped rolling and landed on its two remaining wheels, I didn't bother to start the engine! I just jumped clear and ran faster than ever I thought I could, away from the car. Feeling a little dizzy (surprise, surprise!), I lay down at the side of the track and waited for my head to clear. The race continued, the other competitors using my car as a chicane. After resting a while, I walked over to the nearest ambulance where I was checked for injuries which, amazingly amounted to only a crushed finger and a cut head, both of which required a few stitches later, plus a generally "shook up" feeling.

And so ended my eventful day at the races; I even made the front page of the local paper - fame at last! Needless to say, none of this has discouraged me from rallying/racing and I am currently rebuilding the car in time for the Border Rally, in Scotland in August - fingers crossed. As usual, the nancy boys do it in style!

NEIL FREEMAN

TALES OF SAMMY - THE EPILOGUE

SAMMY GOES NORTH

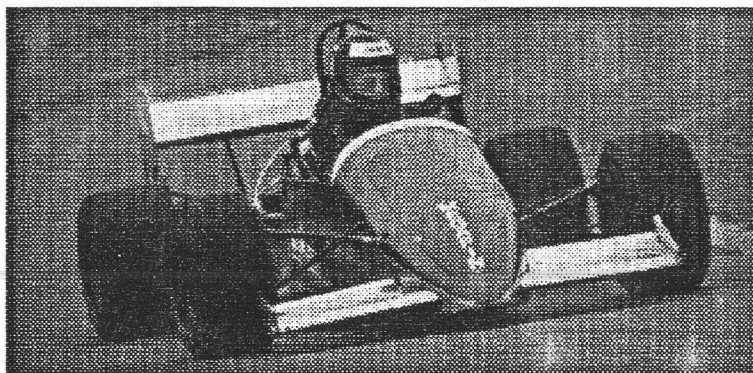
Following Ian Scott's dramatic accident at Sahp Wells last September, he set about rebuilding the Megapin in time for the Christmas Hillclimb. By the end of October he had it in four wheel drive trim! Although unbelievably quick in a straight line, it wouldn't go round corners!! This resulted in yet another rebuild to convert it back to as it was. The Christmas Hillclimb has been reported so enough of that.

In early February Ian rang me to say that the Megapin was for sale as a rolling chassis. After much thinking and playing with figures, we did a deal which saw the Megapin installed in the Terrapin Tank and Sammy going North to live with his Uncle Ian and Auntie Eleanor. Ian phoned me later that evening to say that Sammy had been pining for me and I was most upset. However a comforting pat on his nose-cone and a cup of ovaltine with a choocy biscuit soon had him happy and frolicking about the garage with the Megapin Mark 3 which had just been born and hadn't yet grown any wheels.

Sammy was quite pleased with his temporary home and was very soon introduced to his new foster parents - Dougie and Barry. Stories of infamy and drunkenness when in the presence of these two who are known in Carlisle not as the dynamic duo, but more like Gremlins! They set about playing with Sammy and driving him very quickly round large car parks in Carlisle. During one of these sessions, Dougie decided to remove the rear brakes but forgot to tell Barry! The resultant crash saw Barry thrown from the car (I still maintain it was Sammy's way of vomiting), and the Terrapin pushed into a wall with the front offside completely destroyed.

I saw Sammy a few weeks later in intensive care. He was a pitiful sight but quite excited about the major surgery about to be performed. Sammy was eventually rebuilt from the chassis up with new bodywork and paint in time for the Lancs and Cheshire Baitings in mid June. He really does look fabulous and even has his name painted on him. The entry list showed the car as a Terrapin Sammy!!

I would like to take the opportunity to wish Dougie and Barry lots of luck and hope they have as much fun with Sammy as I did in the short time that he was in my care. No one can own Sammy, they can merely look after him until he decides he wants a change of scene.



RALLY DRIVER'S LAMENT

**WE'RE BRAKING ON THE RIVETS,
THE NAVIGATOR'S SICK,
THE TANK IS NEARLY EMPTY,
THE FOG IS GETTING THICK.**

**THE BACK SEAT IS FULL OF RUBBISH,
THE TYRES ARE LOOSING THREAD,
THE ONLY BEND I'M SURE OF IS THE SHARPISH ONE AHEAD.**

**THE WINDSCREEN WIPER'S FAILING,
THE MAPS ARE OUT OF DATE,
WE'VE GONE INTO A FARMYARD AND NOW WE'RE RUNNING LATE.**

**THE PLUGS ARE OILING BADLY,
OR THE MIXTURES RUNNING RICH,
I'M SURE SHE'S OVERHEATING,
THIS TRACK'S A REAL BITCH.**

**THE NAVIGATOR'S ROTTEN,
WE'LL NEVER WIN THIS CUP,
THE ONLY ROAD WE'VE NOT BEEN DOWN,
IS THE ROAD WE'RE GOING UP.**

**THAT SECTION WAS A CHARLIE,
THIS ONE'S GETTING WORSE,
WE'LL MAKE THE BLOODY FINISH,
IF IT'S ONLY IN A HEARSE.**

R. KERR

If you wanted to incite bus drivers to heroic acts of bravery and 'derring do' I would have thought that paying them commission on the amount of fares they collect would do the trick. This will ensure that they try to get 150 people on a 50 seat bus, crush bikes, cars and pedestrians in the dash to be first to the bus stop whilst generally ignoring traffic lights, road signs, etc. Believe it or not, they actually do this in Bangkok and Manila! The result is carnage! Don't anyone complain to me about the driving standards in this country, I don't want to hear it

Anyway, I was writing about rallying before I got an attack of the Alan Whickers.

Due to an interesting and varied selection of accidents, breakdowns and cock-ups I haven't finished a forest event since August '89, although we did win the class on that one. These Mazdas are a joke when it comes to reliability, mind you, the Lego Technic transmission doesn't help. The gearbox was designed by a three year old with a malicious sense of humour. I have wondered if the Mazda Technical Department is aware that the war is over, or will they one day be found on a South Pacific Island with a rifle, two bullets and a picture of Gen. MacArthur marked 'this is your enemy'.

Never mind, so what if the car is crap, I won't be giving up on it because on the odd occasion it does run right it's bloody marvellous! It looks like business will keep my hands full well into next year so I might get in the odd event for fun but nothing serious for a while. Maybe we'll build the Mazda into Group A now that it gets a second a mile penalty anyway (I think this is because it's Japanese). I'll let you know what happens.

Andy McTIGHE

HILLCLIMB AND SPRINT SCENE

Following the installation of the Megapin in the Terrapin Tank, I soon discovered that a very old saying concerning racing cars was true - ie one never has any money or spare time when one has one! I had given myself just five weeks to find and install an engine, sort out the brakes, modify the chassis to fit the engine, make a diff and find some driveshafts.

It took nearly two weeks to find the required engine, a Suzuki GSX1100. I then spent almost a week at Terry Mills' garage making a diff and modifying the chassis to fit the engine. Much help given by Terry and Haydn - thanks. I then began to run into difficulties as the gear change on Ian's engine is on the opposite side to mine! With just one week left I was beginning to panic. I still had a lot of bits to find and buy as well as wire the engine etc. Help came in the form of a phone call from Ian. He had finished the Mark 3 and offered to sort out my Mark 2. So with two and a half days to go, I set off for Carlisle.

Ian introduced me to Don, a man who transpired to be an absolute wizard with bike engines; he modifies and tunes Ian's engine. Within an hour of arrival we were at a bike breakers to buy a new ignition controller. I had been to Huddersfield for one, but they must have known a mug when they saw one. The sods had sold me a controller for the indicators at a vastly inflated price. Attempts to get my money back have since failed!!

Don fettled the engine and sorted out the wiring; approximately seven hours after arriving, it was running! The man is a genius, he is also a lot of other things too, but there is not enough space to go into that; there would also be a problem with something called LIBEL. We worked on the car until late and then got up early and started again. At one stage there were six of us in the garage manufacturing new parts, fitting them, swearing and generally being most industrious.

By Saturday morning the car was ready enough for use the day after at Bailings. I had made the deadline but only just. I certainly would never have made it on my own.

Graham SHERWOOD

CHRISTMAS HILLCLIMB 28/12/89

The Shap Wells hillclimb is (was) not only a demanding track but also a damn good weekend socially. The opportunity to talk to people over a pint is always welcome, especially if one only sees them in racing suits for a quick chat between runs. It was over several pints that the idea to run a hillclimb over the Christmas period was mooted. The original idea of one on Boxing Day and another on New Year's Eve presented a host of logistical problems. I was however, persuaded to have a go. Many people have asked me why I chose Thursday 28th December, it's quite simple really - my birthday is 28th December and I have a long standing rule that I am allowed to do whatever I like on my Birthday!! So last year I organised a hillclimb for the sheer hell of it!

Club member Paul Harris put up some prize money, the RAC and the Water Authority thought we were mad but granted permission. The real pain was finding a Doctor to cover the event. Being a weekday, we couldn't use a GP due to surgery hours. I eventually found one at 2pm the day before the event.

With the possibility of inclement weather and short days, the maximum entry was originally set at just 50. We actually had 82 entries, so the maximum was increased and we all said a prayer for good weather and no hold-ups.

The day came upon us too quickly and before we knew it the first car was away. Due to December being part of the close season, most competition cars are in bits so a lot of competitors entered in standard road cars. I found it somewhat amusing to see the outright record holder forsaking his ex - Jacky Ickx Brabham and enter a Range Rover. Likewise, John Cannell entered a Metro City instead of his usual FTD chaser, a Mallock U2.

Some were brave enough to turn out in single seaters and it was good to see them!! Quite a few competitors got into the spirit of the event and decorated their cars with tinsel and balloons. Spirit of the meeting winner, John Wasileski in a three litre Dutton even walked around paddock dressed as a bear - so did his wife! They even covered everyone with silly string in the pub during the prize presentation.

The actual event was amazing; never have I seen a hillclimb run so smoothly. There was little for any of us to do apart from the mechanics of actually running the meeting. There were no incidents, apart from the usual grass-tracking, no hold-ups, no complaints, and no pressure. Best of all, no snow or ice!! The results were covered in Peter Speakman's excellent article which appeared in SPEEDSCENE and was reproduced in the last issue of the KCC mag.

Special thanks to all marshalls and competitors and very special thanks to Janet, Jonathan and Ted Heath and his crew.

By the way, we are doing it again this year - SUNDAY 30th DECEMBER.
Graham SHERWOOD