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KNOWLDALE CAR CLUB LTD

NEWSLETTER NO. 21

COMMITTEE

President

Simon Ridy

HON. SECRETARY

John Clegg
Rakewood
Littleborough

HON. TREASURER

Eric Newby
Lees Road Post Office
Lees Road
Oldham

COMPETITION SEC.

Simon Ridy
16 Castle Hill Rd
Bury
Tel: 061-764-1138

SOCIAL SECRETARY

Howard Bulcock
10 Westfield Close
Norden, Rochdale

MEMBERSHIP SEC.

Eric Newby

EDITORS

David Pedley
Stephen Tweedale
Simon Ridy

Ray Dale

David Bamber

John Hardman

Bob Pedley

Roger Riley

* EDITORIAL *

Well the dark nights are drawing in and it's October already. The big boys are getting ready for the R.A.C. in November and our own organisers are getting the "Silver Jubilee" Mini Miglia well under way; prompting us to make the first appeal for marshals and sector marshals. This year's (or is that next?) event will take place on the 9th/10th January 1982, so make a note in your diaries and if you are not entering, your help as a marshal would be greatly appreciated.

On the social side, coming soon is the Annual Bonfire at the Hornets for all members, families and children, to be held on Tuesday, November 3rd - with all the usual attractions.

Also there are two film nights, one in December featuring a Committee Forum where members of the committee will be on hand to answer questions about the way the club is run, with a view to letting members get to know more of what is going on.

Next comes the Christmas Scalextric Evening with the festive season coming to a devastating climax on that morning after the night before, the Boxing Day Autotest with all that goes with it!

So lets see you all there at all these events. For more details see what's On... back page.

D.P.

KNOWLDALE CAR CLUB RALLY CHAMPIONSHIP 1981

STAGE CHAMPIONSHIP

<u>DRIVERS</u>	<u>POINTS</u>	<u>NAVIGATORS</u>	<u>POINTS</u>
Rod Crabtree	75	Ken Lamshead	75
Deryck Pickup	72	Pete Bland	55
Colin Brennan	23	Geoff Rothwell	23
Ian Stanfield	12	Dave Bird	17
		Mike Taylor	12

ROAD CHAMPIONSHIP

<u>DRIVERS</u>	<u>POINTS</u>	<u>NAVIGATORS</u>	<u>POINTS</u>
Bob Lee	22	Peter Latham	22
Tommy Cross	13	Marilyn Cross	13
Robin Bloor	10	Simon Lord	10

The next rounds of the Road Rally championship are:-

October 31st	Pennine Rally	Alwoodley M.C.
November 7-8th	Preston Regardless Rally	Preston A.C.
November 28-29th	Hall Trophy Rally	Clitheroe & D.M.C.

POINTS CLAIM FORM

DRIVER

EVENT

NAVIGATOR

DATE

POSITION: Overall

How many KCC crews entered and

in class

finished

amongst KCC finishers

PLEASE HAND THIS FORM TO A COMMITTEE MEMBER

August 16th was the date, Baiting Dam was the place and with the weather on our side the Annual Knowldale Hillclimb turned out to be a great success.

Jivialities began the night before on the Saturday night when a pre-event barbeque got things off to a good start. With plenty of chicken, bangers and booze the barbeque saw about forty to fifty members on the hillside enjoying somewhat original cuisine - courtesy of Cleggy's oildrums and music from Dales Disco underneath the arclight. Thanks for this are due to Howard Bulcock and his wife and it is hoped that this will become a regular pre-hillclimb event.

Morning saw a bustle of activity as competitors arrived and scrutineering got underway and the finishing touches were put to the track and marshal points.

First casualty was Dan Grewer's Escort which was unloaded from the trailer and started up to find a nasty sounding knock from the engine. A little swift discussion with the organisers soon secured Dan a share in Deryck Pickup's Sunbeam for the day (Brave lad Deryck!!)

After a brief delay, first Practice began with the cars headed away by Howard Bulcock's Skoda followed by the Cleggy's Mazda, both trying to show how it's done. Cars went thick and fast with entertainment provided by a venerable "Moggy thousand" which also proved to be very quick. Deryck Pickup who kept forgetting about the top bend, and Big Dan who seemed to be showing Deryck how his car should be driven!

The prettiest, meanest looking motor and, as it turned out, the quickest, was the B.D.A. Skoda of G Walker, which was resplendent in a Green and Yellow livery. Second practice saw the hurried arrival of Colin Brennan fresh from a rally in Wales, covered in muck to prove it, with John Lowthion, his navigator, using the car in a double entry.

After an adjournment for pies, pints and other refreshments, the timed runs proper got under way. The afternoon saw a dam wall full of spectators enjoying the run and the antics of such resident nutters as Frankie Ward, who didn't like the way he did the second bend, so he jumped off the track down through the grass behind some rather amazed marshals, and round the bend yet again; Well done Frankie!

The motors flew thick and fast through all three runs with very little in the way of interruptions, so that very soon it was all over bar the shouting. Results were posted and after the required protest period, the pots were given out.

In the awards Knowldale members showed quite well with Robin Bloor taking 1st in Class 1/2, Pete Lord and Dan Grewer taking 1st's in the Semi-expert and Expert rally classes respectively, Colin Brennan and John Lowthion taking 2nd's in their classes as well.

Full results are enclosed with the Newsletter.

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So a grand day was had by all and a big thank you is due to the organisers and everyone else who came and helped out on the day, be it marshalling or selling programmes and butties.

So I'll take this opportunity to say

THANK YOU

to you all, and see you next year.

D.P.

SOIXANTE 'NEUF' ON THE TORQUE BAC

It seem that we have volunteered to write a letter telling you all about our little adventure one night on the Torque Bac Rally on the 25/26 July by the Bury Auto Club.

It was our first rally under our "own names", which we had entered and a test to see how we got on together, and then try and go for the best Knowldale crew trophy at the next nosh-up.

Bomber driving (Robin Bloor) and me Jack (Simon Lord) trying to read a Map, all aboard a 1275 Mini Clubman.

We had had no reply from our entry, so on the night of the do I rang a man to see if we could have a play.

He agreed. "Where do you want placing?"

"No. 1"

"How good are you?"

"Never done it before".

So we started 69 - last car.

There's nobody there when you leave, they just didn't realise our true potential and they could have had a close up look and even my autograph.

So off we went, and went wrong at the first roundabout - it just wasn't like that on the map. So on the way up to Colne I decided that Bomber had gone wrong. Anyway after a bit we arrived at the first control and joined the queue. Checking the seat belts (side laps) just in case something happened that was not on the map, we realised that the inertia reel belts did not work - it could be an interesting night. But we fastened them and said nothing.

Off we went and with no problems over the first few selectives until we hit a very loose white, a sort of tractor path in the middle of the selective,

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and with only 3" ground clearance after fitting the John Wood Special Sump Guard, started to slow down. The guard was touching the middle of the track and lifting the Mini off the ground, giving a sort of toboggan effect, which we were not really after. This tactic is being saved for the Mini Miglia.

So we pulled over to the side to try and get better traction. This seemed to work but slowed us down to a crawl over the remaining part of the track, until we hit the black surface again. A couple more selectives and petrol at Ingleton.

One good point about the Mini is that it's very good on fuel and didn't need much to show full again. Inspection of the car showed damage to the aerial, which was broken off by brushing along the trees and shrubs on the loose selective. This could have serious problems later on in the rally as the radio was not working. Only time would tell.

We were running late by then so a quick refill and hand in the time cards and back off again allowed us to start on our minute again. Things in general were going all right but one thing we noticed was that nobody was passing us and we never caught anybody and after each selective we kept losing our minute. So it was the case I thought everybody will be first or last.

The next few selectives were the tricky ones and that was where Bomber went wrong again. He must have told me the wrong map references so we found ourselves approaching a control in reverse direction and two passing controls from just the wrong direction altogether. After much begging and general creeping, of which they tell me I'm good at, it still did not get us a time and the passing control stamps.

So now more determined to beat Tom Cross we went a bit faster and yes, those little round discs do not work very well when Cherry Red, so we found out on the selective over Malham. As we got near to the end the road was straight and cresty, really balls out speed, making the sump guard work to its full, and with a late shout from me, we hit a hairpin left, hairpin right, left and right bends with a surface that disappeared down a hedge and wet as well. It left it all to the imagination. But somehow we managed to get round with a grass verge hanging on to the sill.

Pulling in at the control and greeted by a wet Marshal "just got round then", we did not say very much. It wasn't until we were half way through Gisburn Forest that I realised that we were still going!

The last couple of selectives were steady but quick. We were starting to get the hang of things and then we finished, handed in the timecard and damage report, of which there wasn't any, and went to the end. I was going to put in a protest about moving the passing controls, but as everyone else had managed to find them, it may not have been valid.

At the finish we got ripped off to the sum of £1 for what someone called Breakfast, which consisted of one egg, half a sausage and a cold cup of tea, but I suppose that's the honour of being last to start. But not last to finish. But we did what we wanted to achieve, a finish and points on the Knowl Dale Championship.

A respray, new sill, lifting the car at the front end will see us right for another 'Do'!

Simon Lord

WHAT'S ON

Tuesday 3rd November

Knowldale Annual Bonfire Night

As in previous years, plenty of fireworks, potatoe pie, treacle toffee and a great blaze.

So bring your kids to Hornets for the lighting of the fire at 7.30 p.m.

See you there!

Tuesday 10th November

Films: (To be announced)

Tuesday 1st December

Film - Followed by a Committee Forum

This event is intended to increase communication between the committee and members, to allow grievances to be aired and questions asked. So come along and if you have any questions or suggestions as to how you think the Club should be run, don't hesitate to tell us to help us to improve what the Club can offer to you.

Tuesday 15th December

Christmas Scalextric Championship

As last year, high speed fun indoors, so come along and try your skill against our experts.

BOXING DAY AUTOTEST

All the usual festivities and high speed fun proper. See next Newsletter for details.....

Regs are available for:-

31st Oct-1st Nov	Alwoodley M.C.	Pennine Rally
7th/8th November	Preston A.C.	Preston Regardless Rally
5th December	Kirkby Lonsdale M.C.	Bullough Trophy Rally