

KNOWLDALE CAR CLUB NEWS LETTER JANUARY 1984

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Simon Ridy
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Simon Lord
Social Sec.

Alg Motuza
Gail Buckley
Steve Tweedale

Ray Dale
John Hardman
David Pedley (points championship)

Roger Riley
Bob Pedley

Hello out there and welcome to Knowldale Car Club in 1984.

Well what a great year we have had, at least on the social side. It was our intentions to build the Car Club membership up and I think we have achieved this by running social club activities. It was a shame though to loose the MiniMiglia Night Rally, but plans are being discussed to organise a substitute Stage Rally.

To start our new year off we have the Navigator School, for those wishing to learn the basics of navigating or just for those of you who are already navigating to brush up on techniques. These classes are to be held on Tuesday nights at the club between 9.00 and 10.30 p.m. by Steve (I know how to fold a map) Tweedale and myself, and will cover basic navigational skill, right through to how to plot for a simple Scatter Rally, for which you will be able to put your skills to the test on 14th February. This by the way will be the first event of the 1984 Social Championship. Anybody interested can join the class and all you will need is a pencil, rubber, romer and maps 103 and 109. So get down there and learn from the best! Well somebody has to butter him up!

Now for all you drivers or interested drivers we have a special event coming off around the middle of the year. Thats all we're telling you at the moment so keep your eyes and ears open.

Now then the Annual Dinner Dance, which is well on the way, 3rd March, 1984, takes on a change of venue, The Midway Hotel, Castleton, tickets only £10.00 are available from Jean Newby or Gail Buckley. We will have a guest speaker prize presentations for 1983 awards, Disco, and I'm sure you will be pleased to know, there will not be a Folk Singer, I was not entirely responsible for last years affairs.

Now, inside we have full results on the Auto Test, with a full report. Social Championship results. Various reports from club members. Full list of planned social event. Articles wanted and for sale. General gossip and rumours, such as Martin Wilson is going for a world record attempt on knocking down 10 concrete fencing posts at one go and to top it all, still keeping his arm resting on the door with window open. What a cool customer!!!

John Wood, rumour has it, is selling his Lada jumpers, sweatshirt and rally jacket, and is changing to G.M. stlye. Anybody interested should contact John Wood, MASSIVE REDUCTIONS!!!

Robin Bloor is promising to navigate for me, will he find his way to my house? Or, mores the question will he be on time?????

Yours The Ed. (Case)

Simon Lord

BOXING DAY AUTO TEST

Boxing Day morning 7.15 a.m., as I pulled myself out of Bed, I suddenly decided that it was my daft idea to start the Auto Test at 9.00a.m.

Anyway after several cups of coffee, I set out to arrange the various tests. (I only had myself to blame!)

Along the way I found Peter Buckley, who gave me a helping hand to set up Farrell Bridge Car Park and gave him some expert tips on how to win the F.W.D. Class and as you all know he did just that (a fiver Pete.) We arrived back at Hornets. Jin Taylor had been handing out Road Books to competitors and collecting the entry fees. With a quick nod, off went 30 competing cars followed by spectators. A Police officer in a Capri must have wondered what was happening at Kingsway traffic lights when the Charge of the Light Brigade zoomed past.

First test was tricky in such a fashion that you had to negotiate a tight chicane, spin the car into a garage, down a slalom, into a hairpin, then another garage, reverse round and return. A quick demonstration by yours truly and then let the mob loose. Mick Moore was first in his funny looking T.B. 7. V.8., that's what I was told he would be entering in, but it had the likeness of a Triumph Spitfire to me. Apparently, Mick was contesting the A.N.V.C.C. Championship, where by you have to enter several varied events, Auto Tests being one. So he brought his modified Spitfire for a practice and managed to win overall. F.T.D. (fastest time of day.)

Third man away, new member Martin Wilson in his MK1 Escort 1600 cc, Lotus Twin Cam, went off aggressive style until the chicane and on the exit slid and went into the green mesh and concrete pole fencing, coming to rest after snapping one of the poles in half. Martin decided to stop as the further he went the more fence came down. Best Leave, thought I, so off I went, usual cowardly move and left it to Peter Butterworth and John Hardman to sort out.

Birch was the next test, where I was greeted by Ray Dale and Bob Pedley. We set up the first two tests and waited for competitors to arrive.

Dan Grewer showed his remarkable form on the first test, this being to hand brake around several cones but to keep returning to an outside one. The ones with L.S.D. gave the best show as they could power the car out of the turn with back end swinging out. Mr Grewer gave the best show in his MK11 Escort V8 Powered Rover, but gained a W.D. (Wrong Direction) along with 7 others. Altogether there were 4 tests on Birch. Reversing into garages, driving around a Pole attached by a string to your car door. This proved most testing for competitors, because it was driving skill alone. Midway along the string was a weight. The idea being not to touch the ground with the weight of pull the pole over. With John Clegg in control of proceedings, competitors struggled with slow times at first, but became used to the test and soon some quite good times were being put up. Yet again Dan Grewer starred and recorded fastest time on this test even though he used Jin Taylors Astra G.T.E., because the clutch is very hard on this kind of operation. This test was arranged by Jin Taylor and Peter Buckley but Dan even beat Jin. But not all did well on this test. Gail Buckley had the wrong idea and set off with the pole heading for the tiolet. This caused a problem. There is a ladies class, and with only two ladies entered, Gail Buckley and Nina Sutcliffe. Gail suffered on the pole test and Nina took a W.D. on the first test at Birch, so it meant some hard thinking and calculating, but eventually Gail was awarded Best Lady.

Cent....

Also to do well on the pole test, was Terry Mills in his 1963 Morris Miner who recorded a very fast time. With his other fast times he won the Pre '65 class, his opposition being Nina in her Black Anglia and her brother Richard Sutcliffe in his very smart Air force blue Anglia. This was Richards first ever event and he gained much experience but took some years off his father who sat in the passenger seat. However Richard was not on a par with sister, Nina for times.

Along then to Sutcliffes yard at Royton. This is a long, fast test held in the works yard. Peter Butterworth and Roger Riley were in attendance to see fair play was kept. The only tricky part on this test is were cars have to pass under the office, which is kept up by a pole at the end of the building. Alan Barlow in his R.S. 2000 decided to have a go at pushing the pole down. Alan took a tight line and clipped the pole with his rear arch. Fortunately only slight damaged was caused to Alans car and the pole stayed put. Without further incident the car progressed along back to the final test at Tarnets, where John Hardman was waiting. Again the use of cones with slalom, very tight turns and from a garage, reverse down the slalom to finish.

The results were given later, but a check at home found some wrong times. The final times have now been amended, and are given below.

It was an excellent turnout both by competitors and marshalls. A big thanks to those who came and gave a helping hand.

RESULTS

T.WD. CLASS

- 1st. P. Buckley Nova
- 2nd. J. Taylor Astra G.T.E.
- 3rd. J. Sharphouse Escort XR3

R. WD Class

- 1st. G. Cannon Escort
- 2nd. A. Barlow R.S. 2000
- 3rd. P. Whatnough Lada Estate

Rally Class

- 1st. M. Moore Triumph Spitfire F.T.D.
- 2nd. B. Millard Fiesta Sport
- 3rd. N. Anderton Escort 1300

Ladies Class

- 1st. G. Buckley Mini
- 2nd. N. Sutcliffe Ford Anglia

Pre '65

- 1st. T. Mills Minor
- 2nd. N. Sutcliffe Anglia
- 3rd. B. Sutcliffe Anglia

Plans are under way for a similar sort of Auto Test in the summer, anybody wanting to help or organise such an event on a Sunday please let us know at the club.

COMING EVENTS

14th February

SCATTER RALLY

7.00 p.m. Tuesday night. Map 109, Boner, Pencil and rubber. Torch and lamp to see map inside car.

3rd March

ANNUAL DINNER DANCE

7.00 p.m. for 7.30 p.m. New Venue, MIDWAY HOTEL, CASTLETON, BOCHDALE. Map Ref. 886091. Guest Speaker; Disco till 1.30 a.m. Presentations for 1983. A great night not to be missed. Tickets only £10.00 available from Jean Hewby or Gail Buckley. We have also arranged for accommodation at a reduced price for any one who would like to stay the night. Prices after a 20% discount are as follows: Single room £20.80 incl. Vat. Double room £28.80 incl. Vat. (£14.40 each.) Dress Optional. Don't miss the once a year extravaganza.

6th March

SCALEXTRIC NIGHT

9.00 p.m. for practice. This event will be too good to miss this year as we have now got, yes, wait for it, a 4 lane track. Too incredible to believe, then come along and join in the fun.

13th March

QUIZ NIGHT

9.00 p.m. Yet another brain teaser from Gail, don't forget we have now started a new Social Championship.

Remember a few months ago Deryk Pickup wrote a short poem regarding the drinking activities of the Tod Lads in the Isle of Man last Sept. whilst holidaying for the Manz International Rally.

Well in November Gail Buckley and family held their annual Bonfire, were upon the Tod lads descended and mid way through the proceedings John Sharphouse did an amazing feat, which staggered us all and was impossible to match. Just to show us all how tough these tod lads are, he JUMPED into the fire.

There once came a young lad from Tod,
Who claimed he could burn like a log,
Till later that night,
He gave us all a fright,
By jumping into the fire, the SOD.

Bochdale Lads.

SOCIAL CHAMPIONSHIP RESULTS 1983

As you all know this was the first year of the Knowldale Social Championship and it has made quite an impact. With a good mixture of social events being put on everybody has had an equal chance to collect points.

RESULTS

Listed Below are the Top Ten in winning order.

1st.	Neil Anderton	149 points
2nd.	Richard Hudson	122 points
3rd.	Jim Taylor	118 points
4th.	Peter Buckley	104 points
5th.	Deryk Pickup	92 points
6th.	Alan Barlow Ray Dale Dave Pemberton	89 points
7th.	Robin Bloor	77 points
8th.	Simon Lord	71 points
9th.	Peter Whatnough	66 points
10th	Simon Eidy	61 points

However looking through the Championship points list, it has become quite obvious that Peter and Lynn Sastownyak have shown great efforts, entering in every social event and have been the most consistent contestants throughout the year. Well done to both of you, keep it up in 1984. Peter and Lynn's points at the end of the Social Championship were 60 each, and to say that they were only in the top five finishers only once you can see that they have done very well.

Navigation Class

After two weeks of map training for those new and old members who wanted to become more knowledgeable about Navigating.

Steve Tweedale and myself organised a small rally similar to the old twelve cars. The idea came around after a talk of a Navigators class using the method of some years back, when Robin Bloor and I had just joined the Club and took part, after a four week course, to finally go out and plot and drive a selected route, but to then have somebody sitting in the rear of the car, who is preferably experienced in Map Reading and Rallies so as to point out the errors of your way. Steve thought it might be a good idea to do the same. So with eight full crews turning up on the first night we made plans. The first lesson was basically to train people map reading so to get them through their first rally. We decided to aim the first part at night events, mainly because the passenger had more to do. After two weeks training to then take them out on a small night type rally (without the speed).

Steve planned the route on map 103, so the Monday before the rally (Tuesday Clubnight 7.30pm) we put it to the test. Everything went O.K. until near Nelson and after passing through 2 Fords on a smashing yellow road we hit a bank of deep snow blocking our path, much too deep and long to dig out, so a quick change of route was needed. Giving amendments to the route (which not all of you took notice of). The rest of the route was passable.

Tuesday 30th, 7.30pm was a good turnout with enough marshalls to man every control except one, along Widop Moor.

Crews were given 20 minutes to plot the route including Newtrals and black spots and then head off from Hornets through Bacup to Crown Point Rd where first T.C. (namely Roger Riley) was waiting. With a slight delay at Hornets we were held back, but managed to arrive at Rogers control just behind the first man out. The rest of the crews following at minute intervals. Our intention was to be course car and warn marshals to be ready. We arrived at TC2 first, the escort of Paul and Nigel with Peter Watmough in the rear had taken the wrong turning so we proceeded to our control point passing through TC3 and to be greeted by Bob Whitehead and Dave Dearden, apparently they had been waiting over thirty minutes for the procession of cars to arrive and had stopped many unsuspecting drivers which they took to be competing cars.

First car at TC4 was Lyndsey and Darrel Collins who collected a WD for a wrong approach, the other crews passed through quickly and evenly. No other WD's were collected there.

From just above Nelson the crews went East along Widop Moor and then Hebden Bridge where at TC6 Ray Dale and Mike Corfield lay in wait. This control had a very tricky approach, round the back of a church to join back on the road. Only two crews got this correct, the rest falling for the trick.

The route then went along into Tod and up by the very steep road heading for Portsmouth passing TC8 and Bob and Dave Pedley waiting. Over a very slippery section of road covered by ice and up along the Long Causeway to Control 10 manned by Mark Slater and girlfriend. They did not seem to mind the wait between controls! Then down off the moor into Walk Mill through a very tight and narrow road to the last Control TC11 where we waited. Smack on time came Peter Watmough's crew after posing for a picture just lower down the road on a hairpin. This gave great alarm to some crews who stopped or had a quick heart attack when Steve took a picture of them. The flash had people thinking that the Police were on to them and getting evidence before prosecuting....or did Graham Sherwood stop to comb his hair. All eight cars passed through the control and we adjourned to the local pub as time drew near to closing hours.

The night went smoothly enough, with fantastic turnout of Crews but mainly marshals.

First	Janet and Graham Sherwood	No Fails
Second	Nina Sutcliffe and Peter Buckley	
Third	Kevin and Peter Glenholmes	1 WD
Following order	Peter Butterworth, Terry Mill, Frank Ward	1 WD
	Martin and Martin Wilson	1 WD
	Peter and Lynn Sastwanyuk	1 WD
	Lyndsey & Darrel Collins	2 WD's
	Paul & Nigel	1 WD. 2 Fails

The class now continues with a night on timing. Bogey & Target timing for example. Then another type of Navigational rally, the famous Scatter Rally open to all club members. Then onto Stage Rallying techniques right up to pace notes. Because it is a New Year we have started at the basics again. Just like the first type Scatter Rallies, no fancy telephone numbers, clues and an easy time limit.

Peter Buckley and Peter Butterworth are your Organisers.

7.00p.m. Tuesday 14th February 1984. Hornets. Map 109

Bring Pencil, rubber, romer and torch.

(Anyone without a Romer can buy one off me)

This will take around 2 hrs to complete, so to be back in time for a drink.

Also we have a new system for Scatter Rally competition, in a hope to make things more equal.

Two Classes. Experts & Novices

Experts are classed as either member of a competing crew which have entered a Knowldale Scatter Rally in 1983 and come in the first 3 places.

A Novice is someone who has entered a Rally and not gained one of those positions.

First timers will start as Novices. If they then come in a Top 3 position they automatically become expert. To stop domination of Novice classes. If you win a Novice class 3 times then you will be upgraded. Novices will also be given another 15 minutes total time. This then should take away the past masters advantage.

Items Wanted

K & N Air Filter for R.S. Mexico MK 11

32/38 Webber.

Full Competition exhaust and manifold.

Contact Lindsey Collins

Tel. 061 626 1747

Upated Cam for 1600 OHV

Oil pipe adapter for Cylinder block

Two Anti roll bar brackets for MK 1 Escort

Contact Mark Greenwood

Tel. 78876

Rally Jackets

The first orders have arrived and they are vey impressive indeed. In Knowldale colours and even your own name on if required.

In various sizes: Small, Medium, Large, Extra Large.

£23.00

£25.00 with name

I am now taking deposits of £5 if anybody wants a jacket ordering.

Car Club Stickers

Do not forget our Knowldale Car Club Car Stickers which can be obtained from Eric and Jean Newby, John Hardman or myself for 2 for 50p.

Also the sew on Car Club Badges which cost £1 each. Not much to pay for instant fame! These also can be obtained from the above.

B.A.C. RALLY REPORT FROM HAIGH HALL STAGE

One cold and frosty morning in November saw a ruffled gathering of club members outside Rochdale's Town Hall, waiting for yours truly to turn up. With the blower turned right up and just starting to defrost the window, I aimed the transit van towards the now frozen group. We all bearded and just after eight we headed off towards Wigan to help Lancs. and Cheshire Car Club to marshall the Haigh Hall Stage. On arrival at the official car park there seemed to thousands of luminous green bibs milling around, obviously we were not the only club to have been invited. After a hot coffee and pasty we signed on and yes, we were also given luminous green bibs and proceeded to our selective spot on the stage. We only had about an hour to wait for the first car to arrive and then it was all systems go!

We had enough marshals to fully cover our area, in fact we helped another car club out. There were no incidents all day and all crews passed safely, in fact if they had hurried up we could have made the pub in time. Yet another enjoyable day out by the Knowlside 'noddies'.

A few days later Simon Eidy, our competition Sec. recieved a letter, which we have set out below for you all to read.

Lancashire and Cheshire Car Club Ltd.

S. Eidy, Esq.,

Dear Simon,

Re: B.A.C. Rally - HAIGH HALL, WIGAN

Many many thanks to yourself and members of your Club for your help on the B.A.C. Rally. It was a huge success and John Brown from B.A.C. Headquarters radiced back to compliment us on a fantastic days work.

We had about 450 marshals and without them we couldnot have operated. I particularly thank your people for cleaning up after the event. The Park was clear by 5 p.m., and everyone gone home which was absolutely great.

Thanks again and we hope we can work together as Clubs in any event where we can help one another in the future.

Kindest Regards.

Yours sincerely,

J.E. CROFTMAN