

AUGUST 1991

KNOWLDALE CAR CLUB MAGAZINE



AUGUST1991

AUGUST COMMITTEE MEETING

Report on the Committee Meeting 6th August 1991

Present Clegg, Sherwood, D Lord, Hudson, Tweedale, Rudman, Simkins, Czakow, Entwistle, Whatmough.

Alan Shaw from Pendle DMC visited our meeting to discuss arrangements for the Lee Holland Stage Rally on 14th September at Ty Croes on Anglesey, to sort out officials (Club Steward Pete Whatmough, Safety Officer Derek Lord, Chief Marshal Jon Simkins).

Anyone wanting accommodation on Anglesey can try phoning Maelog Lake Hotel Rhosneigr 0407 810204, who may be able to offer advice on local hotels etc.

Jon Simkins is to go to Pendle's committee meeting Wed. 28th August

Downhill Bogie Race day after stage event on 15th September but will go ahead.

Competitions:

Armstrong Massey Stages 31.8.91
Barkstone Trackrod 28.9.91
Longton Scammonden Hillclimb 11.8.91
National Table Top Rally
Lee Holland Ty Croes Pendle & KCC 14.9.91
Longton Autocross 18.8.91

ANCC Meeting

Rally dates OK
Hillclimbs: Scammonden 5th April, Stuart Harte 16th August

Had to move 1992 Stuart Harte Hillclimb because of Harewood meeting on 9th.

Jubilee rally progressing.

1991 Stuart Harte hillclimb

46 entries, after expenses will make a small profit and a good donation to Cancer Research Campaign.

Social

Autotest 11th August in Ashfield Valley
20th August Scatter Rally on 109 50 miles

100 Club.

Robin Bloor won £25, Tony Willetts £5. £33 profit.

Rally Sport magazine is offering reduced rate subscriptions - Graham Sherwood has application forms.

There was a discussion on the situation of the supply of rally jackets, Jon Simkins and Terry Mills are pursuing matters.

DOWNHILL BOGIE RACE SCAMMONDEN SUNDAY 15th SEPTEMBER

Witness National Soapbox F1
Championship
contenders in action.

ANYONE WILLING TO HELP PLEASE
ARRIVE 9.00 - 9.30am.

1991 RALLY CHAMPIONSHIPS

DRIVERS

David PEMBERTON	245
Michael PEDLEY	169
Michael CARTWRIGHT	163
Steve TWEEDALE	59
Nick CHEETHAM	46
Roger EMERY	10

NAVIGATORS

Richard HUDSON	245
David PEDLEY	243
Paul SUBACHUS	89
Martin BUTLER	59
Chris CHEETHAM	46
Paul GRIFFIN	10

DRIVERS

Michael PEDLEY	169
Steve TWEEDALE	59
Michael CARTWRIGHT	48
Roger EMERY	10

NAVIGATORS

David PEDLEY	169
Martin BUTLER	59
Paul SUBACHUS	48
Paul GRIFFIN	10

DRIVERS

Michael CARTWRIGHT	115
Nick CHEETHAM	46

NAVIGATORS

David PEDLEY	74
Chris CHEETHAM	46
Paul SUBACHUS	41

DRIVERS

David PEMBERTON	245
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NAVIGATORS

Richard HUDSON	245
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SHEFFIELD & HALLAMSHIRE RALLY OF THE DAMS

I write this late on the Sunday afternoon after the Rally of the Dams which is run by Sheffield and Hallamshire Motor Club and is based around Sheffield on maps 110, 111, 119, and 120.

Since the Clitheroe Rally, I have fitted new front discs to the Fiat, along with M171 pads, and high quality rear pads. This, I found, worked wonders with my last X1/9, completely curing the brake fade problems, and I'm pleased to say it has worked on this one too. Incidentally, I bought the brake parts at **Brakes International** on Moore St in Rochdale at very good discount.

Our problems last night started on the run down to the start in Sheffield with a part-throttle misfire which got worse as the engine became hotter. On arriving in Sheffield, a city with which neither of us are familiar, we spent quite a while finding the noise and scrutineering venues, and were then refused at scrutineering because we didn't have an extra spring on the throttle spindle. This is one of the scrutineers' old chestnuts which I thought had died the death years ago, but I suppose you have to make allowances for Yorkshiremen, they can't help it really. We scrounged an extra spring to humour them, and followed the non-existent directions to parc-ferme. We were already having a bad night, and were totally unimpressed by the event organisation.

The secret start of the rally was from the Southbound services at Woodall on the M1. The first selective was somewhere to the south, but a disgruntled local(?) farmer was doing some tarmac testing in his combine harvester and blocking the route, apparently to the delight and with the consent of the lo-

cal(?) police. The road was too narrow to handbrake it, so we turned around in his cornfield instead (on the stubble that is.)

That wasn't the only selective to be cancelled in the first half because of outside influences - a village 'party' caused a re-route past ranks of the local constabulary at one point, and later on the each car was treated to the opinions of a local officer on the etiquette of driving during the hours of darkness. Apparently if you didn't stop when invited so to do, he got in his car and chased you down to the control to give you his lecture there. The marshal at the control said we got off lightly at about 45 seconds for his speech - (NB - must tell Graham I've found a possible guest squeaker for the next Dinner Dance.) See what I mean about Yorkshiremen?

There were actually some good competitive sections in the rest of the first half, but sadly towards the petrol halt Martin began to feel ill, and the engine misfire had returned (Yorkshire petrol, I'm sure), and the headlamps seemed to be pointing in the wrong direction somehow, so we decided to call it a night and came home.

We really hadn't been impressed with the organisation at the start, but the navigation was more straightforward plot and bash or pre-plot, which suits most people I guess. The marshals we met were all superb (must have been draughted in from this side of Todmorden), as was the weather. If you want to know about the second half of the event, ask the Pedleys.

Steve TWEEDALE
Martin BUTLER

SEPTEMBER COMMITTEE MEETING

This is the report on the Committee Meeting held on September 3rd.

Present Sherwood, Simkins, Lord, Whatmough, Tweedale, Lord, Hudson, Czakow. Apols: Clegg, Entwistle.

New Members

None

Several old members renewed - John Cryer, Andy Brocklehurst, Roger Emery.

Competitions

Stockton & DMC 19/20th October Road Rally
Rally of Dams 7/8th Sept
Longton Sprint Three Sisters 20th Oct
MG CC Baitings 29th Sept
MG CC Aintree Sprint 5.10.91
DeLacy Stages 6.10.91
Pendle Autotest 13.10.91
Bury AC Autotest 27.10.91

SD34 HillClimb & Sprint Champ

2nd o/a Graham
3rd o/a Andy Talbot
4th o/a Ian Scott
8th o/a Neil Matthews

Andy Czakow went to SD34. We have three dates in for Road Rallies in 1992, they want to know which is running: Our response will be the May and October events.

Proposed that sub-committees be set up to organise events such as hillclimbs and rallies, made up of groups of members in order to avoid the problem of the entire burden of organising an event falling on one person's shoulders.

Ty Croes Stage Rally

20 entries. Pendle will stand losses. Advert in motoring news next week.

Social

22nd September Autotest

100 Club

Tony Leech £25, Wayne Schofield £5, profit £33.

Bogie Race

Apathy? The club is running the event. 11 entries have been recieved from National Soapbox Association. Two or three from club.
Venue booked. Geoff Ibbotson Chief M.O.

AOB

Rally jackets have arrived at original price and are being distributed by T Mills.

Logo Gazebo

It is now possible to get the Club emblem (shield) put on garments from Logo Gazebo on Cheetham St in Rochdale. It costs £2.75 if bought with garment, £4.70 if you take your own garment. You must take your membership card.

Simon Lord is organising a Quad and Pilot Race at Birchinley Equestrian Centre on 28.9.91

SD34 need another 30 marshals for **Chatsworth Stage** on RAC.

KCC is helping on Oulton Park.

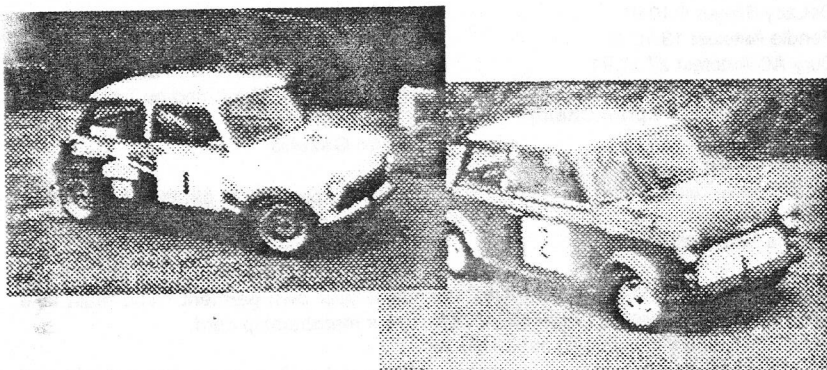
STUART HARTE HILLCLIMB 4th AUGUST BAITINGS DAM

This being a season of low entries and cancelled events, we were pleased to have 46 competitors starting this event, about half of these competitors were Knowldale members. ABS of Rochdale provided some sponsorship for the event which paid the printing costs.

This event is in memory of Stuart Harte and is used to raise money for Cancer Research. This years meeting raised £263.15, from the collection boxes, part of the entrants fees, donations from the timekeepers, the scrutineer and the food wagon.

The club was fortunate that 10 members of the Bury Police Motor Club turned out to marshal on the event, and did an excellent job especially on the startline. Without these people we would have been short of marshals.

The weather was perfect on the day and the event ran smoothly apart from one competitor trying his best to demolish the timing gear which caused a slight delay (Richard White has not appeared at the club since, I wonder why ?). The competitors had 2 practice runs, 5 timed runs and a fun run that did not count towards the results for those who still wanted more. This gave the competitors good value for money.



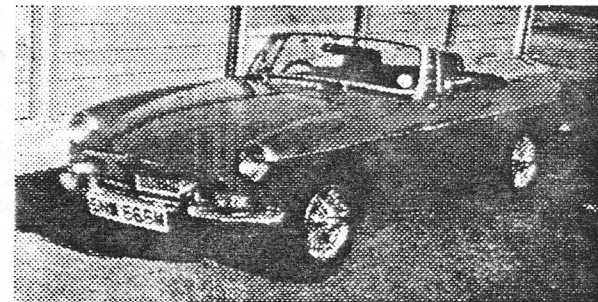
In the class for the small engined Touring and Marque Sports Cars, Andrew Talbot in his Mini once again beat the other cars in his class by a large margin, his time only hundredths of a second outside the class record. The other less modified cars could not compete but Richard Andrew in his almost standard Nova enjoyed himself on his first event producing a series of consistent times.

The larger engined Touring Car class was a closely fought contest, Alan Shaw in his Renault 5 turbo just 0.25 seconds faster than Mike Wood in his Peugeot 309. Alan Templar in his Corolla complete with a 'quick' puncture (his tyre was flat by the time he reached the top) produced some spectacular driving, on two wheels one point !

AUGUST 1991

FOR SALE 1973 MGB SPORTS ROADSTER SNW666M TARTAN RED, OVERDRIVE

Total rebuild to engine & body.
New panels, floor, all chrome, bumpers and grille.
New chrome wire wheels
New leather seats
Incredible paintwork - new



Only 2500 miles on the clock - never been out in the wet!

£9500 or nearest offer. Contact John Shirtcliffe Tel. (Day) 061 872 8727

QUAD RACING COMES TO ROCHDALE

First time in Rochdale

A sport growing in popularity throughout the country, the latest American sport to hit UK

Sunday 29th September.
Practice begins 10.30am.
Racing 12.30 until 5pm.

Bar and refreshments all day.

Venue:
Birchlnley Equestrian Centre
Wildhouse Lane, Milnrow

Anyone willing to marshal see Simon LORD at the car club

HAVE YOU PAID FOR YOUR DINNER DANCE TICKETS?

If not, it is six months ago you know, so this is a polite reminder to twenty or so members to please pay up!

Payment to Graham Sherwood or any Committee member.



Jacqueline Sutcliffe presented the awards to the class winners and those who were second in class in the larger classes.

Other awards presented :-

- | | |
|-----------------------|--------------------------------------|
| Stuart Harte Trophy | - Graham Bracegirdle |
| Best Time of the Day | - Ian Scott in a time of 27.02 secs. |
| Best Knowldale Member | - Ian Scott. |

In two weekends Ian gained three BTD awards, at our event, at Baitings Dam the weekend before and at Aintree on the Saturday before our event. All in a self designed and built car a fine achievement of which he must be proud.

The award for the best prepared car as judged by the scrutineer was presented to Ray Dale for his immaculate blue MGB.

I would like to thank all the marshals and the other officials at the event for their time and effort which enabled the event to run efficiently.

Those members of the club who are not competing but would like to marshal or help with the running of events are welcome to contact any of the committee members to offer your services. The next hillclimb is the Christmas Hillclimb on the 28th December so put this date in your diary and offer your services rather than being 'persuaded' to help with this event.

Andy Czakow
Secretary of the Meeting

In the Marque Sports class Neville Carr in his Lotus 7 won easily, his car far lighter and more powerful than the older MGB of Ray Dale and the even older TR3 of Michael Sutcliffe, who both drove their cars to their limits.

The large engined Marque Sports Car class was a Gilbern Invader benefit, Don Williams in his more modified example easily overcoming the efforts of Ian Wall.

The class for Pre 87 Formula Fords was dominated by the youngster ? in the pack Mick Moore beating his father Peter in their shared car and Graham Bracegirdle, but more about Graham later.

In the small Rally Car class Graham Cannon in his Mini beat the less modified Mini of David and Michael Pedley who were only a couple seconds behind due to some committed driving.

In the larger engined Rally Car class Paul Griffin and Roger Emery appeared to be having a private battle to see which of them could get the Cavalier most sideways and throw most dirt onto the track for the marshals to sweep up before the next car came. Judging by the times Roger must have won due to producing the slowest time in the class. The class winner was Lee Dickinson, the first event for the Escort and a first Hillclimb for Lee, who steadily improved his times during the day. Carl Senior shared the Escort finishing second after only a couple of runs because he had to go to a wedding?



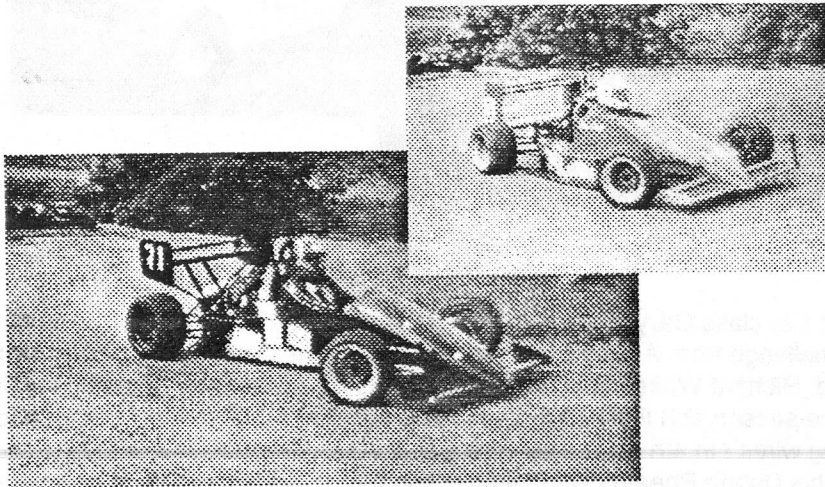
In the Kit Car class Gary Goodyear in his smart Westfield came first just beating off the challenge from Ashley Buchannon Morris in his Caterham 7 by one tenth of a second. Richard White in his Sylva Striker has been steadily improving his times during the season and finished a creditable third, pity about the last corner and the timing wires ! In 4th place was Rick Davis in his Westfield followed by Philip Ward in his Dutton Pheaton who steadily improved during the day. In last place came Don Burt in his brute but lovely sounding NG TCR with its Rover V8.

The Standard Production class was as usual dominated by Brian Machin in Golf GTI, but Neil Mathews in Peugeot 309 steadily improved during the day to finish just over a second behind the more experienced Golf driver.

The 5 cars in the Modified Production class were soon reduced to 4 with the retirement of Peter Garforth's Skoda with a very rough sounding engine. The class winner was Michael Bastiana in his Marcos Mini one and a half seconds ahead of Ian Barnsdale in his Mini.

The Sports Libre Class was headed by Neil Ellis in his first outing in his 1300cc Mallock, but gearbox gremlins struck and Neil only completed two timed runs. Second in class was Jim Godwin in his Sylva Striker, just ahead of Richard Edgley in his Fiesta XR2 and Dave Palmer in his very modified Mini. Johnathon Simkins in the least modified car was last in the class but not due to lack of effort.

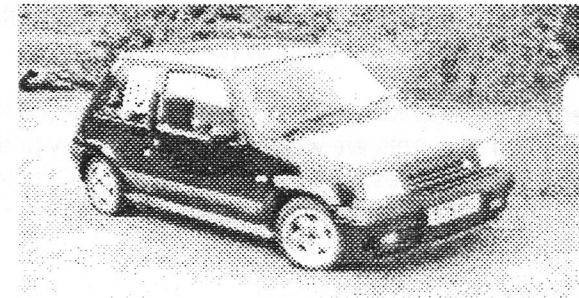
The final class was for Racing Cars up to 1100cc, all of the cars used chassis powered by motorcycle engines. Ian Scott in his self built Megapin 91/ Yamaha set the standard on his first run beating his own class record and in the process setting the Best time of the Day. Ian could not match this time during the afternoon but he looked worried as Harvey Verrall in his Harvey Suzuki inched closer to Ian's time, but Harvey had to be content with personal best and an award for first in class. Third was Mel Clarke sharing Ian Scott's car to try it out before purchasing it for next season. Last in class by a small margin was Graham Sherwood as always trying in his older Megapin Suzuki.



At this Hillclimb the Stuart Harte Trophy is presented to the fastest novice driver, that is any driver who has never won any award in a speed event. This year we had 17 drivers competing for the trophy which is the largest number since the



award started. The competition was very close until the third run when Peter Moore in his Formula Ford opened out a gap of one and a half seconds to his nearest challenger. Then on his fourth timed run Graham Bracegirdle again in a Formula Ford made a dramatic 2 second improvement, Graham claims he closed his eyes and charged into paddock bend and was surprised to find that he came out in one piece. To show this was no fluke Graham then improved his time by a further half second to put the trophy out of reach of the others. This was a popular and well deserved win for Graham who is usually scrutineering other peoples cars.



Before presenting the trophies to the prize winners a marshals draw was held, the prizes were chosen by the Chief Marshal Derek 'megaphone' Lord so they were slightly silly for example an Edd the Duck Mug. Most of the prizes were won by members of the Police Motor Club.