

Committee Members

President/Comps. Sec: Steve Tweedale Hon. Secretary: John Clegg
Hon. Treasurer: Peter Buckley Rally Championships Sec: Neil Anderton
Vice President: Simon Lord Social Sec: Gail Buckley P.R: Graham Sherwood
Terry Mills Deryck Pickup Robin Bloor Roger Riley Mike Duffy

FORTHCOMING EVENTS

Regs. are available for:

- 20/21 July Torque BAC Rally. Organised by Bury AC, starts at Kwik Save car park, Bury-109/809109. Knowldale are an invited club, and we have been asked to help with marshals. Ring Ken Brown on Roch. 65880.
- 28 July ELLIS COMPONENTS SUMMER STAGES. A single venue event at RAF Lindholme run by Dukeries Motor Club.
- 3/4 August St. WILFRID'S RALLY. Ripon MSC event on maps 98,99,104.
- 4 August Alex E. Carr HOLDERNESS TROPHY RALLY. Single venue event at Alamein Barracks, Driffield by North Humberside MC. 35 miles, £30.
- 11 August BAITINGS DAM HILLCLIMB, our own event. Entries from Peter Buckley at 76 Greenbank Rd, Syke, Rochdale or on 523613. Anyone wishing to marshal please contact Steve Tweedale at the club or on 878275.
- 11 August HOB HEY STAGES RALLY Glossop & District CC event at RAF Lindholme.
- 17/18 August DEVIL'S OWN RALLY Kirkby Lonsdale event on 91,92,97,98 starting from Kendal. Motoring News and ANCC championship event.
- 25 August BOB TRAIN HILLCLIMB, BAITINGS DAM Triumph Sporting Owners Club.
- 25 August CURBOROUGH SPRINT. Mid Cheshire Motor Racing Club.
- 25 August CROSSFIELD GARAGE FELLSIDE STAGES RALLY West Cumberland Motor Club.
- 24/25 August MEWLA STAGES RALLY Aberystwyth DMC. Next round of the Knowldale RAC Challenge. Maps 147,160.
- 31 August CADWELL PARK SPRINT MG Car Club.
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CLUB EVENT

- 4 AUGUST - Next round of the Social Championship, the SUMMER AUTOTEST. Organised by Terry Mills. More details at the club on Tuesday nights.

1985 SOCIAL CHAMPIONSHIP After 13 Events

1 Neil Anderton	122	6 Martin Butler	75
2 Simon Lord	97	7 Terry Mills	65
3 Steve Tweedale	86	8 Richard Hudson	57
4 Peter Buckley	81	9 Tony Walker	53
5 Peter Sastawnyuk	78	10 Linda Sastawnyuk	52

Things are hotting up at the top of the chart! Neil is only two clear wins ahead of Simon Lord, and the next four places are covered by a dozen or so points. The Autotest in August (first Sunday) should prove interesting.

The 'Blind' AUTOTEST on May 28th. was won by Simon Ridy, with Simon Lord taking second place in the former's car. Peter Sastawnyuk beat Neil Anderton for third place and Richard Hudson came in fifth.

Gail and Nina's TREASURE HUNT on June 11th was won by Phillip Day/J. Day, and once again Simon Lord came second, this time with Peter Buckley navigating in a Honda Acty pick-up. Val Crabtree (and family?) came third and Eric and Jean Newby fourth.

The practice AUTOTEST on June 26th. was won by John Wood driving Terry Mills' superCivic; Neil Anderton just losing out by knocking over a cone. Peter Buckley and Tony Walker were joint third, and Phillip Day was fifth.

DATES FOR THE 1986 CALENDAR

Each year, in June/July, we submit proposed dates for the following year's events to the ANCC, and then in turn to the RAC for inclusion in the Blue Book. Below are the dates for Knowldale's events next year:- the Rally ones have already been ratified by the ANCC, the others are, as yet, provisional.

11/12th. JANUARY 1986	MINI-MIGLIA RALLY	Maps 91,92,97,98,103
12/13th. APRIL 1986	Clubmans Road Rally	Maps 91,92, (maybe 97,98)
8th. JUNE 1986	TENNINE STAGES RALLY	At Cowm Quarry
27th. JULY 1986	Production Car Trial	At Cowm Quarry
10th. AUGUST 1986	BAITINGS DAM HILICLIMB	
26th. DECEMBER 1986	BOXING DAY AUTOTEST	

BAITINGS HILLCLIMB RECORDS

We received a letter from Phil Burton who keeps a list of Hill Records for Baitings Dam. Along with updating several class records, he mentioned that Stuart Harte (a Knowldale member) came within 0.16 seconds of beating the course record at the Lancs. & Cheshire meeting on 16 June. The record still stands at 27.47; with four events left this year, will the record hold?

RAC MSA CLUB NEWS - JUNE 1985

QM 13 (page 165) has been altered to cover both occupants of the car.....

".... the occupants heads/helmets are retained..."

QH15 (page 148) has an extra paragraph: 15.4 Have head restraints complying with QM13 with effect from 1.9.85

REGS. JUST RECEIVED:

21/22 September COSTA 85 Rally. Run by Trackrod MC on maps 99,100,101,105 and 106. 180 mile ANCC event starting from 99/395 658

RAC MSA CLUB NEWS JULY '85

1986 National Rally Championship dates and events will be:-

February 8	Gwynedd Rally	Caernarvonshire & Anglesey MC
March 8	Lindisfarne	Tynemouth & District MSC
April 19	Granite City Rally	Aberdeen & District MC
May 10	Manx National Rally	Manx AS
August 28/29	Mewla Rally	Aberystwyth MC & Epynt MC
September 28	Quip Rally	Trackrod MC
October 18	Audi Sport National	Wolverhampton & South Staffs. CC

1985 STAGE RALLY CHAMPIONSHIP POSITIONS

Drivers

1 Dave Pemberton	166	6 Peter Sastawnyuk	56
2 John Wood	135	7 Peter Lord	53
3 Colin Brennan	129	8 Martin Wilson	29
4 Graham Cannon	85	9 Mike Slater	25
5 Bryan Millard	75	10 Nick Cheetham	22

Navigators

1 Richard Hudson	150	6 Russell Hawkins	53
2 John Lowthion	129	7 Robin Bloor	50
3 A Ridgeway	85	8 Mike Duffy	25
4 Peter Whatmough	73	9 Graham Sherwood	24
5 Neil Anderton	58	10 Mike Corfield	21

1985 ROAD RALLY CHAMPIONSHIP POSITIONS

Drivers

1 Terry Mills	35
2 Steve Tweedale	27

Navigators

1 Neil Anderton	35
2 Martin Butler	27

Both Terry and Neil, and Martin and I contested the Garstang Trophy Rally on 15th/16th of June, a closed co-promoted event to which Knowlsole were invited - thus Terry and I avoided the expense of RAC licences. Starting from Hornsea Pottery in Lancaster, the event contained ten competitive sections, all timed to the second, with a lot of passage controls thrown in to make the navigation difficult, especially with several changes of map between 97, 102 and 103.

The ex-Mad Maddock's Super Civic eventually came home 6th in class after surprising a lot of marshals and spectators with its turn of speed. We finished 9th in the same class after a night of troubles with an overheating engine and loss of power in the battery.

All in all, a very good event, well organised (except for the queue at the noise test) and well worth doing next year if we are invited again.

THE KNUTSFORD STAGES 13 JULY

Having gone through every available navigator in the club, I was told that I was doing the Knutsford Stages with 'him', the 'him' in question being Mr. Slater himself. Then the following weekend he totalled his Escort, and Martin Butler nearly went with it: I wasn't exactly patting myself on the back...

We almost became non-starters when the bits for the Samba only became available the Wednesday before the event, but the cage and suspension found their way on to the car and away we went, without even a spanner in the car - brave action for Mr. Slater with ten stages and about thirty miles to cover before the drive home!

The first stage passed very undramatically - in fact I've been on faster roundabouts, but the second passed twelve seconds faster, and yes, we hit something: a tyre at a chicane which broke an indicator lens. Then on the second lap, with an Escort coming out of the split it was a race for the first chicane, and he was a right dipstick - taking the wrong line into the chicane whilst we were on the right line, and then realising the error and cutting straight across our bows, forcing us around the outside of the chicane, over the tyres. At the finish, Mike had a few words to say to him... now, thought I, this is more like the Mick Slater we all know.

But the rest of the day passed quite uneventful, with just a few visits to the grass after being told he wasn't using all the track. We managed to improve on our times all through the afternoon, and the little Samba should prove quite competitive when it gets its new cylinder head and twin 40's, and some 'doing' tyres - since we did the event on standard road tyres, finishing about 49 O/A and 5th in class.

Cheers Mick for an enjoyable afternoon!

NEIL ANDERTON

A DAY AT THE RACES ASTRA CHALLENGE ROUND FIVE - BRANDS HATCH

This and the next round both being races, we had altered the Astra by removing all unnecessary big and heavy things - such as sumpguard, tankguard, Richard, etc., and also lowered it - slashed the tyres. The next alteration was racing tyres which altered my bank balance by £368. Also insurance for the event was turned down due to the premium required of £262!

Saturday arrived, (race day Sunday), and eight of us departed for the fourth corner of the world. Beside the normal crew we had on board one turd of that well known Wardle act Little and Large - the one and almost John Wood, who was

coming to keep an eye on our progress prior to Epynt.

GM had arranged a barbeque for Saturday night, but being Tod Lads we had brought our own, so after pitching the tent we got down to the serious business of eating and drinking.

After three hours and many steaks and chops and burgers etc., during which Richard produced two 'chicken' drumsticks which proved to be ten inches long - Tod Rooster - the vino collapso was beginning to take effect. We could tell this by the way Neil had that orange 'barbeque sauce' smeared all over his lips, and his feet, and the ground.... At this point, I left the fray, stepping over Neil, who seemed to be cuddling the back wheel of the Transit, carefully avoiding his 'barbeque sauce', and went to bed, leaving the others to be led astray by John Wood.

Sunday morning saw a grim collection of faces, 'bar' Martin who had gone missing. With thick heads we moved into the pits and discovered so many flimsy clad beauties that Woody's automatic wrist watch gained a day. Rallying certainly doesn't get its fair share of camp followers.

After much waiting, my practice session came round. All too soon, fifteen minutes had been and gone and all I could remember seeing was Richard with the pit board saying GO FASTER. Shortly after practice, the times were posted, showing me to have turned in a fastest lap of 1 min. 3 sec. for the 1.2 mile circuit - 12th fastest.

Finally race time came so I took my place on the grid next to series leader Kim Kirk and following a warm-up lap we were off. It quickly became apparent that I should have gone quicker in practice, because with evenly matched cars it was almost impossible to pass anyone, but during the next ten laps I managed to outbrake two of those in front to finish 10th out of 25, having enjoyed a good dice with the ninth placed man. My fastest lap was 1min. 0.5 secs., average speed 71mph.

All that remained was to pack up and beat the crowds out of Brands to get home, thinking to myself that I must take chances, must go faster in practice on the next round, for that all-important grid position.

DAVE PEMMINGTON