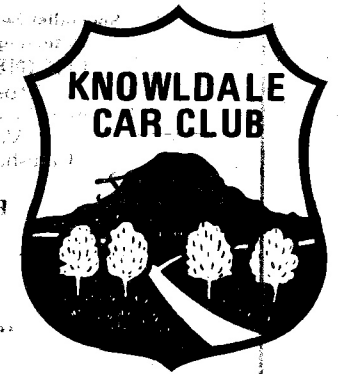




Knowldale

CAR CLUB



Monthly Magazine

CLUB DIARY

FORTHCOMING EVENTS

- 17th JANUARY WIGAN MOTOR CLUB organised Single Venue event at Flookburgh Airfield, the first round of the 1988 ANWCC Championship. Garry Rudman has the Regs.
- 24th APRIL KCC HILLCLIMB AT BAITINGS DAM
- 1st MAY KCC HILLCLIMB AT SCAMMONDEN DAM

SOCIAL EVENTS

- 19th JANUARY FILM / VIDEO NIGHT AT THE LADYBARN
- 26th JANUARY PICTURE QUIZ organised by Graham Sherwood
- 9th FEBRUARY TREASURE HUNT organised by Deryck Pickup starting from the Ladybarn. More details on Club Notice board. 7.30pm start?
- 16th FEBRUARY FILM / VIDEO NIGHT AT THE LADYBARN
- 5th MARCH ANNUAL DINNER DANCE AT BRACES NIGHTCLUB. Date to be confirmed. Tickets on sale soon.
- 22nd MAY Advanced warning of an all day with lunch-halt Multi Venue AUTOTEST / GYMKHANA to be organised by Simon Lord and Robin Bloor.

SUBMISSIONS

If you have ANYTHING to submit for the magazine - be it rally reports, photographs, hints and tips or the lowdown on the latest gossip from the stageside - ring Steve Tweedale on 878275.

KNOWLDALE CAR CLUB

Committee Members

- President/Comps. Sec: Neil Anderton Hon. Secretary: John Clegg
- Vice President: Robin Bloor Hon. Treasurer: Mike Corfield
- P.R./ANWCC Delegate: Graham Sherwood
- Social Secs: Garry Rudman & Terry Mills Editor: Steve Tweedale
- Deryck Pickup Roger Riley Mike Duffy Richard Hudson Simon Lord
- Off Road Sub-Committee: Graham Sherwood Peter Brocklehurst

I know you will find this hard to believe, so just shut the mag again, and take a look at the front cover.

OK? Yes, it's true. They have arrived. For the benefit of those who wish to know, the photographs, chosen not by me, but by an independent arbiter, are:

- Front top - Steve Tweedale, Martin Butler, Chevette on 1986 Devils Own at Smardale Ford.
- Front bottom - David Pemberton, Richard Hudson, Astra on 1987 Port Talbot Rally
- Rear top - Graham and Janet Sherwood, Fiat 131 on 1986 Pennine Stages Rally at the farmyard bend.
- Rear bottom - Andy and Kevin McTighe, Nova (?) Corsa on 1986 Telford Forestry Stages

May we take this opportunity of thanking the advertisers for their support, and ask that you, the members, give them your support in return. Rochdale Insurance Brokers, Carcraft Motorists Supermarket, and Unique of Rochdale have been with us for some time as advertisers (not just in the mag covers but often on event programmes and regs), and are now joined by Shore Service Station of Bacup, jointly owned by Garry Rudman.

This bumper issue comes to you with a great deal of assistance from Graham Sherwood. Ta, Graham!

Steve TWEEDALE

OFF-ROAD ROUND-UP 1987

Knowldale took the rather unprecedented step this year of agreeing to co-promote a hillclimb with the Mid-Cheshire Motor Racing Club at Scammonden. This generated quite a number of firsts. The first time Knowldale had co-promoted a hillclimb, our first one at Scammonden, Mid-Cheshires first hillclimb, the first time Stuart Harte had driven his Chevron in snow etc etc. The organisation of the event was left to yours truly with members of both clubs helping out. Apart from the atrocious weather, the event was voted a success and Mid-Cheshire have asked us to co-promote it again next year. Just for the record, Stuart Harte took F1D with several club members taking class wins and assorted class awards.

Our other big event of the year was the 26th running of the Baiting Dam hillclimb. On the organisational side everything was running smoothly until I "lost" our doctor shortly before the event. British Telecoms profits must have been greatly increased due to the number of calls I made to various doctors from GPs to consultants!! I eventually found a doctor on the Friday afternoon before the event, which was just as well as I was running out of vullium!

Sunday morning dawned bright and damp and all was ready. Neil (Chief Marshall) Anderton could just cope with the pathetic number of marshalls, Clerk of Course me was happy with the track etc, Bill Troughear (RAC Steward) was satisfied, Chris (Blue Book) Mansley - our nearly house trained scrutineer - had grunted his approval, even Ray Dale and the Skoda hospitality unit was ready. All we needed was an ambulance. We waited and waited and then we waited some more. No ambulance. After hurried discussions the doctor went to Rochdale Infirmary and returned with a bag full of implements of torture. In the meantime Joe Ward had offered the use of his caravanette as a makeshift ambulance.

After this everything went smoothly. Once again various club members took an assortment of class wins and other trophies.

In September the gang of four, Pete and Andy Brocklehurst (Mini Cooper), Paul Clarence (special saloon Mini) and I (Group B Rot-Box) ventured south to the outskirts of Birmingham to contest the Curborough Sprint. A full report is elsewhere but I actually won a trophy!! This was immediately placed in front of Janets vast collection as soon as we got home!

Our association with Mid-Cheshire has produced three new members with specific interest in off-road events. Rob Liversage is Mid-Cheshires Treasurer and drives a well modified Fiat X19; Mike Allen is their Membership Secretary and alternates between a Sunbeam Ti and a Toyota Corolla; Dave Palmer is the editor of their newsletter and is the proud owner of a elderly Cavalier. All three are extremely enthusiastic about their sport, a very warm welcome to you.

its either all lefts or all rights!! We survived a monumental spin at 90+ mph on the first stage and recovered sufficiently to take the trophy for best in club.

I co-drove again for Garry on Stockports Alsecure Stages in December. Despite a sick engine and no back brakes, not to mention a service crew which resembled the lost tribes of the Israelites - forever wandering - we managed to take ninth in class.

Which brings me to my tales of daring in the aforementioned Group B rot box. Mention has been elsewhere of the Curborough Sprint (did you know that I won a trophy on that one? You did know? In that case I wont mention it!!) So, onto Janet and I's annual pilgrimage to the Mid-Cheshire Stages at Oulton Park in November.

I think its rather nice of Janet to lower her standards from co-driving on such events as the National Breakdown, the Himalayan and the RAC to sit in with me!! Just to keep herself occupied she took a book with her and reckoned I was so slow that she could easily read a chapter per stage!! Actually it was a really good book; I know because I was also reading it whilst driving the stages!

I was really pleased with our overall position as we came to start the final stage. We had moved up to 4th.....from last and I was now confident of putting in a fast time. Well, we were actually going very well and had seen the speedo well over 100 mph on several occasions when the fan belt came off. This resulted in us having to be towed of the stage. Did you know that Fiat fan belts cost a little over eighty quid? They do when they wrap themselves around the cams and cause bent valves!! Thanks lots Kevin and Andy for the loan of your van and trailer.

I am seriously considering taking up John Cleggs second favourite pastime next year - mouse racing. The only trouble is, I cant find a saddle to fit a mouse!

Well thats it for this year, I had hoped to get a run on the Tom Garner Stages and have a go at the National Breakdown Challenge but the organisers have seen fit not to let me have one. By now we should know who the lucky three are - congratulations to you all.

Graham J Sherwood

ps did I mention my first in class at the Curborough Sprint?

Paul set off for his run and I trundled up to the start line. Suddenly the horizon became a sea of red flags (journalistic licence - I'm after a job with the Sun!). He'd gone and fallen off!!

My own run by comparison was abit of an anti-climax for the spectators, despite trying to lose it at the hairpin. Everybodys second run passed without much incident.

We didnt manage to beat the bloke in the imp. Brock senior took second in class and I took third just 0.2 seconds behind. Graham picked up a pot for first in class, Paul picked up several cones but had to put them back!!

By the way, Graham wants me to tell you that he won a trophy!!!

A good day was had by all and we hope to see some more Knowldale members there next season.

Andy Brocklehurst

* * * * *

WHAT HAVE YOU BEEN DOING THIS YEAR GRAHAM?

Well, on the face of it, not a lot really. I have been busily helping out here and there and have actually only competed twice in the fully homologated, all singing and dancing, triple whiffle, Group B rot box - Fiat 131 to you!! More of this later. In addition to organising two hillclimbs I find that I have actually been reasonably active.

In July Roger Riley and I were asked to act as Club Stewards once again for Burys Torque Bac road rally. On this occasion we only had one protest to sort out. Unfortunatly this had been put in by Steve Tweedale and Janet, what else could we do but rule in their favour? So we did!!

In August Pete Brock and I went to marshall on Highmoors Nighthawk road rally. Both of our marshalling positions were hectic. The first being to organise the competitors times for a time recovery section and the second being the selective finish at the end of the Long Causeway. At one point we had five cars all coming in together and none them on the same second!

In October I was asked to co-drive Garry Rudman on the Highmoor Stages at Oulton Park. The last time I had co-driven was in May 1985 for Pete Sastanyuk on the Newtown Stages so I was somewhat rusty. Not that theres much in the way of navigation to contend with at Oulton Park. Dependant on which way round one is going,

Some of you may have heard a rumour concerning a Hillclimb and Sprint Championship for 1988 with lots of trophies and money up for grabs; not to mention a scoring which means that virtually anything could win it. I am quite proud to announce that my idea for a small, club only, championship will now be going national. Once again Mid-Cheshire will be involved and we have managed to secure a major sponsor thanks to Pete Brock. These are a firm of chartered surveyors by the unlikely sounding name of Grimleys. The Championship regs will be available as soon as the RAC MSA send us the permit so see me for a set and get yurself registered!! It is theoretically possible for a Citroen 2CV to take first overall so dont moan about how slow your car is, have a go, you'll enjoy it!

Also new for 1988 will be the number of hillclimbs which we shall be running. In addition to the co-promoted event, Knowldale will be running three of its own. Baitings on the 24th April, Baitings again on the 7th August and then over the valley we shall be at Scammonden on the 18th September. All three events will be qualifying rounds of both our Championship and the ANWCC Championship. Make a note in your diaries or filofax and see me for regs nearer the time. If you cant compete then marshall! Talking of which we could do with a few more volunteers. It will be very much appreciated and may well be worth your while doing so. On each of our events next year, including the Mid-Cheshire one, there will be a number of prizes to give away to marshalls - and I dont mean tubes of Smarties - they will be worth having.

Well thats all for the time being but before I go I must say a few thankous to various people - Neil Anderton for his support, Pete Brocklehurst for constant encouragement, the Knowldale committee for their open-mindedness and finally all those of you who have offered help over the last year.

1988 will see Knowldale firmly back on the map of Motorsport and a force to be reckoned with.

Graham J Sherwood

FOR SALE

V Reg CAPRI 2.8i. Red, low mileage. A1 Condition. £3,500. See Martin Butler or ring him on Todmorden (81) 6517.

SPECIAL STAGE RALLY CAR LOGBOOKS

From the first of January 1988 all stage rally cars will need to have a special log book issued by the RAC MSA. This applies to all cars entered in events up to National status. Examination of the car will be undertaken by any Scrutineer of grade two or higher. The initial charge is ten pounds, should the car fail initial scrutiny there will not be an additional charge provided that the original Scrutineer carries out the re-examination. The owner of the car must also provide a colour photograph showing the off-side three-quarter view of the vehicle. The photograph must also be of a non-standard size - 4" x 3". After initial scrutiny the log book is sent to the RAC for verification. In the meantime a receipt, valid for 14 days, will be issued.

Roll cage certificates may also be required if yours is not as per QM1 and QM1a as regards design and construction. Certificates are available from the RAC - quote your vehicle make, model, year and roll cage manufacturer.

After 25 events a new log book will be required. These will be issued by the RAC, simply send them your old one. Provided no technical changes have been made there should be no problem. If there has been, you will need to contact the original Scrutineer. If you lose it you will have to start all over again and pay the fee again.

The log books will contain details of the following :-
 Manufacturer, Model, Chassis Number, Registration Number, Colour, FIA - FISA Homologation Group, Date of Registration, Photograph, Inspecting Scrutineer, Engine Capacity, Number of Cylinders, Number of Valves per Cylinder, Originally Fitted Engine Specification, Engine Manufacturer, Carburettor or Injection, Forced Induction, Restrictor Fitted, Restrictor Size, Restrictor Position, Body Material, Construction, Engine Change, Roll Cage Type, Roll Cage Certificate Number as per RAC MSA, Fuel Tank Type and Location, Fire Extinguisher Type, Changes to Specification, Change of Ownership, Event Entries.

The book must be counter-signed by the owner after completion as an admission that the details are correct. Technical changes must also be counter-signed.

It would appear that the RAC MSA are determined to make sure that no-one gets into special staging unless they are deadly serious. I am only surprised that there isn't room in the log books for colour of underwear, date of sex change operation and a declaration that the driver hasn't read Spycatcher!!

Grateful thanks to Roger Gale of Port Talbot Motor Club for the technical information.

Graham J Sherwood

CURBOROUGH SPRINT

Dateline: 29th September 1987
 Time: 0600

Whose idea was it to commence sprints at such ungodly hours and on a Sunday as well! With scrutineering starting at 0800 a weary Knowldale sprint and hillclimb team assembled themselves outside the Brocklehurst mansion. This time the team (consisting of Paul Clangers, Graham Sherbert and a pair of Brocks) were venturing south into the unknown - Lichfield to be precise. We finally managed to set off at 0645 with Graham complaining of late nights and various aching bits of anatomy!?! The run down was fairly trouble-free despite my feverish attempts to get us totally lost and the motorway authorities agents for aiding and abetting me. We arrived at Curborough to be greeted with the sight of a fellow competitors car, an ex-Mikkola Audi Sport Quattro on a trailer and being towed by another Quattro Sport. It later transpired that the owner had in fact eight of the beasts - including one for his wife to go to Asda in!!!!!!

Scrutineering posed few problems for any of us and we looked around to assess the competition. Paul was in a class composed as usual of incredibly rapid imps and minis. The other members of our class were also imp-bourne. Graham was incredibly relieved to discover that the Quattro was entered as a sports racing car and not as a rally car. All four of us went down to practice at the same time with Paul nervous as hell at the thought of driving his new mini in anger for the first time.

Curborough at first seems quite boring, consisting of just long straights and nothing else. How deceptive can you get? 4500 rpm off the line, wheels spin slightly then grip, into a long flat left then the first problem arises; you can't find a landmark to show you where the first left hand corner is. Suddenly it's on you, brake hard, off cam, change down, sliding all over the place, into the chicane, plant your foot on the floor at the exit, round the hairpin at the top and accelerate down the straight, through the line at 8500 rpm in third. Phew, what a scorcher!! Apart from cocking up at least three of the seven corners I was fairly satisfied with my first attempt at the course.

Practice proceeded OK for everyone, all of us putting in respectable times and no-one going off, despite the slippery conditions.

The first run of the afternoon - the quickest of the imps in our class put up an absolute stormer of a run, five seconds faster than in practice. Brock senior did his usual trick of juggling around with that stick in the middle of the car trying to come up with a gear that didn't exist! Graham put in a run with plenty of everything - noise, wheelspin, sideways and elapsed time (sorry Graham).

Had to drive the next stage with no exhaust. A large rock smashed the gear change guard and damaged the linkage. Unable to get third, fifth and reverse. Also hard to obtain the other gears. Carried on to service. Exhaust fixed but went into road penalties.

Next to last stage of the day engine stopped again in another ford, wasted 2 minutes trying to start engine, two corners on broke the exhaust off. Fixed back on again but broke manifold. Unable to change due to time available.

Final stage of the day - Oulton Park - and then serviced at Chester Zoo. car park. With 10 minutes to spare, removed sump guard and finished at midnight.

Tuesday

Started 6a.m. secret service at Milnrow off M62. Fixed rear brakes which were worn to metal, also gear change and exhaust. Next stage Harwood House. Slid off road after slippery hairpin turn, ended up down the hillside. Able to get back on to the road and only lost a few seconds.

No other problems, apart from no service van until 6p.m. that night at the Consett Service area in the North East. New spotlamps fitted after the off in Wales. Checked over the car ready for the next six stages in Kielder.

1st and 2nd Stages - snow blizzard but no other problems. Overnight stop in Carlisle. Should have had seven hours sleep but with no service van, which converts into a mobile home, had to find a B & B ending up with 3½ hours sleep.

Wednesday

6a.m. start. Two stages in North Yorkshire, very rough, took car steady saving the car. Moved into Scotland, snow covered roads and very icy. Again drove with care over the next three stages. Exhaust broken on the last stage and lost some time. Moved back down country into the Lakes.

4th Stage was very smooth and kind on the car. No problems until the very last stage and 300 yards from the end of the 17 mile stage, spun and unable to get reverse, had to manoeuvre and lost more time. After that a steady run back down to Chester and the finish.

Expenses

3 Exhausts and 1 manifold. 10 Forest tyres. 1 Engine mounting. Handbrake cables. Set of rear brake shoes. Gear change linkage. Rear bottom spoiler. £550. on fuel for the vehicles plus repair cost to Service Van?

CLANGERS SEASON IN HILLCLIMBS AND SPRINTS

In my first season in motorsport I decided to do some Hillclimbs and Sprints as I could use my RS 1600i road car without destroying it. I entered all the restricted events I could; this hopefully being good practice for next season - only having to cope with the circuits and not the car. Next season I will be using my newly acquired special saloon mini 1293 S as debuted on the Curborough Sprint.

The most enjoyable events of the season must be the ones in which I won my class (both at Baitings). The first was the Lancs and Cheshire on 21st June and I competed in the standard production car class. Not only did I win my class but I also set a new class record. The second class win came on our own Baitings event in August, which was only the second time that I had used slicks. I bought slicks in an attempt to keep up with some of the more powerful opposition. I found that the slicks gave me much improved acceleration, due to me running them on 13 inch rims instead of the standard 15 inch, this also improved the gearing tremendously. They were bought for the 2nd August event at Scammonden and made an unbelievable amount of difference to the car - stability, braking, cornering and handling were much improved and allowed me to get off the line reasonably quickly as the car does not have an LSD.

Interesting moments during the year include a 100 mph spin at Oulton Park and another at Curborough in the mini which was very hairy.

The main opposition for the season came from Brian Machin's Rover V8, Geoff Breakwell's Audi Quattro and Jonathon Hunt's Lancia Delta Turbo amongst others. I would like to say thanks to them for a competitive and enjoyable season. The first event saw eleven hundredths of a second separating first and third (me). The rest of the season was similar. I made many new friends and help and advice was always freely given.

I am now part way through rebuilding the mini and should be out testing it in March. Hopefully the handling problems with this should be ironed out soon.

A full season is planned for 1988 and I hope to compete in some National events as well as contest a Championship or two.

There isn't room to list every event in which I competed this year but just for the record I did twelve events; four at Baitings, four at Scammonden, two at Curborough, and one each at Oulton Park and Aintree. My worst result was a fourth in class and the best was the new class record for standard production cars upto 1600 cc at Baitings on only my fourth event.

N Paul Clarence

DAVE'S RAVE -

THE RAC RALLY

For Richard and myself, the drama started long before the actual event. We were the first KCC crew to enter, some three months ago, but the last to be accepted. Somehow the organisers didn't seem to think that winning your class on the two toughest and longest National events in Britain (coming second overall in one) reflected on your ability. Yet these same organisers could place others without top-three-in-class forest results or even forest experience way above us on the seeding list. Even more unsettling were rumours of other crews on the reserve list, both in front of and behind us, pulling "strings" and getting acceptance before their proper time.

From 22nd reserve, we were eventually accepted next to last at car 181 on Tuesday evening prior to the Saturday scrutineering session. The final tally for KCC was Nina and Janet at car 160 (Citroen GTi 1600 GpN), Simon and Pete at 162 (Fiesta XR2 1600 GpN) and us in the 1300 GpA class. Unfortunately Colin Brennan had to cancel due to last minute hitches. Possibly it was his cancellation that caused us to get our entry. Cheers Colin.

After only 10 miles into our journey to Chester, one trailer wheel cried enough when the bearing collapsed, causing us to drive the car to the event with the trailerless van in hot pursuit. Scrutineering proved no problem, apart from being "stung" a further 96 to upgrade the advertising permit, even though it was only for one event. A quick stop to buy 10 Colway forest tyres brought our total stock to 6 snow, 6 tarmac, 4 dry forest and 16 wet forest tyres. Originally we had calculated the cost of the event top be 1360 plus what we had already got in tyres and spares. This based on the car and one service van with two service crew - Brian and Neil. We had dismissed the need for extra service crew or vans or chase car, these being unnecessary extra expense for our level of commitment. The format was the same for Simon and for Nina except that they both seemed to have vast armies of service crew in attendance.

A quick check to make sure our digs hadn't been totally condemned by the Public Health, and then off to be wined and dined by a representative of our principal sponsor "Freeman" - a hearty meal for the condemned men, we thought.

Sunday morning arrived and on with the show. Although we were car 181 we had been slotted in at the back of the other Gp A 1300 cars at 106 on the road. In front were two Ladas which we considered within our grasp, but immediately behind was the might of the Gp N field, first of which was an Italian crew in a 4x4 Mazda Turbo followed by 4x4 Lancia Turbos and Sierra Cosworths etc. They all seemed to be looking at us like a cat at a mouse.

For the first stage at Oulton Park we were on road tyres which proved to be a poor choice - I was severely limited by the number of

SIMON LORD.

QUICK'S REPORT ON THE LOMBARD R.A.C. RALLYE 22ND - 26TH NOVEMBER 1987

180 Crews entered. Start No. 162. Entered Group A 1600. 13 cars in Class.

Changed from Group N to A because of lack of aluminium wheels. The Fiesta had only been homologated with alloy wheels costing £80. each and had only a few to go at. Decided to fit steel wheels to run in the next higher group, i.e. 'A'. Having a weight and power disadvantage but being able to run the entire event.

Saturday

Slight problems at scrutineering but fixed and then moved to the Quick's workshop in the centre of Chester. Final checks on all vehicles. The service van had started to play up on the way down. The clutch was not releasing. On inspection, found the master cylinder had seized and spent all evening trying to locate the parts and then fix. Finally got to bed at 1.30 a.m.

Sunday

Started at 10.45 a.m. No problems. Spun on the first stage at Oulton Park, but had one of the fastest times in the Class.

Trentham Gardens - very rough and drove with care. Drowned engine at Western Park and lost over 3 minutes. For the rest of the day started to drive smoother and times improved. No other faults, apart from a puncture on the rear at Chatsworth House, finished 11p.m.

Monday

Started at 6a.m. from Chester and ran down to Wales. Snow covered roads and very icy conditions.

Stage 10 - Second stage of the day. Slid off and lost 3 minutes, sump guard stuck on a rock.

From then on the car had a hard time due to the forest being very cut up and very rough.

At the first service area of the day a noise, which had been coming from the front, turned out to be a broken engine mounting and had to be replaced. Rear brake shoes started binding and the handbrake cables had been stretched.

On the next three stages the exhaust was pulled off and broke the manifold and, eventually, lost the system on the stage.

1987 SOCIAL CHAMPIONSHIP

1	Andy Brocklehurst	154
2	Paul Bullock	140
3	Robert Burke	125
4	Steve Tweedale	112
5	Julie Entwistle	102
6	Paul Entwistle	99
7	Graham Sherwood	95
8	Janet Sherwood	92
9	Martin Butler	91
10	Peter Brocklehurst	90
11	Neil Anderton	63
12	Simon Lord	56
13	Terry Mills	55
14	Andy Massey	51
15	Paul Clarence	50
16	Garry Rudman	48
17	John Pedley	40
18	Peter Butterworth	39

The Boxing Day Autotest, organised by Terry Mills and Garry Rudman, was the 21st and final round of the Social Championship. Paul Clarence rounded off his exceptional first year's competition with an overall win on the autotest in his girlfriend's Mini Mayfair (but did she know what he was doing to it? - report elsewhere).

Andy Brocklehurst went into the final round with only a 9 point lead over Paul Bullock, but as you can see from the Top 18 Table, he secured overall honours with 4th place on the autotest against Paul's 7th. Third spot in the championship goes to Paul's partner Robert Burke who, like Paul, has scored very well on the Supernav and Scatter events in recent months.

Apart from the Scalextric won by Simon Lord, there have been 5 Picture Quizzes (PQ), two of them won by Andy Brock, 4 Treasure Hunts, again two of which were won by Andy and dad Peter, 1 Sunday and 3 Night Scatter Rallies, two of which Julie Entwistle won, 2 Autotests, and 5 Supernav Tests, two of which were won by Bullock/Burke.

The 1988 Championship begins with Graham Sherwood's Picture Quiz on 26th January, followed closely by Deryck Pickup's Treasure Hunt on February 9th.

There are 15 points for a win, down to 5 points for 6th place on each event, but anyone who enters gets 3 points, and organisers get 10 points, their assistants get 5. The Social Championship is always well supported, and consistency counts a great deal with about 20 events through the year.

Don't forget there are 25 smackers for the Champion at the year end.

twists I could get in my arms to counteract the massive oversteer they were producing. A safe run saw us on our way to Trentham Gardens where a good time was ruined by stopping to wait for a stranded Lada to be pushed out of our way, after which we crashed, banged and splashed our way to the stage finish. Meanwhile back down the field Nina and Janet were on a steady run getting used to their unfamiliar car, whilst Simon and Pete were taking two steps forward and one back - every time Pete called "hairpin" Simon misheard it as "spin" and promptly complied! Simon claimed it was too much power under the front wheels, Peter considered it was too much braking effort on the rear wheels, whereas Richard and I reckoned it was actually too much wally behind the steering wheel. We all pushed forwards, us determinedly, Nina steadily, Simon occasionally, towards the infamous ford at Weston. During Recce, this was nothing to worry about, but having seen the marshals digging it out and sandbagging the outlet under the pretence of trying to make the water cleaner for the TV cameras, we suspected it might have deepened miraculously. The Astra has never previously missed a beat due to water, despite crossing deep fords at speed, so we saw no reason to be over-concerned about this one. On the approach our speed was determined by the sharp left and steep drop into the water. We entered at a speed sufficient to put a bow wave over the bonnet and up over the roof, before emerging to the applause of the marshals. I thought this was due to our spectacular style, but after watching the recording of most of the works Astras, I realise it was because they didn't have to get their feet wet for yet another drowned out Astra. The rest of the spectator stages passed very enjoyably until the road section between Chatsworth and Oulton when we first encountered the traffic jams that were to become the worst part of the rally. Had I been perfectly law abiding we would probably still be sitting there now, so I had no choice but to join the other competitors and drive miles on the wrong side of the road, despite blind bends and brows, double white lines, artics, and a high police presence. Once more round Oulton, this time on forest tyres which were better than the road tyres we used earlier, and on to Parc Ferme at Chester. Not only were we glad to have made it through the first day unscathed, but we had a meeting with our second principle sponsor - this time we had to wine and dine him.

After a brief team discussion with Simon and Nina, it was time for some shut-eye in preparation for the second day around Wales. Four stages in Clocaenog were taken in pre-dawn darkness whereas Penmachno was attempted in total snow blizzard with hardly any visibility in slippery conditions. Dovey 1, SS15, was the undoing of Nina and Janet when they clipped a log, pushing the front wheel back and pulling out the driveshaft. Although they pushed the stricken vehicle to the end of the stage, repair was impossible within the time allowed, and they retired. SS19, Myherin, had another deep ford, taken once again as fast as the 90 left exit would permit. As the army of photographers waited for us to drown out, we sailed smugly through, but the smugness disappeared when I realised that the stress had cracked the windscreen with several lines creeping across from bottom to top. The Hafren stages passed trouble free before yet another visit to Oulton.

Rising at 2.45am after three hours sleep, we were on our way to Harewood. This short stage was the worst of all 48, being part tarmac and part bomb holes. Boltby and Cropton took us to two stages in Dalby, the first of which caused problems when we "lost" two gears, which slowed us down. Whilst cutting close to the apex of a hairpin, we passed under a low overhanging branch which caught the CB aerial, causing it to whip down and shatter the rear screen. In service the gearbox was mended simply by removing a rock which had lodged in the linkage, and a makeshift rear screen was taped into place.

Four stages in Kielder were in darkness, and one in driving snow, taken at a slow pace to preserve the car and make sure we emerged from the rough and badly rutted forest. Simon and Peter were obviously employing similar tactics, losing approximately a minute a stage to us. Since we were practically crawling at some points, I presume Simon had Pete walking in front with a red flag. This was the longest leg of the rally, with 14 stages in the 15 hours drive, and all we wanted to do was fall into bed. However it was not to be, as the lady owner of the guest house, before we even got through the door, bombarded us with orders and questions; "Take your shoes off, what's your name, who's going to sleep in which room, and can I take your order for breakfast now, and who's going to sit at which table and where?" Like the proverbial mother hen she organised and ordered us about, which was made worse by Brian and myself getting fits of the giggles and being unable to look her in the face without cracking up. After she had made a complete dossier on us all we were left to get some sleep. Six hours and an excellent breakfast later it was back to Parc-ferme at Carlisle Castle. The intermittent starter motor failed to work, so we enlisted the help of other competitors to give a push. The first attempt failed to fire the Astra up, but before we had pushed it back to try again, the chief marshal stopped our "outside assistance" under threat of exclusion. Since Richard's lungs were hanging from his mouth and his face was redder than his overalls, I made a quick silent prayer to the guardian angel of motorsport and turned the key. My belief was rewarded by the starter slowly spinning the engine into life. Before it had chance to stall we blasted out under the watchful eye of the chief marshal.

All too soon we seemed to be at Grizedale, signalling the last two stages. The first short stage posed no problems, the 48th and last was a 17 mile long bend with no straights anywhere. Ten miles in, my arms were telling me I was unfit. When I asked how far to the finish, back came the answer "About five miles and zillions of bends!". The only tricky moment came when I quickly glanced at the temp. gauge only to look back up and see that I had missed the next bend and was heading right for some felled logs. A mighty heave on the handbrake and a quick flick of the wheel saw us pointing the right way, but still sliding the wrong way. Waiting for the soul destroying thump seemed to take a long time, but luckily it never came.

round, with Garry rabbiting about "we nearly went off." Bullshit, I want the same again, last stage. But Garry didn't agree. Well John Taylor would have been proud of me. Talk about shout, but we ended up 5 seconds slower. Ah well, I tried - it was just that pigeon that shit on the bonnet before it flew off whilst we were going round.

Thanks for an enjoyable day Garry. Hope he's still speaking to me

NEIL (Call me John) ANDERTON

ROAD / STAGE CHAMPIONSHIP POINTS CLAIM FORM

DRIVER NAVIGATOR
 EVENT: DATE:
 STATUS POINTS:
 ROAD: CLUBMANS 20 * RESTRICTED 25 * MOTORING NEWS 35
 STAGE: S/V 10 * MULTI/V 15 * NAT. 20 * INTERNAT. 30 * RAC 40
 CLASS ENTERED AS KCC? YES / NO
 POSITION IN CLASS No. of STARTERS IN CLASS
 KCC CREWS BEATEN 2 / 3 / 5 / 6 / 7 / 8 / 9 Points each

Complete by filling in on dotted lines, circling the correct places for Status and Bonus points, and give to Steve Tweedale within one month of the event. (Official results must be shown.) On the space on the form please write a brief report - overall position, any incidents on the event, etc. for inclusion in the newsletter.

Report:-

FROM THE SILLY SEAT

Having spent five days servicing for David Pemberton on the RAC with long days/ short nights, on getting back I realised that I'd said I would sit in with Garry Rudman at Oulton Park for Mid-Cheshire's single venue event.

"Be at my house for half-five"- Garry's words over the phone. Not another early morning. It dawned bloody awful - you couldn't see your hand in front of your face - and very cold. Got there on time, everything packed, waited for the service crew and set off. Everything fine on the motorway, Birch Services - rumble, rumble - a flat on the van. Was this an omen for the rest of the day?

Arrived at Oulton, noise check; only one man: "Rev to 5000 please." Please? - he must have been joking. Scrutinering no problem, so back to the van to find three other Knowldeale crews on the event. Helmet out, adjusted seat belts. Noticed demon hand-cut Avon slicks being produced from the van. It could be an interesting day. Mk II Escort 1600, twin 40's, 105 bhp on Avon slicks sounds quick. It could be a very interesting day.

Onto the track. First stage two laps of full track with two chicanes. 5,4,3,2,1, GO.. 6000 rpm, opposite lock, "NO DIFF". Two laps, two chicanes, finish.

Driver "Well.....?"

Navi "When do you take the handbrake off?"

Driver "**** off!" I always go steady at first."

So OK, give Garry the benefit of the doubt.

Stage 2, same format, 15 seconds faster - things are improving.

Stage 3, different format using the old loose surface short track but again two laps. Good start, first lap round the track, then second lap on the loose, what's this, on the brakes, could he see something I couldn't? But no, it was the bottle, leaking. Well slow.

Stage 4, same as 3, and five seconds faster. Keep quiet, Neil.

Stages 5 and 6 were two short stages with hardly any chance to get going, and a long wait at the back of the circuit.

Stages 7 and 8 were 1 and 2 in the opposite direction round the circuit, and time for wind up the driver using the John Taylor Charm School tactics. OK Wally, you can't drive for toffee, let's have less tap dancing on the pedals, its either on the brakes or power, no inbetween and I'll tell you when. 5,4,3,2,1, GO. Give it death. First lap better, car sliding and actually clipped a chicane and got round the top corner in 3rd rather than 2nd. At the split the cause was aided by a Mk I Escort 1600. Right, catch him, giving him a good go under the bridge, hard on his heels, 115 mph on the clock, - we've got him at the chicane - he brakes, we brake, the back steps a couple of yards out of line and Garry does the best impression of Fred Astaire I've seen for a while. After he'd collected it we missed the chicane, over the rumble bars and grass, still behind the Escort, and 12 seconds faster than the quickest tour the other way

At a holding control near Windermere we were reunited with Neil and Brian who looked more relieved for us than we were. Some time later Simon and Peter came in looking very pleased and very tired. Back at Rally HQ the provisional results were announced after a short wait - 51st overall and 6th in class.

All in all, a vey enjoyable rally. Total outlay 1400. Special thanks to Neil Anderton and Brian Green for being in the right place at the right time.

DAVE PEMBERTON

 1987 STAGE RALLY CHAMPIONSHIP ROUND-UP

Well the time has come again for the Rally Championship Round-up, and once again you'll have to put up with the poison pen of Anderton instead of Steve Tweedale as he's ducked out.

This year we'll start with the Navis as they never get the limelight. Chris Ashton has had a couple of runs with Nigel Bradley and next year with a season of outings they could feature in the championship battle. Next up comes Julie Entwistle who partnered Andy McTighe on a couple of occasions late in the season and managed to carry off the Road Navigators Championship, and Mark (has he paid his Subs yet?) Barry who along with Nick Cheetham suffered the cruelest luck this year which would put off most people. But I think they will be back this year with a vengeance to prove us all wrong. On equal points, and usually to be seen alongside eachother in the same car, are Nina Sutcliffe and Janet Sherwood, she of International fame, who with a couple of finishes on the big rallies she entered could have been near the top - look out Richard Hudson! The unfamiliar name of Dennis Higson, who has navigated Haydn Williams in the 1300 Escort is another who could make the championship very interesting next year. Peter Whatmough rode alongside Simon Lord on just the RAC to finish in 6th spot in the table, just behind Graham Sherwood who managed to fit in a couple of events alongside Garry Rudman. Next up the list, Mike Corfield who is always there or thereabouts but this year seems to have had a lean time of it with a less consistent ride than in previous years. Next, and surprisingly third in the table is yours truly who's had only a few rides, which could be even fewer this year after the comments I've made to certain drivers; why are they all so slow. Second, and rapidly improving is Kevin McTighe. He and brother Andy have put in a sustained season and have learned much by just finishing rallies. Top of the tree again (yawn) is that boring person Richard Hudson, but I think his reign could end this year knowing that he might not be out until the Welsh in May, giving everyone else a good start.

1987 STAGE RALLY CHAMPIONSHIP

Drivers		Navigators	
Dave Pemberton	397	Richard Hudson	397
Garry Rudman	309	Kevin McTighe	289
Andy McTighe	293	Neil Anderton	210
Simon Lord	256	Mike Corfield	146
Colin Brennan	93	Graham Sherwood	82
		Peter Whatmough	75
Haydn Williams	66	Dennis Higson	66
Mike Sutcliffe	46	Janet Sherwood	46
Mark Ashworth	46	Nina Sutcliffe	46
Nick Cheetham	39	Mark Barry	39
		Julie Entwistle	39
Chris Ashton	32	Nigel Bradley	32

(The gaps in the Driver's table are to show the driver/navigator pairings correctly lower in the table)

Now for the boring bit, the drivers, some of whom already mentioned above. Of Nick Cheetham I hear the rumour that his Manta is for sale and an Astra GTE is in the pipeline so we'll have to wait and see. Mark Ashworth is quite rapid in his Escort when it's the right way up - a few more finishes are required. Ex-works driver Mike Sutcliffe blew the dust off to show the young-uns a thing or two. At sixth in the table, Haydn Williams put in some good performances in his 1300 Escort, and due to difficulties in registering under Knowldale when we were not in the ANWCC, did not finish as high as he might, but is winning the ANWCC 1300 Championship - all credit to him. Another old-timer comes next, Colin Brennan had two good finishes and then wrote off his car on the third round of the National series, but a Gp N 16V Corolla has been purchased so look out everyone. Knowldale's own superstar who began in a Civic and progressed to an XR2, put in some good results despite molesting roads signs on the Manx and doing good impressions of a clown's car on the RAC - I'll never forget the sight of Simon Lord after the first day in Rally HQ, lazing in an armchair in mucky overalls, pint of beer and male chauvinist pink bobble hat; the high life of the RAC. Andy McTighe's consistent season to take third spot already mentioned, Garry Rudman has progressed quite rapidly on his learning curve to take second in the Championship, and things bode well for him too next year. Top of the heap is David Pemberton who again contested the Astra Challenge with raids on the big league for the National Breakdown, Welsh, and RAC which proved you first have to finish to finish first, and consistent drives reap rewards. The Astra sold, a Nova Sport is lined up, but later in the season, so the 1988 Championship is thrown wide open, and with Steve's alteration to the points formula, and more crews participating, this year should be a good year all round for crews and Knowldale.

Neil ANDERTON (President)

1987 ROAD RALLY CHAMPIONSHIP

Drivers		Navigators	
Steve Tweeddale	218	Julie Entwistle	164
Paul Entwistle	125	Martin Butler	119
Michael Pedley	71	Janet Sherwood	99
John Cryer	69	John Pedley	71
		Paul Entwistle	30

Steve Tweeddale has been navigated by Janet Sherwood on two events, the Torque-BAC and the Nighthawk, and by Martin Butler on four, the Ribble, Summer, Costa, and Hall Trophy which was Martin's bid to join Steve as champion which blew to pieces along with the X1/9's gearbox on Barley Bank. Julie Entwistle has partnered brother Paul and friend Lizzie Chew in the Lada, and has become Champion Road Navigator in only her second season. The Pedley's, Michael and John, entered the fray late in the year in an ancient and evil-sounding Cooper S, and are looking good for next year - it remains to be seen what road rallies will be like in 1988.

1988 RALLY CHAMPIONSHIPS

After much discussion with 1987 Championship contenders and other interested parties changes are to be made for the 1988 season.

A major complaint has been that a crew competing solely on single venue events has little chance of winning the series because of the weighting of the scoring system towards bigger events. There has to be some recognition of the fact that higher status events are harder and worthy of more finishing points. The Status Points system will therefore be left unchanged for 1988, with points ranging from 10 for a single venue event up to 40 for the RAC. The 10 points bonus for entering as KCC will be for STARTING an event.

The Class Points system will remain unchanged for 1988 - there have been no complaints so we must have got something right! As last year, the maximum number of scores to be counted will be eight.

What is seen to be unfair however, is the Bonus Points system where beating fellow KCC competitors is given more weight on higher status events. There will now be 5 points for each KCC crew beaten.

The biggest change however will be that all points, Road and Stage, will be counted towards the titles of KCC CHAMPION RALLY DRIVER and RALLY NAVIGATOR, with separate trophies as present for Stage and Road Drivers and Navigators, and extra awards for the Champion Single Venue Driver and Navigator.

THE CLAIM FORM (AS IN THIS MAG) MUST BE USED TO CLAIM POINTS !!!!!!!