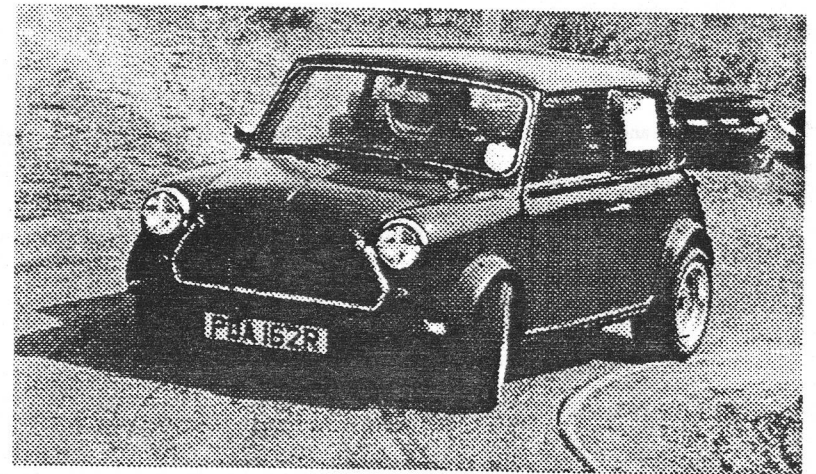


JUNE 1991

KNOWLDALE CAR CLUB MAGAZINE



JUNE 1991

KNOWLDALE CAR CLUB LTD 39th ANNUAL GENERAL MEETING

Dear Member,

I am instructed by the Committee to give notice of the Annual General Meeting which will take place on Tuesday 18th June at Milnrow Cricket Club, commencing at 8.00pm.

The Agenda for the meeting is set out below, together with a list of Committee members. Copies of the Audited Accounts and Report will be available at the meeting.

Yours Sincerely,

John Clegg (Hon. Secretary)

AGENDA

1. To read and, if approved, confirm the minutes of the 38th AGM held on 20th November 1990.
2. To consider and if approved, adopt the Annual Report of the Committee.
3. To consider and if approved, adopt the Balance Sheet and Auditor's Report for the year ending 31st December 1990.
4. To elect six of the Council and if necessary to appoint scrutineers for this purpose.
5. To elect Auditors for the ensuing year.
6. To consider the Annual Subscription Fee.
7. Any other business, by leave of the meeting.
8. Appointment of president for the ensuing year.

LIST OF COMMITTEE MEMBERS

Robin Bloor
John Clegg
*Richard Hudson
*Sharon Kinsey
+Paul Johnson
Derek Lord
Simon Lord

Garry Rudman
*Graham Sherwood
*Jonathan Simkins
*Steve Tweedale
*Peter Whatmough
^Julie Entwistle
^Andy Czakow

*Members due for retirement but eligible for re-election
^Co-opted members +Retiring from Committee

PLEASE BRING THIS NOTICE WITH YOU TO THE MEETING

1991 RALLY CHAMPIONSHIPS

The following is a list of points scored and claimed so far this year in the Rally Championships.

Sorry it is not presented in its usual tabular form, but I hope you can at least check your scores.

The codes are RR Road Rally, MU Multi-use Stages, D for Driver and N for Navigator.

Martin Butler	N Lights RR 02/03/91 N 39 Clitheroe RR 21/04/91 N 10
Michael Cartwright	A Design MU 20/01/91 D 41 Mermaid MU 17/02/91 D 30 N Lights RR 02/03/91 D 48
Nik Cheetham	Spadeadam MU 17/02/91 D 46
Chris Cheetham	Spadeadam MU 17/02/91 N 46
Roger Emery	N Lights RR 02/03/91 D 10
Paul Griffin	N Lights RR 02/03/91 N 10
David Pedley	Mermaid MU 17/02/91 N 30 JJ Brown RR 02/02/91 N 37 N Lights RR 02/03/91 N 55
Michael Pedley	JJ Brown RR 02/02/91 D 37 N Lights RR 02/03/91 D 55 A Design MU 20/01/91 N 41
Paul Subachus	N Lights RR 02/03/91 N 48
Steve Tweedale	N Lights RR 02/03/91 D 39 Clitheroe RR 21/04/91 D 10

Notes on the Committee Meeting of Tuesday 7th May

The meeting opened with a general discussion on the benefits or otherwise of being VAT registered. Graham Sherwood reported that he had a number of invoices involving large sums and that if we were VAT registered we could claim it back. Various drawbacks were discussed but it was agreed that further advice should be obtained from the club accountant.

It was agreed that a resume of each committee meeting should be published in the magazine to keep all members informed of how their club is operating. Here therefore are the notes of the May meeting.

Graham Sherwood outlined the financial position regarding the hillclimbs organised by the club. The increase in charges by the Water Authority for the use of Baitings and Scammonden had meant a drop in the profits obtained from events and they were no longer contributing to the healthy balance that the club has enjoyed up to the present time. Consequently it was generally felt that the club should diversify into other areas, eg Autotests. Graham also reported the disappointing turnout of members to marshall on the last hillclimb. At least 15 marshalls are needed to run the events properly and other fund raising ideas could be put into practice if more members were willing to help.. ie barbeques and charging admission for spectators.

In view of the decrease in income from hillclimb fees it is now doubly important that club members pay their membership fees on time - ie 1st April 1991.

The next hillclimb will be on 4th August at Baitings Dam.

The club accepted a number of new members at the meeting: Julie Pilkington, Gary Leach, Phillip Ward, Gilbert Rae, and Paul Cooper.

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The Fourth Pirelli Classic Marathon

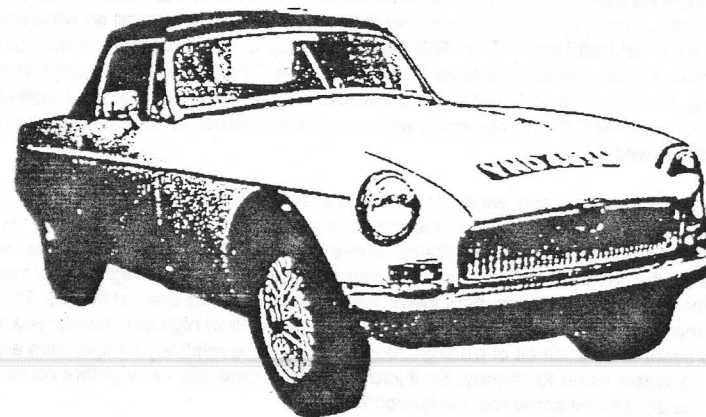
Ray Dale will be partnering International Rally Driver John Haugland in the 1991 Pirelli Classic Marathon. Ray has been busy restoring his 1963 MGB at his home since April 1990. He will be competing alongside some of the world's greats when they are ninth car to leave Tower Bridge in London at the start of the six day event on 23rd June. Amongst the privileged entries in the field of 131, Roger Clark is No 3 in a Morris Mini Cooper 'S' and Stirling Moss is No 7 in an Austin Healey 3000 II.

John Haugland has been associated with Skoda for more than 25 years having driven in the RAC Rally for a total of 18 years, so this event will be a new challenge for the Norwegian. The MGB is a left hand drive machine imported from the USA and discovered by Ray in Yorkshire last year in need of complete restoration.

This is a marvellous achievement in such a short space of time and to be given entry No 9 shows how seriously the organisers rate their chances. The pair will be joining a total of 131 cars at the start in what is considered to be the toughest old car event in the world.

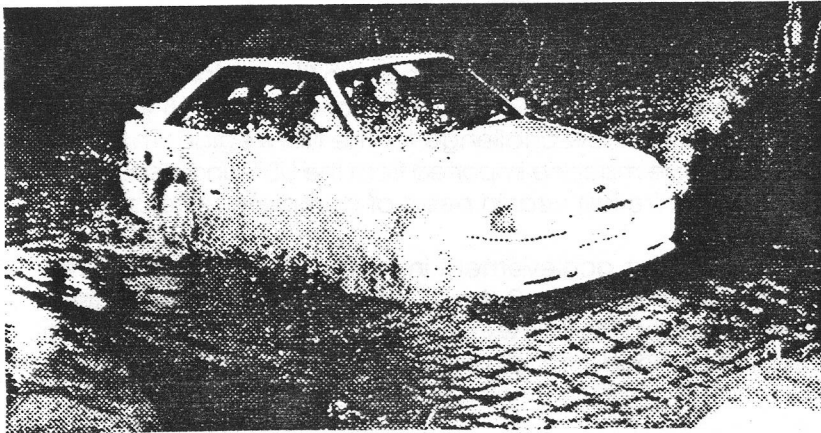
It makes the Coppa d'Italia look like a kiddies outing and the Great American Race a gentle tour across the States.

Press: Sightline Associates 0706 53185 or 0422834468



NORTHERN LIGHTS RALLY

The Leeds University MC Northern Lights Rally attempts as much as possible to follow the format of an old style (pre '89) Road Rally, but is prevented by the RAC regulations, which insist on a 30mph average speed, from running a full pre-plotted route. The organisers therefore employ the tactic of giving out very difficult 'clues' to the route on the following section, and then after you've waited for half the time allowed for that section, giving out much easier map references to get you to the next control. The problem with this sort of organisation is that first you seem to spend half the night waiting at controls, which doesn't help the adrenalin flow, and second the legality of such a system is often held in question.



Four KCC crews arrived at the start of the event, the Pedleys in their Mini, Roger Emery and Paul Griffin in the Manta, and Michael Cartwright and Paul Subachus in their Astra. Noise testing appears to be getting ever stricter. It is quite clear that 'the powers that be' want to see the old style full blown road rally car removed from these night events. The noise levels being recorded do not seem particularly higher than when we last competed on what was thought to be the last Hall Trophy. The XR3i passed despite a rattling baffle in the exhaust, but others had a more difficult passage through the test. There was some question at scrutineering as to whether the RS Kit was allowed on a Standard Car (there is a special class for these in the ANCC Championship which we have entered), and such extras have now been disallowed.

I won't speak much of our result, we did finish but in a lowly position by our standards. The route and timing we thought better than the previous year, but others aren't satisfied - ask the Pedleys who prefer to go down Wales where events are definitely run in the old fashioned way. If you want to compete in a fairly standard car on events of a higher level than scatter rallies or navigational tests, then these 'new' style road rallies are just the job. They are very demanding of the navigator, and the speeds may not be as high as in former years, and you do seem to do a fair bit of waiting around, but they are relatively inexpensive and very good enjoyable value for money. So if you're on Julie Entwistle's navigators course, why not come out and do some real navigation?

Steve TWEEDALE & Martin BUTLER

CLITHERONIAN RALLY

Following the Northern Lights, the ANCC issued a clarification to their ruling on optional extras fitted to standard cars, which meant the 3i couldn't run as a standard car without removing the skirts. A change of vehicle was on the cards anyway, so another X1/9 was purchased with an eye to doing the odd road rally or two.

Once again the noise test proved to be the hardest part of the night for some crews, but we recorded 74 dB in what sounds a noisier car than the XR3i. Dave Harrison, the noise test official echoed the view that it is largely a waste of time attempting to bring full blown rally cars out on night events.

The Clitheronian was a different kettle of fish compared with the Northern Lights. Much more of a navigational event, with the whole route described as regularity sections with an average speed of 30mph or less. The navigation was by 'clues', but this time usually easy to solve and simply invoking the penalty of the time taken to sort out the route on the map. This time penalty was apparently quite carefully worked out because it was no easy drive once you had the route on the map.

Only 27 cars entered the rally because of the lowly status of such navigational do's, and there was no spectator information and a very low key start venue to try and give the event as low a profile as possible. The low entry is unjust, the organisers obviously having put much effort into producing a well crafted challenge for all crews.

The main defect in the event from our point of view was the lack of 'cutting' power. If you got off schedule and were forced to cut because of the tight timing of the event, you had no idea where to get back in, other than local knowledge and guesswork. The finish controls of regularity sections are not disclosed, you simply come across the control somewhere along the route from the previous control, making it very difficult to cut. It would help if the organisers put a couple of references in for the one-third and two-thirds distance to the finish of the rally.

All in all though a good event, particularly if you're learning to navigate on Julie Entwistle's course, so don't make excuses, get out there and join in the fun.

Steve TWEEDALE & Martin BUTLER