

CLUB DIARY

REGS. ARE AVAILABLE FOR:

24 DECEMBER PEGASUS NATIONAL (TABLETOP) 1986. Entries close on this date for the event to be run during January on map 192. Please see Steve Tweedale if you are interested. Teams of two may enter.

29 DECEMBER SHERWOODS CHRISTMAS STAGES organised by Northallerton AC. 35 miles over 11 stages on maps 92, 93, 99.

11/12 JANUARY MINI-MIGLIA RALLY. Our own event on maps 98, 103. See front page.

SOCIAL EVENTS

CHRISTMAS PARTY

TUESDAY 17th DECEMBER at HEALEY CON. CLUB. Our Christmas 'do' at what will become our regular Tuesday night meeting place in the New Year. See front page.

SCATTER RALLY

Peter, Linda, and Peter's scatter rally on 14th December. More details from them, or ring Steve Tweedale (878275) or Simon Lord.

BOXING DAY AUTOTEST

Terry Mill's gyration exercises to help you escape the wife and kids on Boxing Day. More details from Terry on Tuesday nights.

SUBMISSIONS

If you wish to contribute to the Club magazine, we welcome rally reports (no matter how brief), amusing anecdotes, hints and tips, action photographs of club members.....

Contact Steve Tweedale any Tuesday night at the Club, or ring on Bacup 878275. You can also give material to Simon Lord.

EDITOR: STEVE TWEEDALE

ASSISTANT EDITOR: JANET SHERWOOD

DECEMBER '85

Committee Members

President/Comps. Sec: Steve Tweedale

Hon. Secretary: John Clegg

Hon. Treasurer: Peter Buckley

Rally Championships Sec: Neil Anderton

Vice Pres: Simon Lord

Social Sec: Gail Buckley

P.R.: Graham Sherwood

Robin Bloor

Roger Riley

Mike Duffy

Terry Mills

Deryck Pickup

PARTY TIME AGAIN!

NEXT TUESDAY (THE 17th.) IS THE DAY FOR KNOWLEDGE'S CHRISTMAS PARTY. THE VENUE WILL BE HEALEY CONSERVATIVE CLUB. EVERYONE IS WELCOME TO ATTEND, AND IN THE NEW YEAR, HEALEY CON. CLUB WILL REPLACE HORNETS AS OUR REGULAR TUESDAY NIGHT MEETING PLACE, SO THIS IS YOUR CHANCE TO COME DOWN AND ENJOY THE ATMOSPHERE. THERE WILL BE FOOD AND, OF COURSE, LIQUID REFRESHMENT. LET'S SEE YOU ALL THERE!

Healey Con. Club is on the A671 out of Rochdale towards Whitworth (map below). There is plenty of room to park on the main road or up Shawclough Road (the hill opposite with the bus shelter on the corner), but DO NOT PARK WHERE THERE ARE DOUBLE WHITE LINES IN THE MIDDLE OF THE ROAD since the local police take great delight in booking people for so doing.

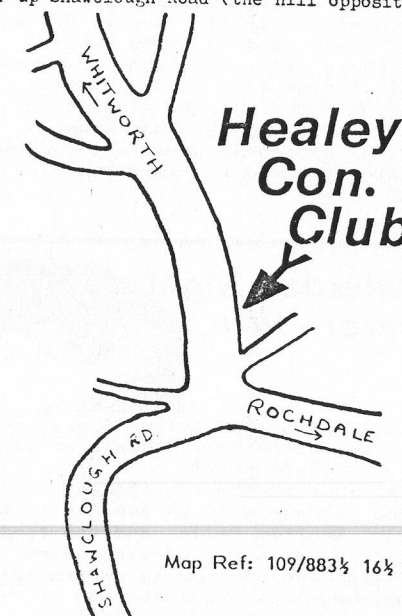
MINI MIGLIA

THE REGS. ARE NOW OUT FOR THE MINI-MIGLIA ON 11/12 JANUARY.

This year the event will start in the Rossendale area, covering 165 miles of classic 'Mini' roads before finishing at the Palmers Arms, Paythorne.

If you cannot enter (regs. on a Tues. night or from P. Buckley on 523613), then we desperately need both Sector and other marshals and PR teams.

Contact Neil Anderton if you can help in any way, on Todmorden (81) 2387.



Map Ref: 109/883½ 16½

1985 Social Championship

1 Neil Anderton	143
2 Steve Tweedale	139
3 Simon Lord	135
4 Martin Butler	125
5 Terry Mills	110
6 Peter Buckley	107
7 Peter Sastawnyuk	104
8 Linda Sastawnyuk	80
9 Tony Walker	63
10 Richard Hudson	60

The Picture Quiz organised by Simon (I must get more points somehow) Lord was won convincingly by Terry Mills. It included pictures of club members and their cars on events. Next round is the Scatter Rally on Saturday, and the Autotest will be the final event.



BOXING DAY

The Boxing Day Autotest will start at Hornets VIP car park at 9.00am, and after various tests around Rochdale (including some new ones), will finish back at Hornets for lunch. There will be classes for Front Wheel Drive, Rear Wheel Drive, and Rally Cars, and a Ladies Class if there are sufficient entries.

Saturday Night Fever ~ 14th.



Assemble at the Oxford pub car park on Whitworth Rd, Rochdale at 9.30pm for a 10.30 start. The maps needed are 103 and 109, the mileage will be similar to the last Scatter Rally, and the finish will be at Birch Services. Snow chains and studded tyres are not allowed, but ice notes may be provided by the organisers.

Sunday 3rd November 1985

Quickbits Stages

Richard and Mike Sutcliffe

Only Richard had a half-term from Edinburgh Agricultural College but the 'holiday' was granted when the Principal was told that it was to compete in the Quickbits Stages Rally on Lindholme Airfield. In their preamble Eastwood and District Motor Club said that it was to be a swansong for the airfield as it was being turned into a prison. The prison seemed to occupy only a corner of the huts area and there are rumours that the runways just might be available when the dust has settled.

We arrived in company with Haydn Williams and his team of happy service men (Mark Ashworth and Richard) at about 9 o'clock, passed through noise check, scrutineering and then signed on. There were 8 stages, each being a variation on the runways and some rough, slippery service roads.

In the all night rallies, which are getting rare, the rough was taken at 8/10ths remembering that he who does not finish cannot win, but on the stages they give it death (says Richard). We lost about the same percentage to Haydn on each stage so were consistent, but things began to loosen up. After the

(cont'd on Page 7)

4th. stage there was slack in the front sub-frame where a chassis member needed re-welding. After the 5th. the front tyres looked as if rats had been biting bits out of the edges of the tread - if you can call it tread on TD 20s! They were swapped front to back. Certainly the grip in the dry was amazing as Richard left his braking to the last minute to try to make up for lack of power down the straights - he had been told that a pair of Webers would be better than odd ones, but they cost! The 7th. stage was not a happy one. It was dusk and the headlamps were no improvement. On the 8th. it was pitch

dark and I might have been more use running in front of our two Toc H lamps. Directions were given from memory and the barriers arrived at panic speeds, being only a few yards away when we saw them.

The prizegiving was at the local motel where meals and snacks were available, or you could watch yourself on a video re-run which showed everyone, not just the leading cars.

The Knowldale cars finished:

Haydn Williams and Jeanette Brierley	31 O/A 4 in Class
Nick Cheetham	Retired (no tyres)
Richard and Mike Sutcliffe	39 O/A 11 in Class

RALLY CHAMPIONSHIPS

Stage

Drivers		Navigators	
1 John Wood	296	1 Peter Whatmough	234
2 Colin Brennan	239	2 Richard Hudson	230
3 Dave Pemberton	223	3 John Lowthion	214
4 Peter Lord	178	4 Russell Hawkins	178
5 Simon Lord	111	5 Alan Ridgeway	85

Road

Drivers		Navigators	
1 Terry Mills	115	1 Neil Anderton	115
2 Steve Tweedale	65	2 Martin Butler	65

There will be a round-up report of this year's championship, and a copy of the rules and regulations for the 1986 championships in the next issue of the magazine. Copies of the regs. will be available from Neil Anderton, probably by the time you read this.

rallies and four saloon car races all over Britain - I would like to emphasise that we are looking for more sponsorship, big or small, from any business or individual whose product would benefit from an association with the image of rallying.

Whilst I can't offer the ultimate in terms of overall position, (although we are steadily improving), I can offer above average presentation with a committed approach, full back-up facilities, after-event reports, and media coverage, with an excellent reliability record.

We have finished every event started over the last two seasons.

Should anyone feel they are in a position to help, or know someone in such a position, please do not hesitate to contact me on Todmorden (070681) 2381/2377. I will be more than happy to go into full details with regards to tax allowance, advertising budgets, product association, etc.

DAVE PIMBERTON

PS For our 86 season, we are looking for the following items at realistic prices, or good hire rates:

4 wheel car trailer about 30 cwt capacity with 13" wheels and a deck width of at least 65".

Portable 240v. generator.

Medium trolley jack.

Astra GL or Cavalier GL $5\frac{1}{2}$ x 13 wheels.

Portapac gas welding equipment.

Tyre/roof rack for Transit twin-wheel.

Cibie fog lamps.

Surplus to requirements:

4 off Pirelli Corsa 175/50 Inters $\frac{1}{2}$ worn.

6 off Pirelli P7 155/70 $\frac{1}{2}$ worn.

Offers?

SUPPLEMENT - ASTRA CHALLENGE REPORT

Since my last report on the Mewla there have been three more Astra rounds, the first being the Tour of Cumbria based on Carlisle and passing through Kielder during the night. As the final round of the RAC Challenge, Woody/Pete and Colin/John were taking part as well. This Shell Autosport round drew a talented entry with Tony Pond in the Metro followed by a collection of top drivers.

First stage was a new one in the heart of Carlisle in a park, the slippery tarmac catching out a few cars, including Colin, who spent more time posing for cameras than getting on with the job in hand. Once into the forest, my preference for reverse seeding was reinforced as the stages were well cut-up, giving the Astra its toughest outing yet. Service provided little relief as total time for service for the whole rally amounted to only 30 minutes, which just about allowed refuelling and little else. Meanwhile the stages were beginning to resemble a battlefield with cars off at the end of each of the many loose stretches. One of these was Colin and John, who managed to park their 'Toy' on its side in a ditch. Showing true Club spirit, we thought about offering assistance, but had a good laugh instead and pressed on.

We had a near do when a start marshal warned us of a tricky junction which had caught out many cars already, so Richard made a note and off we went. Three junctions in we came to a tightening right-hander which proved to be full-lock, keep the boot in, and hope that at least the front wheels stay on the track, as the rears were already attempting to fell a pile of young saplings, whilst at the same time hoping that the crowd trying to remove the previous car could get out of our way, since our course was in the lap of the Gods. At the stage finish I asked Richard which was the junction the marshal had mentioned - he it was THAT one, but he didn't bother to mention it as I might have lifted off.

All went well until three stages from the end: a tricky junction into ninety left caught me unprepared, one hand on the wheel and the other on the handbrake, when the front wheel dropped into a culvert. The impact snatched the steering wheel and jarred my wrist, elbow and shoulder as the

car came to a dead stop just over a blind crest. A self-confessed wimp, I thought it had broken my wrist, so I was unbelted and almost out of the car to allow Richard to move it out of danger, before he bullied me back in to continue one-armed to the stage end. Once there, we discovered the rim was badly bent, but the tyre was still up, and the feeling was coming back into my arm.

At this time, we were given a stage times sheet which showed Colin to be out and times for Woody to be unavailable, although some were printed for cars behind him. Richard thought maybe he was out and all we needed to do was to finish to win the RAC Challenge. The last two stages were taken at a reduced pace since I couldn't steer with my right arm. Back at Rally HQ the uncertainty over the placings was put to rest with the appearance of Woody - unscathed and without incident. He won the RAC entry, and we finished 10th Astra, glad to make it to the end, but disappointed with the result.

Two weeks later saw us in Leicester for the Bruntingthorpe Stages. This was a last minute replacement event, by far the poorest in the calendar, being a Micky Mouse affair run on the largest disused airfield in Europe, the main runway over two miles long. The only thing in its favour was a sixteen mile opening stage, which at least gave us something to get our teeth into. Unfortunately, the surface was very abrasive and after only one stage the metal was showing through on the slicks! To be really competitive, we would have needed far more tyres than we could afford, but we carried on carefully, swapping tyres around to try and get the best from what we did have.

With only two stages to go, we were 6th Astra, 11th overall and on the next stage a front tyre wore through, causing us to visit the scenery before carrying on for the last mile, to experience driving on a flat front tyre still reaching 100 mph on the straights and right-handers, but having to nurse it round the left-handers.

This upset dropped us down the order, but running 'wets' for the final stage with a clean drive saw us pull back to 9th Astra, 15th overall.

Another fortnight later came the Quip Stages, based around Scarborough - our nearest event, held mostly in Dalby. A BTRDA event, it was reverse seeded, and suited us better. The stages were very fast and in good condition - more than once we had over 105 mph showing as we ran through the trees.

The event was the most enjoyable in the '85 Challenge, both us and the car seeming to run without problem. The 'hairiest' moment was self-induced. We rounded a fast corner in the Woodyard stage to be confronted by a fine example of a large pheasant standing in the middle of the track. Not wishing to kill it if at all possible, I attempted to swerve around it. We were going too fast and dropped the offside wheels into a small ditch and travelled quite a way sideways before regaining control. During this seemingly endless slide, Richard was shouting abuse at me, telling me not to swerve for the 'ducks' and calling me things which I always thought were physically impossible. Richard impressed upon me that our safety is immensely more than anything else, including spectators, etc.

Pheasants permitting, we made our way to the finish of a very good event to learn that we had finished ninth Astra and 56th overall.

That being the final round of the Astra Challenge, we were then able to work out our overall position for the series, to find ourselves 9th overall out of the forty crews taking part.

All that remains is to adopt the role of PR person and try to get as much media coverage as possible to justify the assistance given to us by our partial sponsors, and also to thank the individuals who have given their time and energy to help us; namely Martin, Peter, Steve, and especially Neil, who threw himself into the role and proved himself invaluable as team manager, chief mechanic, van driver, head cook and bottle-washer, all rolled into one.

Now, with our '85 season over, and the car undergoing a complete rebuild ready for the '86 Astra Challenge and also the Road Sport Challenge - between them some sixteen