

NEWSLETTER NO. 24

COMMITTEE

PRESIDENT

David Pedley

John Clegg (Hon Sec.)

Eric Newby (Hon Treasurer)

Simon Ridy

Howard Bulcock

Ray Dale

John Hardman

Bob Pedley

Roger Riley

Algis Motuza

Simon Lord

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RETIRING PRESIDENTS MESSAGE

Well that's it, another year over! I have enjoyed my year as President very much, but like all good things it comes to an end eventually. Many club members have worked hard in making a success of everything we ventured to do, and for that I am very grateful. I must pass on my best wishes to David for his year of office and I am sure you will all give him the support he deserves.

Thanks again

Simon.

' EDITORIAL '

As you must have guessed, the old club year has now finished with the final event being the A.G.M. at the Hornets on Tuesday 1st June.

The meeting was ably chaired by our secretary John Clegg who presented the report of the committee (see inside this newsletter) followed by the presentation and adoption of the Balance Sheet and Auditors Report.

The next item on the agenda was to fix the subscriptions for the following year commencing 1st Jan. 1983 and it was decided to keep them the same as this years, that's £5.00 competitive and £3.00 social. Other business was to elect members of the committee for the ensuing year as listed above and to adopt David Pedley as President.

Yet again however club members were notable by their absence, being yet again outnumbered by the committee. It just seems to be such a great pity that club members take so little interest in the running of the club and are so content to leave it to someone else.

Now I would as your President like to thank Simon Ridy our retiring President/Comp.Sec. and all other members of the committee for the terrific effort put in by all to make the past year so successful. I just hope that with all your help we can make this year yet another to remember.

Speaking of things to remember, May 29th saw the major social event of the calendar at the Mount Pleasant Banqueting Hall - The Annual Dinner Dance. This year's slap up do featured a great double act who are almost as good at guest speaking as they are at rallying, namely Ron Beecroft and John Millington, who gave epic account of their rallying career to date. Next the presentation of club prizes for the year followed by the usual disco and as a departure from past years a cabaret act featuring a four girl dance troupe with a difference --- Say no more!!! Anyway a good time was had by all and yet again we have to thank Eric and Jean Newby for their work in organising the Dinner and Ray Dale for sorting out all the pots.

As summer approaches we are now preparing for the speed event of the Knowldale calendar, our very own Baitings Hill Climb last year's event was superb blessed with good weather and a good entry. Organisation is now under way for this our Sunday spectacular which takes place on 8th August, Though festivities really start the night before with an evening barbecue in the paddock which consists of a bring your own booze and cook your own goodies style of evening. Last year it was great fun, this year should be no exception.

Then after the jovialities we wake up in the morning to the hillclimb itself with all the activities that make it happen. So - yes you know the next thing I am going to ask you - please if you are not competing help us to make the event a success by marshalling. If you can marshal please give your name to Bob Pedley. On the other hand those of you who fancy having a go, the entries secretary is Simon Lord who will also try to answer any queries as to the eligibility or otherwise of your pride and joy. (namely your motor)

After all the talk of our Annual events, your attention is drawn to an event which happens every month! I mean the John Hardman swindle! for those new members who may not know what it is I now explain.

The Swindle is a draw where for a mere 50p a month you get a regular chance to win £25. all proceeds from this go to club funds to subsidise events, the newsletter etc., so you really cant lose anyway. If you are interested in joining see John Hardman and for 50p I'm sure he'll explain it to you.

Finally the club championship for Road and Stage rallies are now well under way so if you enter anything, be sure to claim your points with Algis Motuza. for details of the championship to date - see inside.

D.P.

Regs. are available for:-

|      |       |                     |                                    |
|------|-------|---------------------|------------------------------------|
| June | 19/20 | Shipley DMC         | White Rose Rally (maps. 98.99.104. |
| "    | 20    | Lancs & Ches. CC    | Alpine Trophy Hillclimb - Baitings |
| "    | 27    | Reckitts MC         | Cossack Stages Rally               |
| July | 24/25 | Wakefield & Dis. MC | Diplomat Trophy Novice Rally       |
| Aug. | 21    | B.A.R.C. (Yorks)    | Hillclimb - Harewood.              |

Club at the Rochdale Hornets Club on 6th June 1982.

First event of the year in 1981 was the Annual Dinner Dance held at Mount Pleasant Banqueting Hall, when a full house of 100 or more revellers saw President Ray Dale and his good lady entertained the Rev. R. Jones and Mrs Jones as guest speaker, a popular choice after his escapades in India. Then followed a lovely evening with the usual fund raising and hair raising activities.

A barbecue was organised by H. Bulcock on the eve of the hillclimb, which was a huge success.

The next day 16th August brought the big club event, The Hillclimb, when a full entry enjoyed a fine day, with a good crowd. F.T.D. was B. Walker in a Skoda. A good club entry battled for class points with Colin Grewer best K.C.C. whilst the rest enjoyed themselves dodging off the grass and chasing the marshals. Excellent programme sales and butty proceeds produced a successful do.

Between fixtures, film shows and video evenings have been held at the rate of one a month.

November brought our Bonfire night spectacular with firework display, meat & potatoe pie, red cabbage and lots of ale at the usual Hornets venue.

Xmas brought the slot car racing with Hohn Hardman equipment receiving its usual annual airing, organised by D. Pedley. - Won by D. Pedley.???

Boxing day in the hands of Simon Lord had a Hornets start followed by the yuletide trip to Soot's Mill Yard, Birch Services and back to the Hornets, with a Xmas wind blowing everybddy's bollards about. A good entry enjoyed a bracing run, won by 'im & 'er in a little Fiat.

January brought the Mini-Miglia with a lot of snow making the running of the rally impossible, with some help from the R.A.C. the event was rescheduled for the 30/31st when a rainy wild night saw Motoring News crews entered for the first time in 13 years and we think enjoying themselves though nobody smiled at first.

The year finished with start of the pml championship again organised by H. Bulcock, and just finished with a nailbiting final of Colin Brennan V T. Brown, the latter just making the winners rostrum.

On the competition side, whilst the club only promoted three events during the year, members were out competing in rallies at all levels, from restricted road rallies to the usual band of international members out in the forest with good success, Deryck Pickup, Rod Crabtree, John Hardman, Neil Calvertand John Wood being our local aces.

Socially Howard Bulcock masterminded the film showsetc., the magzine had the Dave Pedley touch to it with 'a little help from his friends'. Steve Tweedale masterminded the rally championship with the help of Algis Motuza who was co-opted to the committee to gain experience.

After his presidential year Ray Dale took up a financial role and sought sponsorship to good effect, his personal charisma and charm producing a large sum of sponsoring for the events run.

In conclusion the committee report that members had the upmost opportunity to further their interest in rallying, with social events including film shows etc., providing entertainment throughout the year and then when run the clubs events were generously sponsored and well supported enabling the club to arrive at a souder financial position. Whilst the membership is not large those that join have access to all levels of Motor Sport which would seem to have as much to offer over the next year as it has over previous years.

Hera endeth the report of the committee to the club.

## 1982 RALLY CHAMPIONSHIP

### ROAD RALLIES

#### DRIVERS

B. Millard 30

#### NAVIGATORS

J. Taylor 30

The road rally championship opens up with the result of B. Millard and J. Taylor on the recent Ribble Rally.

### STAGE RALLIES

#### DRIVERS

D. Pickup 28

J. Wood 20

R. Bloor 12

R. Dale 11

#### NAVIGATORS

D. Bird 28

S. Lord 20

G. Buckley 12

J. Hardman 11

Pending confirmation of final results.

The stage rally championship has taken off with a good start this season with D. Pickup and D. Bird taking a commanding lead with their first event this season. (pending confirmation of official results).

In hot pursuit is J. Wood and newly appointed committee member S. Lord. R. Bloor and his latest navi is G. Buckley (girl friend) is hot on the trail of Mssrs. Wood and Lord. Finally the R. Dale and John Hardman crew finish the current table with their cool result on the Guardian Stages.

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### POINTS CLAIM FORM

DRIVER.....

EVENT.....

NAVIGATOR.....

DATE.....

POSITION overall.....

How many finishing KCC crews beaten

" in class.....

" amongst KCC crews.....

Please hand this form to a committee member.

## LIDO LUGGER

The Lido Single Venue Rally was based around an old R.A.F. camp on the Cumberland coast at Silloth. It was a two day rally with scrutineering taking place on the Friday night and cars being left in parc ferme overnight.

There were two entrants from Knowldale, J. Wood/S. Lord and R. Bloor/G. Buckley. Entries went in a month before the event and we got places as reserves. A telephone call to the organisers gave us a 99% chance of a run. So we set off with service crew T. Mills and gang with female support for cooking and other duties.

We arrived just in time for scrutineering. Robins 'Mini' passed and got voted best handbrake of the night, John Wood's Escort was given best turned out car of the rally. The only problem we had was trying to find our way round the camp site which is on one side of the old airfield, with a shortage of lights it took about  $\frac{1}{2}$  an hour to get our bearings. A problem with being a reserve was that the officials didn't give us our accommodation until we had received a starting number. So our gang of which there were ten bodies, decided the only thing was "get some beer" of this there was no shortage. This was the main reason for having the rally. After an hour or so we had sorted enough room for us all in two large caravans and got car starting numbers. John  $\frac{1}{2}$  way. Robin three quarters down the field.

First car away was at 9.0 o'clock next morning with  $\frac{1}{2}$  hour removal from parc ferme before due start time. The night before had taken its toll, with bad heads and guts to match. Paul, one of the lads which had come with us, introduced to a drink called Black & Tan. Somehow it doesn't go well with breakfast as we later found out, all went well with signing on at the first control and on to the first stage. It was about 3 miles long, 95% on tarmac, the rest grass and gravel. First time around stage 1 was very 'Piano' as this was the first time we had done anything like this. At the end of the stage we recorded a reasonable time and then went back up through the caravan site to start the same stage again. This time we were going in between cars on their first time round. So there was a car starting every thirty seconds until every car had completed 2 runs on the first stage. Then we had a service of  $1\frac{1}{2}$  hours, this gave the organisers time to clear the stage and alter it slightly usually mid way.

With having a long time in between runs it gave us time to repair any damage and also watch a bit of the rally. As the start and finish was next to the service area we didn't get bored as we were able to watch the event and failing that we could pop in the pub which was open.

2nd run went very smoothly for us and Wood started to disengage his brain. The only part which was nasty was the grass, that really twisted about and had a surface like ice. One particular left hand bend had a very long and large pile of cow muck 30 feet long and 15 feet high. The drift of the car just kept missing it, but I could imagine sliding into it. All that muck and on a hot day too.

Robin on the other hand was hit by a bout of bad luck. On his 3rd run his fan belt broke making his engine start to overheat, somehow he just managed to make it to the finish and service. A new belt was fitted and off on his 4th run. With the fitting of the belt he incurred time penalty. Just out of sight from the start on a long left hander the car came to a halt, the heater motor had burnt out blowing the fuse, this in turn stopped the fuel pump as it was on the same circuit. After some pushing and playing about with it the engine fired back into life again and off to the finish and with large amounts of luck we gained normal time. The rest of the day went OK for the crews, and we put the cars back into parc ferme.

There was a Do at one of the halls on the camp with plenty of beer and music. In the regs anybody going to bed before 2 am was excluded from the Sunday run. So with that news and another night of Black & Tans it would be a bad morning again.

I woke to the sound of Cyril Bolter's TR7 V8 thundering around the airfield. A quick rush down to collect the car from a much smaller field this time, the day before had took its toll on a number of cars. We got round to the stage on time which was to be run the opposite way round. It had poured down the night before and all the dirt which had flew off the tyres had now turned into mud. From the start

There was a very tight hairpin right which Wood had mastered the opposite way but he wasn't too skillful at this time a long straight, through a narrow gate and down a new piece of road which had a very tricky left hand hairpin. This piece of road had never been used for a long time as grass was growing out between the joints in the concrete, making the surface very slippery and rough making us spin at the hairpin then back and up to a very fast and wide right hand bend, we just started to turn the car for the bend when suddenly she spun two very quick loops and came to rest on a pile of tyres and a concrete post. After a few moments we began to see marshals coming back to the place they had just evacuated in rather a rush, sometime later they decided to push us off the tyres and let us continue with our run. Near to the finish and where most spectators where stood,,Wood had got the hang of going quickly through a series of bends and missing two large holes, until this particular time, the pendulum action was in full swing, I was just waving to the gang and the fans when he hit one of the holes which flung the car, back end out to end up spinning around on the grass only 100 yds from the finish.

The next run recorded a spin at the same hairpin and this time spinning and reversing over the finishing line. After the service and breakfst we returned to the car only to find Mr. Wood had locked the keys in the car. A dosage of time penalties an we are down to 3rd in class. Robin managed to stay on but started to break shocker pins (front and rear) and dinting a couple of wheel rims. His times were getting quicker as the day went on. Both crews finished the rally with only small expense to the cars, but the beer pocket wasn't looking at all good and with the presentation to come it could be cheque writing time.

We all went for a meal in down town Silloth on the Sunday evening and found the only place open was a chinese restaurant which was like a working mens club without the dart board. After waiting 2½ hours to be served (no joke the place was empty) we left the street filled with people and gambling joints and went back to the presentation. Bought some more Black and Tans and watched the video, they filmed just where we slid off and reversed over the finishing line.

On the way home Wood's engine went a bit wrong and started firing on three cylinders, inspection afterwards showed a broken valve spring and a couple of dints to the bodywork. Bodywork is now being carried out on the Escort so keep your eyes open for a Black Widow MK 3.

SIMON LORD.

#### ADVERTS

FOR SALE: 4 Black cloth seats (Paddy Hopkirk Highback recliners)  
as new £30 each. PHONE: DAY - Rochdale 39110 EVENING - Rochdale 33452

FOR SALE: FORD RS1800 S Reg. Fitted with 2 litre Frank Pierson BDG Motor  
190 B.H.P. at wheels. Tuned at G.R.V. Littleborough.  
With:- Minilite wheels & A2 tyres  
24 Volt starting  
Vented discs with twin servos  
Triple plate clutch

No Competitions - only £5,000. o.v.n.o.

Ring: Steve Howarth on Rochdale 32538.

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|-----------|------------|-----------|----------------|----------------|-----------|-----------|
| WHAT'S ON | WHAT'S ON  | WHAT'S ON | WHAT'S ON      | WHAT'S ON      | WHAT'S ON | WHAT'S ON |
| Saturday  | 7th August | ----      | Pre- Hillclimb | Barbecue       | BAITINGS  | DAM.      |
| Sunday    | 8th August | ----      | Baitings       | Dam Hillclimb. |           |           |