

CLUB DIARY

BOXING DAY AUTOTEST Monday 26th December, starting 8.30 - 9.00am from Farrell Bridge in Castleton.

TUESDAY 27th CLUB NIGHT featuring Videos of the Boxing day Autotest.

SHERWOODS CHRISTMAS STAGES 27th December Multi-venue Stages based on Darlington.

TYRES FOR SALE

COLWAY RALLY PLUS TO FIT 13" RIMS

2 185 BRAND NEW £25 EACH

2 185 V.GOOD £20 EACH

3 185 GOOD £12 EACH

3 185 AVERAGE £8 EACH

4 185 £5 EACH

4 165 GOOD £12 EACH

5 155 AVERAGE £8 EACH

4 5"/228/12 AVON TARMACS £18 EACH

3 145 SNOW TYRES - MONARCH £8 EACH

RICHARD (HONEST) HUDSON ON 0705 818788 for club nights.

THIS SPACE COULD BE YOURS!!

If you have anything to advertise, get in touch with Steve Tweedale or any member of the Committee.

We also need rally reports, hillclimb and sprint reports, autotest reports, in fact reports on anything related to motor sport and KCC members.

SOCIAL CHAMPIONSHIP 1988

After 25 events, and with scores from three more events to be entered on the table, the current championship positions are printed below.

- 1 PAUL BULLOCK 172
- 2 RICHARD HUDSON 114
- 3 ANDY BROCKLEHURST 108
- 4 ROBERT BURKE 107
- 5 DERYCK PICKUP 102
- 6 NEIL ANDERTON 99
- 7 GARRY RUDMAN 91
- 8 JONATHAN SIMIKNS 74
- 9 ANDREW TALBOT 73
- 10 GRAHAM SHERWOOD 71

KNOWLDAL CAR CLUB

President Robin Bloor

Hon. Secretary John Clegg

Hon. Treasurer Mike Corfield

Comps Sec. Neil Anderton

Memberships Sec. Simon Lord

Social Secretary Garry Rudman

Chief Marshals Deryck Pickup &

Jon Simkins

Editor Steve Tweedale

Off Road Sec. Graham Sherwood

Mike Duffy

Terry Mills

Richard Hudson

Roger Riley

LOMBARD RAC RALLY

Three inches of snow greeted us on the morning of November 20th for the start of this year's RAC. Two teams had been entered under the KCC banner, the first John Haugland, Ladislav Kreck and Warren Hunt in the factory Skodas, and the second Simon Lord / Pete Whatmough, ourselves, and new club member and Australian rally superstar Ross Dunkerton / Roy Dixon. Ross had been invited to take part by the RAC and was promptly given a Group N Sierra Cosworth prepared by Boreham. Simon was driving his usual Group N Fiesta (should be called a Ford Phoenix going off the number of times it has risen from the ashes of its former self) and Richard and I in our newish Group A Nova Sport. Apart from two Cellnet National Rounds, it had yet to prove itself.

The last week prior to the rally had been taken up amassing all the various spares considered to be needed, gratefully scrounged from Steve Tweedale and Haydn Williams. All the cars passed scrutineering problem free leaving a day spare prior to the 'off'. This easy mood changed with the onset of serious snow, from first 'this will be good fun', to 'this could just be a problem', and arriving at SS1 I realised that two days of race had been a complete waste of time with the snow covered track bearing no resemblance 'pace wise' to how it had been three days before. An (over) cautious start saw us on our way to Rudding Park where the

committed Knowldale volunteers had their own sector to marshal. A quick blast on the horn to Neil Anderton and Graham Sherwood and we were on our way south through Clumber to start Chatsworth at the onset of darkness. This stage (SS5) caused me problems with a couple of overshoots and a time-consuming stall costing over half a minute. Trentham was disappointingly rough, here again losing time when the handbrake locked on exiting a tight uphill hairpin. On to Weston Park and finally the overnight halt at Telford. Ross, Simon and ourselves had all made it to this point, whereas Warren had succumbed to driveshaft failure in Trentham.

After an extremely cold night we were on our way to Wales for the first of the forest stages - Myherin. Once under way on the normally very fast and enjoyable long stage all the thoughts about 'can't wait until we start properly were thrown out of the window. Extremely dangerous and unpredictable sheet ice was making the going more of an ordeal than a pleasure. This stage claimed Simon and Peter. North up through Wales and conditions got worse with many of the stages being totally polished ice offering very little scope for having a go. Ten months hard work behind me and a deflated bank balance were joining forces to cause me to suffer from TLOB (total lack of bottle), and progress seemed embarrassingly slow. Some confidence was regained with marshals telling us that almost everyone was taking it very easy with some of the top drivers requiring pushing to keep going or even just to leave the start line in some cases. After what seemed days and too many spotlight filled, ice covered miles we were east bound on the M62 back to Harrogate.

Day three and Grizedale opened the action. Confidence was beginning to come back but kept taking knocks along with the car every time we left the road. Two brushes with the undergrowth later and we arrived at SS27 Kershope. On the way into the stage on the ice-covered track, I discovered this wonderful invention called a dash adjuster that was connected to a pedal box somewhere under the bonnet. Once under way on the stage it became obvious that I should have found it three days before because it immediately transformed the handling. From that point on the enjoyment factor returned and even Kielder seemed like fun. Four stages made up Kielder run back to back with no service. On the second Whitehill, we caught and passed the two cars running in front. Some wait

Dave Pemberton reports on his and Richard Hudson's latest exploits in the new Group A Nova

closer than usual look at snow and pine needles. Once again Richard organised an army of spectators who bodily lifted us back over the bank and onto the track. All this was done with less than two minutes lost and we were soon parked back in Harrogate.

A very early start preceded the final day's loop around Yorkshire with the first two stages being undertaken in darkness. A study of the times showed our nearest class rival to be over nine minutes in front of us, so this was to be our target for today. SS45 was to give us a run using the Woodyard twice. A good run spoilt only by catching slower cars took two minutes out of our total. A repeat run of Dalby left us only a minute to pull back to gain a class place. Richard tried to play canny by telling me to drop back down the running order to find a quick car and therefore get a clear run. This worked well but unfortunately the two cars preceding him baulked us badly, leaving us with 21 seconds to pull back in only 2.5 stage miles. Richard concluded this to be practically impossible, but I thought we'd go for it anyway. Two and a half miles of flat out motoring and we missed our target by only four seconds. 59th overall and 10th in class seemed worse than last year's result in the slower Astra, but this was offset by a better class of entry with 14 supported drivers in our class alone. At tenth we were the highest privateer in the class and had to be content with that.

The move to a Nova felt right with the car having more of a 'thoroughbred' feel to it, and the rather cautious start was offset by setting 4th and 5th in the times during the final two days. Despite various offs the car escaped relatively unscathed with no major damage. A very thorough check over prior to entering the Cartel late in February starting our attempt on the British Open. Good luck.

DAVID PEMBERTON, RICHARD HUDSON.

B.A.R.C. MARQUE AND TOURING CARS:

WHAT'S ALLOWED

Many competitors new to speed events, and some not so new, have asked me time and again just what constitutes a Touring car or Marque Sports car, and just what modifications are allowed. My usual stock answer is to point to Pete Brocklehurst's 1971 Mini Cooper and say "That is the ultimate Class 1 Touring Car." I must admit that this is generally a cop out and poor Pete usually ends up having to explain. To set the record straight and to leave as little doubt as possible, the following is the definitive explanation, courtesy of BARC.

ENGINE AND GEARBOX

The capacity of any car shall be considered as the standard unmodified capacity of the vehicle when new rather than the measured capacity. Engine modifications and tuning are permitted with no limit save that the original cylinder block shall be retained, the bore shall not be increased by more than 60 thou, the intake will not be changed, the method of valve operation shall remain the same, the number of ports or cylinders head will not be changed, nitrous oxide injection will not be permitted and the engine will not be relocated in the chassis. The original gearbox casing must be retained.

SUSPENSION, BRAKES, WHEELS AND TYRES

Any modification may be made to the braking system and wheels. Tyres are free from restriction. Suspension modifications are allowed as long as the layout and method of operation remain unchanged from the standard.

VEHICLE INTERIOR AND COACHWORK

So far as bodywork is concerned, the car must run with a full complement of seats and standard coachwork. It is permitted to change the driver's seat for one more suitable for competition. Coachwork may not be lightened and must include all bumpers, fittings and trim as standard with the exception that over-riders may be removed. Number plates and number plate backings need not be carried. As a safety measure only, combustible sound insulation, trim and carpets may be removed from the interior of the boot and engine compartment. The battery may be repositioned.

Additional accessory equipment will be permitted, but in the case where this is substituted for the original equipment, the construction of the new items must be at least as massive as the items removed. For example the substitution of dash panels, light panels, etc. The only exception to this is the substitution of the steering wheel. This may be changed for one of a smaller diameter and/or lighter construction than the original.

ANNEKA AND KEITH'S FEASTIVE SCATTER HUNT RESULTS

Here are the results of the Festive Navigational Scatter held at the beginning of December.

- 1 Roger Emery / Paul Griffin 186
- 2 Jon Simkins / Chris Walker 125
- 3 Bob Burke / Paul Bullock 123
- 4 Wayne Schofield / Gaz Schofield 67
- 5 D Lord / Paul Clayton -21
- 6 Darren Bayman / Toby Jefferson -80

The maximum possible score was 240

Thanks to all who turned out, from the fire breathing TR7 to the innocent looking (but not sounding) Mini. And, to the rest of you, just wait for the next one!!

ANDREW TALBOT and JOHN (RICE) BOWLERS

Dear Sir,

I wish to complain in the strongest possible terms about the omission of my name from the club magazine yet again.

As coordinator of the Spot-the-Note (Oral sets of instructions) event I expected at least as much mention as the very wonderful Mr Andrew Talbot but no such luck!

In the mag prior to the event I was referred to as Richard Talbot. (I am many things but I am not Richard Talbot) and in the mag following I was reduced to "and Co."

This is poor reward for talking twenty minutes of pure dross, for devising the questions and for marking the scores. Unless this omission is rectified in the next edition of the Knowldale organ along with a full apology I will have no choice but to join Mid-Cheshire where, perhaps, my immeasurable skills will no doubt be appreciated.

Yours Faithfully

Anneka Rice (Miss)

P.S. What do you call a Lada with a long bonnet?

A Ford Capri

Team Cartel

Whilst David Pemberton / Richard Hudson and Simon Lord / Peter Whitmough are rumoured to be contesting the international section of the Cartel, three car team has been entered in the National event, comprising McTighe / Janet Sherwood in Mazda, Kevin McTighe / Julie Entwistle in the Golf, and Garry Rudman / Ian Tweedale in the Skoda.

Tom Garner Stages

At Oulton Park on December 16th 1988 KCC staged the event. Graham Sherwood reported the stage design to be "very interesting, - good value event with 12 stages all finished within a reasonable time." Nick Cheetham in his Manta put in a blistering performance to finish 5th overall. Stuart Ashworth and Graham Sherwood got 16th in a class of 25, and new(ish) member Roger 'the dodger' Needham and Haydn Williams were thought to have got 14th in class in a well turned out Mk3 RS.

RAC RALLY

To end the season we entered the RAC with sponsorship of around £2000 being given by member friends and local firms for the MS Appeal. Entered Group N at car 170 under the 2nd KCC team with Dave Pemberton and Ross Dunkerton. On Saturday night the heavens opened and snow fell: all we needed. By the time we started the Sunday stages were covered in either mud or ice. We drove steadily until the last stage on Sunday when we quickened the pace and got 4th fastest in class. Monday, second visit to Weston Park, a spin and some Vatanen course cutting got us another fast time. Then into Wales. I have never driven on anything so slippery. Wheel spin in fourth gear. Three miles into the stage, a steep downhill into a tightening right hander covered in ice. Wrestled with the car to try and get it round the corner but to no avail: hit the banking with the front and the back end went up and fell on the OSRear first, still on the track. With the help of spectators we got back onto the stage and carried on. The car handled funny, but the real problem came at the ford when the wheel bearing seized. On inspection, the back end had done its job again. Wheels pointing at all angles, with no alternative we drove to the end of the stage, another four miles, dragging the OSR wheel. We were going steadily until after two miles a bump from the rear saw the wheel and hub disappear down the track. A few moments later marshals brought it back into the boot and continued - two miles on three wheels and no brakes.

We managed the stage end and drove another mile to the road. Unfortunately we had no service to repair the car. Whilst the chase car (Richard and Mark) went home for the trailer we waited for the van. I didn't want to leave the car on a quiet road to return and find things missing, so we drove over four miles to the nearest pub on a trolley jack. End of RAC.

I must give a big thankyou to all those who gave to the appeal, and to the lads who have given their support and time to the cause this year.

Paul Johnson, Steve Williams, Mike McGrall, Mark Ashworth, Richard Sutcliffe, Terry Cook. Plus a big thankyou to all my sponsors. Hopefully better luck next year.

SKODA TROPHY 1989

Skoda have announced the fifth successive year of the Skoda Trophy. Events to be included in the first part of next year are the Cartel on Feb. 24th, the Skip Brown on March 11th, and the Fram Filters Welsh on April 28th.

Event prize money for each of the eight rounds in the Trophy ranges from £200 for 1st Skoda, down to £25 for 8th, with an additional £100 for 1st on the Welsh and Cartel rallies.

Overall championship prize money ranges from £1000 (plus Skoda Trophy) for 1st, down to £400 for 8th, with the crew's six best scores counting.

There is additional sponsor award money of £250 from Duckhams, £175 (plus support in 1990) from Hella, £800 from RRS Racewear, and £500 from Dunlop.

Including the value of the awards, the winner of the Trophy could walk away with a prize to the value of well over £2000.

The SKODA press release is available at the club (detailing all the event contacts plus other useful names and numbers if you are preparing a Skoda), or give Ray Dale a ring on (0706) 50553 (evenings please).

Where the installation of a roll cage displaces some of the interior trim and fittings those items must be carried in the car. For example, sun visors.

No equipment will be allowed in the passenger compartment other than on specific grounds of safety, ie no catch tanks or servos etc.

BODYWORK

In addition to the above section, it is permitted to fit air intakes and carburettor blisters etc. To enable the use of wider section tyres and wheels, wheel arch extensions not exceeding 75mm projection on each side may be fitted in addition to this attention is drawn to Blue Book section QA2(f) concerning mudflaps.

MISCELLANEOUS

Spare wheels, fan belts and tools may be removed. Vehicles fitted with superchargers, turbochargers, or any other form of forced induction shall be classed as having an engine capacity increase of 40%. Vehicles need not be taxed or insured.

GRAHAM SHERWOOD

WORLD OF SPORT, SATURDAY

introduced by Desmond Lineman

....."Thank you Harry and good luck to Frank on the second defence of his world championship title. Motor sport next. This weekend sees the 55th running of the British Grand Prix at Brands Hatch. For the latest report over now live to our commentary team - How's it all looking, Murray?"

"AND AS YOU JOIN US HERE AT BRANDS HATCH I CAN TELL YOU THAT THIS HAS BEEN THE RACE OF THE CENTURY. In second place on lap 32 of this 72 lap F1 championship qualifier is Nigel Mansell in the Williams March Nissan V12 Intercooled 3.5 litre car. In third place is Nelson Piquet driving the Brabham Cosworth 2.8 litre V10 supercharged car, holding fourth place is the Ferrari V16 turbo of Rene Arnoux. But in first place and the race leader by an INCREDIBLE two minutes is ball bearing salesman from Blackburn - Reg Smith driving the works motor pool Ford Sierra 1.6 GL.

As I look across the circuit I can see Reg moving into position to pass back marker Nagasaki - WOW DID YOU SEE THAT! FOOLED NAGASAKI INTO THINKING HE WAS OVERTAKING ON THE RIGHT AND WHEN NAGASAKI REFUSED TO PULL OVER HE CUT HIM UP ON THE INSIDE. AND HE SEEMS TO BE TALKING TO NAGASAKI IN SIGN LANGUAGE.....yes, almost certainly he is saying that is twice I have passed you now, and Nagasaki replies with the traditional salute of a defeated driver.. the imaginary throwing of a spear into the ground whilst reminding Reg that it is not twice but just once!

I can tell you that in qualifying for today's pole position, reg not only broke the lap record but demonstrated what a truly aggressive driver he is when he passed Alain Prost on the inside of the wickedly deceptive hairpin whilst talking to his sales manager on the car-phone and slipping King of the Road Country and Western Greats into his in-car CD player. Following practice I asked Reg why he had entered this Grand Prix and he told me in no uncertain terms that it was because he could not bear the thought of anyone driving faster than him.

AND MORE DRAMA I CAN SEE THAT ON THE FAR SIDE OF THE CIRCUIT IT IS RAINING, IT IS A-B-S-O-L-U-T-E-L-Y POURING DOWN HERE AT BRANDS HATCH, AND NO DOUBT ALL THE DRIVERS WILL BE PITTING SOON TO CHANGE THEIR TYRES JAMES..."

"Well, to be perfectly honest Murray it's nothing more than a light shower and I doubt that the drivers will even notice it."

"There you have it, REAL DRAMA here today. Join us again later, in the meantime it's back to the studio and Desmond."

HILLCLIMB AND SPRINT SCENE

SCAMMONDEN DAM - SEPTEMBER

When you consider that this event clashed with one or two others, not to mention Postman Pat making demands for extra cat food, we had an excellent entry.

Three new class records were set during the day and I think everyone on the hill set new personal best times. The three new records are:-

Class 14 - FF1800 - John BENNETT - 25.94

Class 18 - Little Rally Cars - Mike DUFFY - 29.10

Class 20 - Big Rally Cars - Paul TAYLOR - 26.92

FTD was taken by club member Joe Ward in his own design WD 8, but only just did he win! Paul Harris drove his ex-F3 Eldon to a smidgeon of a second behind. Third FTD was taken by kit-car king Peter Grainger in his multi-class Caterham 7 Sprint. Joe Ward joined Knowidale at the beginning of the season and rumour has it that both Paul and Peter will be members by the time the 1989 season commences.

The performances of these latter two have been stunning all season long, which is remarkable when you consider that they both started the season as novice drivers; neither had competed in speed events before 1988.

Talking of competitors new to the club, special mention must be made of a couple more. George Swinbourne joined us this year. George is a very well known local character and is well established in the speed-scene. Holder of at least three class records he is best known as a wily competitor and one can never tell if the time he has just recorded is his best of the day or if he is doing just enough to win! Ask Ian Savage about a particular event at Scammonden during the summer!

Ian Scott joined at the time of the Stuart Harte Memorial. Ian too is a regular competitor on the Yorkshire hills. This involves quite a journey for him as he lives in the north of Carlisle. Anyone who has ever seen his Candlecraft Terrapin in action will instantly recognise him as a totally committed driver. He also holds the distinction of having never been beaten at Battings.

GRIMLEY J R EVE CHAMPIONSHIP HILLCLIMB ROLL OF HONOUR

22 Club members competed and finished the event as follows:-

FTD Joe WARD

FIRSTS IN CLASS Andy BROCK, Paul CLARENCE, Ian SCOTT

SECONDS IN CLASS Kevin MCTIGHE, Ian SAVAGE

THIRDS IN CLASS Peter BROCK, Jon PARTRIDGE, Mike DUFFY, Dennis DOYLE

FOURTHS IN CLASS Andy TALBOT, Mike ALLEN, Martin DOMLEO, Neil FREEMAN

FIFTH IN CLASS Michael PEDLEY

SIXTHS IN CLASS David PEDLEY, Andy MCTIGHE

NINTH Peter SIMKINS, THIRTEENTH Martin BUTLER, FOURTEENTH Sandra ALLEN, SIXTEENTH Hayden WILLIAMS, SEVENTEENTH Steve MATTHEWS

You may also be interested to know that Mike Duffy broke his own class record at least three times and that Ian Savage also broke the class record.

THE UPS AND DOWNS OF RALLYING OR A SEASON WITH ARKWRIGHT LORD

After the 87 RAC and the damage that had been done to the car, alterations were made to the suspension and under-floor guards. We made plans for a better season in the forests and in February we entered the Cartel Rally.

CARTEL INTERNATIONAL RALLY

February, two days and one night. Held in the forests of North Yorkshire, this year in perfect conditions, no snow or ice. With the car sorted and the Merc service van in perfect working order we went looking for a good result. But all we found was mud. Well, to be more precise the problem started on a fast bit of stage where the car decided to have a big moment. The tail end swung wildly, sending the car off the road into a ditch. We came to rest in a pile of mud. No problem after a quick inspection of the car, no damage, just stuck with a bit of effort needed to remove the car, we thought. No way. Two hours later, several small saplings, a tool bag for grip and a fifteen foot tree as a lever, we were still stuck. OTL. End of rally. Whatmough was now convinced the driver was at fault.

WELSH RALLY SCHOOL

With Harry Hockley as my teacher and Fast Ford doing an article we went to sort out the problem. Harry soon sorted out the handling problems and then started working on the driver. One of his biggest challenges to date!! Things were going well, driving techniques going good. The brain face mistook the square left for a fast left, and hit the corner with great conviction - third gear and around 60mph. You have to give credit to the driver - I got half way round the corner and then disappeared off the track and ended up on the roof. End of Rally School. Full rebuild, new car ready July 88.

ELE RALLY HOLLAND

One of the rounds of the ECA Championship was the only event in the calendar we could do, so off we set to seek our fortune. The rally took place over a weekend so we left Friday lunchtime, drove through the night, arriving in Eindhoven at 8.00am to start the event at noon. Drove well until hitting a kerb with the GSR wheel, causing a bit of damage to the suspension. We managed to finish after a great effort by the service lads.

Result - 22nd O/A, 2nd In Class. That was better.

ROLAND RALLY GERMANY

Next round of the ECA Championship, North East Germany. A huge drive through France, Belgium, Holland and Germany, a total of 2000 miles. Two day event, mainly tarmac. Now, here's a tip. If you have any spare cash don't use old racing tyres that have been hanging around. Possibly OK on an airfield where you have room to make a mistake and time to scrub off the top layer and start them working. But not on narrow lanes which have gravel scattered on the surface. We started the rally on old tyres just to use them up and then fit the new Michelins. We never got that far. Stage 2, we left the road on a fast wide smooth right hander, disappeared down a ditch, spinning out. Drove to the end of stage and tried to get to service. The wheel bearings collapsed. End of Rally.

The only good thing about the event was a stage we watched. The cars did six laps in the stage and sometimes cars came through four in a line. Back to the workshop.

RALLY VAN LOOI BELGIUM

October, last round of the ECA Championship, and again a two day event, 70% tarmac, the rest in forest or on muddy tracks. We went to finish the event on silt wrists. Belgium was the most sociable event this year. We met some fantastic people who gave us great help and made us very relaxed. Also the rally was most enjoyable and interesting, especially at night. But that's another story. Perhaps one day I will be able to tell you about the Pin up Clubs and Flower shops around Diest.

We drove steadily and our times showed it on the early stages, but as the event progressed our times improved without problems or drama. We were using a brand new tyre, a fast road pattern low profile made by Toyo. We used these throughout the event and they proved to grip very well. We finished 32nd overall, 3rd in class, and money to boot. A thousand Belgian Francs - £22 when cashed, better than now. Finished the championship in 18th position overall, 2nd best Brit behind Mark Lovell.

KNOWLEDALE OFF ROAD CHAMPIONSHIP

FINAL POSITIONS

- 1 PAUL CLARENCE 206
- 2 DENNIS DOYLE 143
- 3 MIKE DUFFY 117
- 4 PETE BROCKLEHURST 103
- 5 JOE WARD 100
- 6 ANDY BROCKLEHURST 98
- 7 KEVIN MCTIGHE 93
- 8 GRAHAM SHERWOOD 80
- 9 IAN SAVAGE 60
- 10 ROB LIVERSAGE 48

This has certainly been Knowl-
dale's best ever season with a
total of 34 club members scoring
points. We should have at least
four new members next season
with specific interest in speed
events. I don't wish to reveal their
names just yet, suffice to say that
they are regular class winners and
have set a variety of class records
between themselves in 1988.

Many congratulations to Paul CLARENCE on
winning this year's championship in such a
convincing fashion. I also feel that congratula-
tions are due to Dennis DOYLE. In his first

season he has shown just what can be done in a standard car
and on a limited budget. Dennis has also made many friends
on the hills and circuits, and that is precisely what hillclimbing
and sprinting is about.

Next year's championship should prove very interesting
indeed. Not only will this year's regulars be taking part, but our
potential new members will make the competition varied and
exciting. Couple with this the new points scoring system on
which I am working, and we should see one hell of a fight
emerge!!

1989 SEASON - ADVANCE NOTICE

In addition to our own events we shall be co-promoting with
Mid-Cheshire and Staithe. There will also be KCC
involvement with the Morgan Sports Car Club when they run
their first ever hillclimb. Further details will be given out closer
to the time. If you can't wait until then, come and talk to me!!

GRIMLEY J R EVE CHAMPIONSHIP 1989

This will again be running in a similar format to this year and
hopefully with some rounds at different venues to those used
this year.

Unfortunately, due to circumstances beyond our control,
Mid-Cheshire will not be co-promoting the championship in
1989. I wish to take this opportunity to thank them for the help
and support this year, and to extend my personal thanks to
their club secretary Dave EYRE, and to their membership
secretary Mike ALLEN.

- GRAHAM J SHERWOOD

Team Cartel

Whilst David Pemberton / Richard Hudson and Simon Lord / Peter Whatmough are
rumoured to be contesting the international section of the Cartel, a three car
team has been entered for the National event, comprising Andy McTighe / Janet
Sherwood in the Mazda, Kevin McTighe / Julie Entwistle in the Golf, and Garry
Rudman / Iain Tweedale in the Skoda.

Tom Garner Stages

At Oulton Park on December 10th three KCC crews tackled this event. Graham
Sherwood reported the stage design to be "very interesting, - good value event
with 12 stages all finished within a reasonable time." Nick Cheetam in his Manta
put in a blistering performance to finish 5th overall. Stuart Ashworth and
Graham Sherwood got 16th in a class of 25, and new(ish) member Roger 'the
dodger' Needham and Haydn Williams were thought to have got 14th in class in a
well turned out Mk3 RS.

1988 RALLY CHAMPIONSHIPS

OVERALL

DRIVERS

- 1 COLIN BRENNAN 354
- 2 GARRY RUDMAN 219
- 3 SIMON LORD 160
- 4 STUART ASHWORTH 126
- 4 KEVIN MCTIGHE 126
- 6 ANDY MCTIGHE 113
- 7 MICHAEL PEDLEY 92
- 8 NINA SUTCLIFFE 78
- 9 HAYDN WILLIAMS 62
- 10 ROBERT BURKE 49

NAVIGATORS

- 1 MIKE CORFIELD 354
- 2 IAIN TWEEDALE 264
- 3 JANET SHERWOOD 148
- 4 PETER WHATMOUGH 131
- 5 JULIE ENTWISTLE 126
- 6 GRAHAM SHERWOOD 95
- 7 DAVID PEDLEY 92
- 8 PAUL BULLOCK 49
- 9 KEVIN MCTIGHE 43
- 10 PETER BROCKLEHURST 41

MULTI - VENUE STAGE

DRIVERS

- 1 COLIN BRENNAN 354
- 2 SIMON LORD 131
- 3 ANDY MCTIGHE 113
- 4 NINA SUTCLIFFE 78
- 5 HAYDN WILLIAMS 62
- 6 GARRY RUDMAN 20

NAVIGATORS

- 1 MIKE CORFIELD 354
- 2 JANET SHERWOOD 148
- 3 PETER WHATMOUGH 131
- 4 GRAHAM SHERWOOD 62
- 5 KEVIN MCTIGHE 43
- 6 IAIN TWEEDALE 10
- 6 MARTIN BUTLER 10

SINGLE VENUE STAGE

DRIVERS

- 1 GARRY RUDMAN 219
- 2 STUART ASHWORTH 126
- 3 SIMON LORD 28

NAVIGATORS

- 1 IAIN TWEEDALE 264
- 2 GRAHAM SHERWOOD 33
- 3 RICHARD HUDSON 28

ROAD RALLY

DRIVERS

- 1 KEVIN MCTIGHE 126
- 2 MICHAEL PEDLEY 92
- 3 BOB BURKE 49
- 4 JOHN PEDLEY 41

NAVIGATORS

- 1 JULIE ENTWISTLE 126
- 2 DAVID PEDLEY 92
- 3 PAUL BULLOCK 49
- 4 PETER BROCKLEHURST

**JUST A REMINDER THAT THERE IS STILL TIME
CLAIM POINTS FOR EVENTS YOU HAVE DO
RECENTLY (LIKE THE RAC)**

The final placings will appear in the next issue of the
mag. The winners of the overall series are not
eligible for the sub-awards.

Rules and regs for next year's series will be published
next time also. If you have any suggestions for
improvements, see Steve Tweedale soon.

CANCER RESEARCH CAMPAIGN - STUART HART'S HILLCLIMB

You are all by now probably aware that the the above event raised a grand total of TWO THOUSAND TWO HUNDRED POUNDS for the Campaign. The cheque presentation was made at the club at the beginning of November to the Chairman of the Rochdale committee of the Campaign. What we were not prepared for was the presentation to the club of a certificate from the Campaigns headquarters in London. Opposite is a photocopy of the certificate. We can all be proud of the fact that this is only the second time that the Campaign have presented such a certificate in the North of England. Indeed, I am told that the number of these certificates in existence is in single figures!

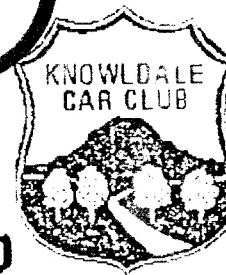
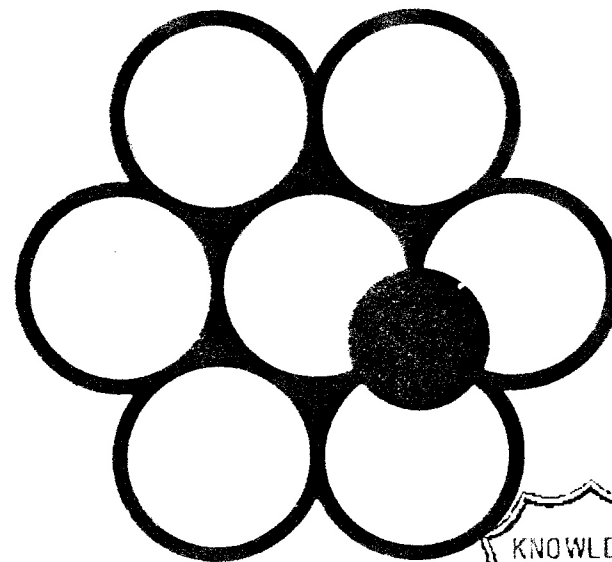
The money raised has already been sent to CHRISTIES HOSPITAL to purchase a much needed piece of vital equipment.

Below is the photograph taken by FRANK HALL of the major award winners in August together with Stuarts brother and sister. You may also be interested to know that all apart from Ian Stringer are Knowldale members.



Cancer Research Campaign
Patron H. M. The Queen

Certificate

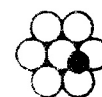


Presented to

The
Knowldale Car Club

Area Appeals Officer

Colin Evans Area Appeals Officer
Chairman of National Appeals Committee



Cancer
Research
Campaign