

REGS ARE AVAILABLE FOR:

ANCC ROAD RALLY CHAMPIONSHIP FORMS are available for this 13 round series (best 8 to count). £5 registration fee.

108 CAR CLUB RACE RALLY SERIES. 11 round race series for rally cars. £10 registration. For more information contact George Cook on LYMM 2531.

22/23 MARCH DUNFAB DANUM RALLY by Lindholme MSC on maps 106, 111. 145 mile route for £25 entry fee.

5 APRIL OULTON PARK SPRINT organised by Mid-Cheshire Motor Racing Club. (Rally Car Classes) £21 entry fee.

19/20 APRIL RIBBLE RALLY run by Springhill Car Club. ANCC Road Rally Championship round.

26/27 APRIL TWILIGHT RALLY run by Lightning MSC on maps 97, 102, 103. 150 miles for £26

27 APRIL FORREST MOTORS TROPHY HILLCLIMB at Baitings run by Shipley and District MC. £16 entry fee.

SOCIAL EVENTS

1 APRIL TREASURE HUNT starting from Healey Con. Club between 7.45 and 8.30. Bring plenty of loose change, a pencil and some paper. Organised by a pair of idiots. £1 to join in.

12 APRIL SCATTER RALLY starting from and finishing at the Oxford Pub on Whitworth Rd, Rochdale. Assemble 9.30pm onwards for a 10.30 start. Maps 103, 109 required.

15 APRIL PICTURE QUIZ. The fourth in Graham Sherwood's series at Healey Con Club.

APRIL (Date to be fixed) Knowldale's AGM.

SUBMISSIONS

If you wish to contribute to the Club Magazine, we welcome rally reports, amusing anecdotes, hints and tips, action photographs of club members etc.....

Contact Steve Tweedale or Janet Sherwood any Tuesday night at the Club, or ring Steve on bacup 878275.

EDITOR: Steve Tweedale

Asst. EDITOR Janet Sherwood

MARCH '86

COMMITTEE MEMBERS

President/Comp. Secretary: Steve Tweedale

Vice President: Simon Lord

Hon. Secretary: John Clegg

Hon. Treasurer: Peter Buckley

Rally Championships Secretary: Neil Anderton

Social Secretary: Gail Buckley

P.R.: Graham Sherwood

Terry Mills

Deryck Pickup

Robin Bloor

Roger Riley

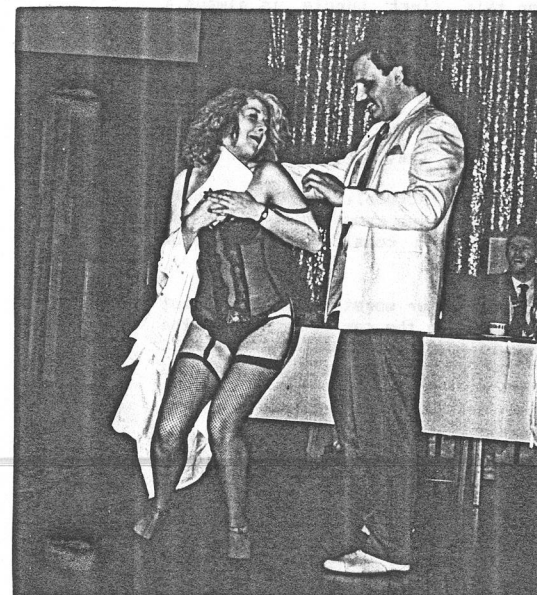
Mike Duffy

APRIL (Date to be fixed)

Knowldale's A.G.M. All members are invited to attend at Healey Conservative Club.

Prospective Committee Members should notify John Clegg, or another Committee

Member, of their wish to join the Committee.

ROBIN'S "BIRTHDAY TREAT"CONTENTS

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ROSKIRK TROPHY RALLY

1st. MARCH

On the two events we did in the second half of last year, we encountered the crew of a 1300 Ford Kent engined Chevette competing in the ANCC 1300 championship. They, Julian Slater and Mark Law, although only semi-experts, won the series, and probably gave us the idea of registering for the championship in 1986: not that we expect to win of course.

So, with our £10 registration fee sent away, we entered for the Roskirk, run by South Shore MC. We had already missed the first two rounds of the thirteen round ANCC series - the Illuminations and the Three Swans - and would miss the Burgess Bowl and probably also the Tour of Mull (due to expense) - so with eight best scores to count we will have to do all but one of the remaining events.

The Roskirk has a long history, but has been restricted to a smaller area of maps in recent years, and now squeezes in after the Joe Goodwin on 97 and 102. We passed through noise check and scrutineering without drama (one of the advantages - perhaps the only one - of running a standard car is the cheap exhaust systems which easily pass noise tests!), and plotted the route well within time.

The documentation for the rally was, to say the least, poor - we could not tell, from the Final Instructions, which cars were 1300s and which were entered in the ANCC championship. Then the timings given on the Roadbook were almost indecipherable given the time allowed for plotting - there's no time to mess about wondering what they mean - and none of the crews were given damage declaration forms.

By now Martin has a fair selection of hazards and not-as-map junctions marked down on 97: some from previous rallies we have done and others gleaned from the rally reports in MN, Roadsport, and Rallysport.

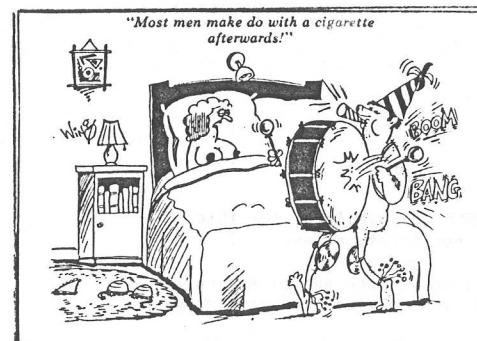
The first of the nineteen selectives ran north alongside the M6 before turning down Fox's Pulpit. Getting over this first hurdle is always a relief, but on this occasion, short lived, as we were soon rattling off the banks on either side of a narrow Cumbrian white. Very unusually for Martin, he soon began to feel rough, and we spent much of the rest of the night visiting farmyards or overshooting hidden junctions. Booking into Petrol a minute early cost us a fail, but towards the end of the event Martin felt better and our times improved to the point where we would have had a reasonable result - but then, that's rallying for you!

The finish was at South Shore's Clubhouse in Blackpool, and to get there we were required to negotiate a series of whites known as Lytham Moss, which were so rough in places that we wouldn't consider using them on the Pennine Stages!

We finished 45th overall and 19th in class - our worst result yet - but have queried the award of best 1300 going to the car behind us in the final results. As far as we can gather, we may have done OK in the ANCC placings because the event didn't seem all that well supported by Championship contenders.

Next event is Springhill's Ribble Rally on 19th. April.

Steve Tweedale Martin Butler Car 70



MATCHSTICK MURMURS



"How's John doing with the Classic Rally job?"

"Well he's got the Regs now, he's eligible, but he's not sure about the car".

PS

Any female entries for next years "Best in a BMC Award" please apply any Tuesday for grading.

COMICS
CORNER

A well known stud of this parish was overheard to ask at a recent Dinner Dance:

"How do you like you eggs in the morning?"

The girl looked straight into his eyes and said: "Unfertilized! Thank you".

TREASURE HUNT!!!

ON TUESDAY 1ST APRIL-

OUTSIDE HEALEY CON. CLUB

7.45p.m. onwards

2.00 in the morning with the snow still falling I was getting fed up, stages were either being held up or cancelled. The organisers were having a nightmare re-routing cars to other stages.

As dawn came up the snow stopped and after a service and rest halt we headed over Whitby Moors to another stage, waited half an hour and then reversed back down the lane - another stage cancelled. The front runners were going through the stages because of fwd, but as they went along the surface became polished and made it impossible for inferior rwd cars (except Skodas!)

We did another four stages in the forest, one being like a bobsleigh run with high sides you could bounce off. Unfortunately the deep snow in the middle of the track was starting to get up into the engine compartment and eventually the engine went onto two cylinders - without doubt this slowed us down, but at least it made sure we finished the stage.

By this time Woody was still going well but Dave was getting fed up of stopping in the middle of stages and arriving at cancelled stages and with the damage to his car, so he decided to call it a day and went home.

As the early morning sun warmed up the rally started to become more enjoyable and after cancellation of four more stages we went through stages 19 - 23 with no hold ups.

At Lightwater Valley - the final stage - the commentator mentioned our names, which went to my head and every corner was a near thing - great spectator value but not good for stage times.

Finally we headed back for Bradford - results showed Woody 2nd in Class and yours truly 3rd in Class - they would have been better but the lad who won overall, also got 1st in Class - our Class!

All in all the event was quite enjoyable but I would have been upset if driving the International which finished just after we did. Thanks to the service lads, Terry Mills and Paul Johnson and Graham and Janet in the chase car.

Arkwright Lord.

NATIONAL BREAKDOWN RALLY

21/22 February 1986

This was to be my first time driving on a National Rally, the National Breakdown Trophy Rally being run in conjunction with the International event, but running at the back of the field and only doing one night and one day, finishing at Lightwater Valley on Saturday afternoon. The organisers were offering a reduced rate for teams of three, so of course we took advantage and the Knowldale team comprised John Wood/Peter Whatmough, Dave Pemberton/Richard Hudson and Simon Lord/Mike Corfield, cars no. 117/118/119, all in the 1300cc Class.

The first car was away at 11.00 p.m. and as we were waiting for our turn the snow began to fall. However, this did not affect the first two stages, the first stage being around a park in Bradford centre - two laps on a very slippery surface - team tactics were to go slowly. Stage 2 around Harewood House was mainly tarmac and again very slippery - it was almost embarrassing as we crawled our way up a slight gradient - if it wasn't for the sleeping policemen there would have been no grip. Unfortunately Dave Pemberton lost what grip there was on a down hill section and hit a tree, denting his front wing, headlamps and his pride.

After this stage a quick service and along the motorway, into the forest where we hit the first of the snow - over 5" fell in an hour and this continued until around 5.00 in the morning. It made the going tough, in some places impossible. We managed to do the first of the forest stages, but had to run in reverse direction, due to the steepness of the forest. More problems arose in the next forest stage due to the large climbs - Dave and Simon both being held up waiting for cars to try and get going, making a nonsense of the stage times.



After these problems we then had to encounter the roads which were full of snow and the passes between hills and forests had become blocked by drifting snow and cars. After stage 5 we should have serviced at the top of Sutton Bank, but the road was blocked and the police were keeping vehicles at the bottom. With the bad conditions road time was going haywire and the order of cars became very mixed up. Finally the police decided that rally cars only would be allowed up the hill - and on their own heads be it. After a quick refuel by Terry and Paul we attempted the hill - dodging in and out of service vans, cars and people, but we made it.

Off into the night for some more entertaining stages. A quick tyre change after stage 2 put us in front, Dave and Woody having been caught short - we were spearheading the team! Stage 6, we waved goodbye to Graham and Janet and set off down the forest track (at least I think there was a track under the snow). Again we got stuck with cars not being able to climb the hills. At the end of the stage a row of cars were waiting - this time the control car had got stuck on a hill out of the stage. Cars were being pushed out by marshals and crews - even Mike had to get out on a push - he sulked for over an hour after! I must say a big thank you to Peter for pushing us and other crews off the hill - unfortunately Woody was the last in line and no-one was there to help - half an hour later they got off the stage.

Without doubt the front wheel drive and small cc was a great advantage in these conditions and on 3-4 mile stages we were catching cars with great regularity. The main problem was passing as the snow made the tracks very narrow. Around

SOCIAL CHAMPIONSHIP

After four picture quizzes and one treasure hunt, Graham Sherwood has a comfortable lead in the championship - the next round being another treasure hunt on 1st April:

1	Graham Sherwood	57
2	Terry Mills	45
3	Robin Bloor	37
4	Janet Sherwood	31
5	Steve Tweedale	28
	Neil Anderton	28
7	Richard Hudson	27
8	Martin Butler	25
9	Simon Lord	22
10	Peter Whatmough	21

JOHN ATKINSON'S PIC QUIZ

A surprise event, slotted into the programme at late notice, produced a surprise winner in Peter Whatmough, with Graham Sherwood second and Bryan Millard third.

GRAHAM'S PICTURE QUIZ

A very close run thing, with only one point between each of the top four. Deryck Pickup just pipped Richard Hudson and Terry Mills at the post, with Neil Anderton in fourth and Peter Whatmough in fifth place.

ANNUAL AWARDS

1st Motor Trader Trophy for Road Rally Driver	T. Mills
Donald Heyworth Trophy for Road Rally Navigator	N. Anderton
Derek Astle Trophy for Stage Driver	J. Wood
Derek Astle Trophy for Stage Co-Driver	P. Whatmough
Best Endeavour Senior	C. Brennan
Mercury Trophy - Best International Performance	J. Haugland
Kans Shield - Best Off Road	S. Harte

RALLY CHAMPIONSHIPS

STAGE

Drivers	Navigators
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* Simon Lord	66	Mike Corfield	41
* John Wood	??	Nina Sutcliffe	25
* Colin Brennan	??	Pete Whatmough	??
* Dave Pemberton	??	Richard Hudson	??

* Only Simon Lord and his two navigators have claimed points at the moment; Simon scored points on the Mayfield Safari (report in last month's issue) where he was co-driven by Nina Sutcliffe, and on the National Breakdown Trophy where he placed 3rd in class, 12th overall with Mike Corfield alongside.

* On the same event, John Wood and Peter Whatmough finished 2nd in class, 6th overall.

* Dave Pemberton and Richard Hudson fared less well on the National, but finished about 13th Astra on the Lakeland Stages last weekend, where Colin Brennan got 3rd. in class and 12th. overall.

ROAD

Drivers	Navigators
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* Steve Tweedale	25'	Martin Butler	25'
* (' subject to ammendment)			

* Steve and Martin scored their points on the Roskirk Trophy (report elsewhere) and as yet no other crews have been out. Rumour has it, however, that a 1300 Sunbeam is soon to be seen in action, possibly on the Ribble Rally, in the hands of Graham and Janet Sherwood.

Sestrière Trophy for Best BMC Performance	P. Brocklehurst
2nd Motor Trader Trophy for Best Organiser	S. Lord
Turner Trophy 2nd Organiser	J. Sherwood
Best KCC at Baitings	
Hillclimb	S. Harte
The Social Championship	S. Tweedale
Best Endeavour	R. Sutcliffe
1984 Social Championship	P. Buckley
1984 Pool Champion	B. Millard



ANNUAL DINNER DANCE - 7 March 1986

Once again this was held at the Midway Hotel, and a good time was had by all. The proceedings were presided over by President Tweedale, with Simon Lord busily taking notes for his imminent term of office.

Steve took road rallying as the main theme of his speech and succeeded in kindling a sense of nostalgia in those present who were old enough to remember its heyday! Once considered of vital importance for any aspiring rallyist, road events have not taken on the status of poor cousin to the more popular stage events.

The sad demise of the Mini Miglia has allowed a phoenix to arise in the form of the Pennine Stages, and it is hoped that this event will become as popular as the once evergreen Mini Miglia. The Pennine Stages was not the only



event Knowldale ran in 1985 and mention was made of Terry Masons dramatic breakdown in communication with the rain gods for the Hillclimb. Wet and windy was the order of the day, with Ray Dale's caravan almost setting FTD down the hill!

It was nice to see Martin Wilson at the Dinner Dance and looking in such good health. His last event was the Pennine Stages and he tells me that he is hoping to make his comeback on this years event.

Special mention was made of Eric and Jean Newby's long and dedicated service over the years and a presentation was made of a silver wine cooler, complete with Champagne.

The format of guest speaker was abandoned for once and Terry Mason of Masons Motors was invited as guest presenter of the Annual Awards.

