

CLUB DIARY

ES WINKS HONDA STAGES 30th OCTOBER

ROCKINGHAM CASTLE STAGES 5th NOVEMBER

PLAN INSURE STAGES, OULTON PARK 12th NOVEMBER

GRIZEDALE STAGES PRESTON AC 3rd DECEMBER

NATIONAL TABLE TOP RALLY CHAMPIONSHIP NOW ON. ASK STEVE TWEEDALE FOR MORE DETAILS

SOCIAL EVENTS

AUTOTEST at the Maggot Farm (see elsewhere for details) 16th October

FILM NIGHT at the Club. MANX STAGES AND OTHERS 18th October

SCALEXTRIC CHALLENGE 8th NOVEMBER

CLUB FORUM 8.30PM AT LADYBARN 15th NOVEMBER

PICTURE QUIZ 22nd NOVEMBER

CHRISTMAS PARTY/DISCO 20th DECEMBER

KNOWLDALE CAR CLUB

PRESIDENT ROBIN BLOOR

SECRETARY JOHN CLEGG

VICE PRESIDENT TERRY MILLS

TREASURER MIKE CORFIELD

COMPETITIONS SEC. NEIL ANDERTON

ANWCC DELEGATE GRAHAM SHERWOOD

SOCIAL SECS. GARRY RUDMAN

& RICHARD HUDSON

CLUB CHIEF MARSHALS DERYCK PICKUP

& JONATHAN SIMKINS

P.R. ROGER RILEY

EDITOR STEVE TWEEDALE

SIMON LORD

MIKE DUFFY

PETER SIMKINS

CONTENTS

LONG SERVICE AWARD	2
CURBOROUGH	3
RALLY CHAMPIONSHIPS	4
SOCIAL CHAMPIONSHIP	5
TORQUE BAC	6
CLAIM FORMS	7
HILLCLIMB & SPRINT SCENE	8
AUTOTEST REPORT	10
CLUB DIARY	12

SUBSCRIPTIONS

Subs for 1988 were due to be paid in April, and many are now well overdue.

Treasurer Mike Corfield can be contacted on Rochdale 357489, if you cannot get in touch with him at the Ladybarn on a Tuesday night.

Current Subs are £4.00 Social, £6.00 Competitive

'LONG SERVICE' AWARD



ERIC AND JEAN NEWBY RECEIVE THEIR AWARD

As many of you will recall, in the year of Steve Tweedale's Presidency, Eric Newby retired from the post of Treasurer after many years service to the Club. As a mark of both gratitude and affection for 'Uncle' Eric, and his wife Jean who between them have dedicated many hours to Knowldale, a silver wine cooler, complete with bottle of a bubbly substance, and suitably engraved, was to be presented to them at the next official gathering at which they were present. A hard man to pin down, Eric was finally caught at a private dinner party where several members were present. After the presentation, Eric had the following message for all members:

"We would like to express our sincere appreciation to the Knowldale car Club for the presentation made to us recently for services to the club, in particular to Jacqui and Mike Sutcliffe who made the presentation of a memento we shall always cherish and which will remind us of the happy years we have been involved in motor sport as members of Knowldale."

- Jean and Eric NEWBY

NEXT SUNDAY - 16th OCTOBER

MAGGOT FARM AUTOTEST

(BACUP - TODMORDEN ROAD JUST ABOVE
THE AMATEUR ASTRONOMY CENTRE)

CHRISTMAS PARTY

20th DECEMBER IS THE
DATE PROVISIONALLY SET
FOR THIS YEAR'S CHRIST-
MAS DO.

FURTHER DETAILS AND
TICKETS FROM TERRY
MILLS.

IMPORTANT!!

ENTRANTS LICENCES

If you have one of the KCC1988 Entrants Licences or know of the whereabouts of one, please let Neil Anderton, the Competitions Secretary, know. They are for the use of all members, not just the chosen few!

NEXT YEAR (1989)

AUTOTEST CHAMPIONSHIP

6 EVENTS STARTING WITH BOXING DAY AUTOTEST. FURTHER DETAILS FROM GARRY OR RICHARD, THE SOCIAL SECRETARIES.

AUCTION

IN AID OF MULTIPLE SCLEROSIS

Simon Lord is running in this year's RAC and at the same time raising money for the Multiple Sclerosis Society. A Club Forum has been arranged for 15th November, during which we hope to have an Auction of goods to raise some extra cash for Simon's appeal. If you wish to bring or pledge goods, have a word with any Committee member as soon as possible.

NATIONAL RALLY CHAMPIONSHIP 1989

In next year's Nationals, non-homologated cars will be restricted to 2 litres maximum engine size. In addition there will be an extra class - group N up to 1300

TOD SUMMER AUTOTEST

Once again all the main members had entered the Knowldale car Club event, but it was the vastly experienced Simon Lord, making his first autotest appearance of the year in the Trafford Leasing prepared Ford XR2 Van, who would lead the cars away from the Maggot Farm start.

The pleasant surprise at the start was the Unique Haydn's Mum Car Rentals Mini. Haydn had been testing two days before the event and had been a lot happier with the set-up this time around, reckoning that his new engine, built by Alf Kyme's scrapyard, was giving in the region of 38.65 bhp, but he wasn't expecting miracles and a finish was the main aim.

The route ahead, which had been doused with about a week's continual rain, consisted of 14 tests, starting with 3 quick blasts around the car park. The opening tests were hardly going to decide the outcome of the event, and for that reason, everyone was driving like a wally. After these three tests, it was clear that Haydn wasn't hanging around, taking a 22 second advantage over Paul Johnson in his self-prepared Tomcat 3000 Turbo Si Jet Fiesta. On the second test, Simon Lord made his biggest mistake of the day, in letting Steve (I can go the wrong way) Matthews navigate for him, and promptly got a WD. Other leading contenders going well were Robin Bloor in the hired Fiesta, Graham Cannon in his immaculate Escort, and Garry Rudman, completing 3 tests for the first time without his Escort breaking anything.

The next 3 tests, a repeat of the first 3, saw Haydn increasing his lead to 28 seconds over Paul Johnson. These demanding tests saw the demise of the 1600 Cavalier of J Stubbs and R J Emery when the radiator let loose of its mountings and promptly went into the fan.

After second service, the tests were altered, confusing Haydn somewhat, and resulting in his WD, without which he would have won the event by about 60 seconds. Stuart Ashworth, in his ex-works Sunbeam, set fastest time on test eight, showing lots of promise on his first autotest. Martin Butler was still finding it hard to get to grips with his RED prepared XR4i, as was Robert Burke in the ex-Tnoy Pond DTV Chevette, who was complaining about losing gears, and drowned out in the Ford.

After 12 tests the leaderboard had changed somewhat. First was Paul Johnson on 563, second Robin on 572, third Haydn on 585, 4th Graham Cannon on 587, and fifth Garry Rudman on 590. The remaining two tests consisted of a double lap of all three car parks joined together with the only loose surface of the event. This 13th test almost saw the exit of Robin Bloor, his Fiesta getting out of line on the approach to a 90 left, and stopping only inches from a six foot drop. Simon and Haydn tied on 84 seconds to take the fastest time, other competitors also showing well were Peter Simkins and N Freeman, both setting respectable times.

The last test of the event saw some quite hairy driving by Kevin McTighe in the Dave Sutton built Golf GTi. He lost it on a fast right, removing half a dozen cones before ending up a banking. Paul Bullock showed that Chevettes don't like water by drowning out again. Haydn needed to beat 82 seconds on the last test to take second place, and this he did, driving the Mini like a man possessed to stop the clock on 81.

Results were soon available and showed:

1st Paul (Steady Eddy) Johnson 738

2nd Haydn (I got 9 fastest times) Williams 750

3rd Robin (I can go off) Bloor 751

4th Garry (I can finish an event) Rudman 788

5th Graham (Super cool) Cannon 771

6th Simon (International rally star) Lord 817

Once again this event almost did not take place due to lack of marshals. It's a fine state of affairs when a club with 160 members can't raise three to come and marshal. Thanks to David Pem's sister Shielia, our kid Robert, and the other person (sorry I don't know your name) for turning out.

NEXT EVENT OCTOBER 16TH. IF NOT COMPETING, PLEASE COME AND MARSHAL

RICHARD HUDSON

CURBOROUGH SPRINT

AUGUST 21st 1988

*ANDY McTIGHE reports
on a good day out
for a motley Knowldale
contingent.....*

The Knowldale contingent arrived at Brocklehurst Manor in time to witness the sun giving up its attempted rise in favour of a lie in, leaving the morning damp, drizzly, and somewhat depressing. Unless you drive a 4x4 Mazda, in which case the weather was wonderful, and cause for some celebration. For a while I thought I'd stumbled into a performance Mini centre, they were everywhere. Although I'm not sure if Paul Clarence's version originated at Longbridge or the Airfix factory. It certainly is the business though, and goes like S.H. One T off a shovel...very nice.

Then there were two that look like Minis, not that you'd choose to collect the week's shopping in either of them. Of course Kevin was in his Golf, now with added power to cope with the increased weight of his ego following his fine performance on the Torque BAC, and a free-flow exhaust which is rumoured to run direct from the navigator's seat. And of course myself with the Mazda, totally clueless about 4x4 driving and secretly wishing it was front wheel drive only.. Still it looks the part and who knows, maybe one day I'll be able to drive the bloody thing! Graham Sherwood had decided bed was preferable to standing about in the rain making silly remarks with the rest of us and would meet us at the venue. Kevin and I weren't towing so we opted for a quick dash to Sandbach for breakfast and the Mini train would meet us there. Good deal! Kevin was equipped with wheels, jack, brace, a nut a washer and two service crew. Would I take one of his crue in return for which they would change my wheels? Damn right I would! Another good deal had been done! Things were rapidly improving and the best news was - it was still wet, and getting wetter. We hadn't been at Curborough very long, and were just finishing a walk over the circuit (not timed, unfortunately, because it was the nearest I got to Kev's times all day) when Graham and Janet arrived in the Fiat Mafiosa Sport. Unfortunately on the way down the car had fallen off its alternator and Graham had been early-morning mechanicing, but he arrived in plenty of time to effect repairs that would see him through the event. I have a sneaking respect for anyone that can fix things, personally only being capable of breaking them.

When we got the entry list Kevin was thrilled to see that the organisers had finally seen things his way and put him in a class of his own, a position he has always claimed as his right.

I must admit, as a rally driver (poetic licence perhaps) I have a big problem getting wound up when I'm on my own in the car. I need to be nagged to go quickly, the self preservationist takes over if there is no-one chuntering in my ear! The Minis were all going well and were putting in some good times despite the greasy surface, Kevin was trying hard as ever and was ahead of my times, whilst I was quickest in class in practice, with Graham, improved on last year's 'dry' times, a mere 1.4 seconds behind. A Lancia lay a further two seconds behind Graham and an Astra SRI a week behind that.

Then just before the competitive runs a disaster struck - it stopped raining! Everyone got quicker except me, which came as a surprise - this four wheel drive really isn't so great on dry tarmac. The Lancia had been doing 48s and I felt very comfortable on 45s so I tried for and got 45 again on the first competitive run, only to find the Lancia had done 43s. and was now 2.3s. ahead of me! I tried hard on the last two runs but missed him by six tenths of a second. Next time I'm going to take off my front bumper and beat him. The KCC crews did quite well and took a good share of the spoils. Paul Clarence was second in his class and second in the top ten run-off. Both Brocks and Kevin were in the run-off as well. Andy took second in class whilst Kevin won (not surprisingly really) first in his class. But don't think Kev didn't try all day, he finished up just three tenths of a second off the class record; some people would have potted around and taken the trophy just for being there. I came second in class but didn't get anything (typical!) and Graham was third.

All in all a good day out and we had a few laughs. For the technically minded we have found out why the Mazda has been running on the shoulders of its tyres. The front wheels had no camber when there should have been 1.5 degrees negative, and the right front was 2mm toe out instead of 0.5mm toe in, the left 2mm toe in instead of 0.5mm. The rears were 1mm toe out instead of 0.5mm toe in. I'm not promising anything but it might go better with four wheels on the ground and pointing the right way. Meantime the new clutch has gone in and Gordon has declared the old one pregnant (that is, it was f-----d a long time ago).

ANDY McTIGHE

1988 RALLY CHAMPIONSHIPS

DRIVERS

1	Colin BRENNAN	310
2	Garry RUDMAN	123
3	Simon LORD	94
4	Stuart ASHWORTH	93
5	Michael PEDLEY	92
6	Kevin McTIGHE	85
7	Nina SUTCLIFFE	78
8	Haydn WILLIAMS	62
9	Robert BURKE	49
10	Andy McTIGHE	43
11	John PEDLEY	41

NAVIGATORS

1	Mike CORFIELD	310
2	Iain TWEEDALE	178
3	David PEDLEY	92
4	Julie ENTWISTLE	85
5	Janet SHERWOOD	78
6	Peter WHATMOUGH	65
7	Graham SHERWOOD	62
8	Paul BULLOCK	49
9	Kevin McTIGHE	43
10	P. BROCKLEHURST	41
11	Richard HUDSON	28
12	Martin BUTLER	10

MULTI - VENUE

1	BRENNAN	310	1	CORFIELD	310
2	SUTCLIFFE	78	2	SHERWOOD	78
3	LORD	65	3	WHATMOUGH	65
4	WILLIAMS	62	4	SHERWOOD	62
5	McTIGHE	43	5	McTIGHE	43
6	RUDMAN	20	6=	BUTLER	10
			6=	TWEEDALE	10

SINGLE - VENUE

1	RUDMAN	103	1	TWEEDALE	168
2	ASHWORTH	93	2	HUDSON	28
3	LORD	29			

ROAD

1	M PEDLEY/ D PEDLEY	92
2	McTIGHE/ ENTWISTLE	85
3	BULLOCK/ BURKE	49
4	J PEDLEY/ P BROCKLEHURST	41

HILLCLIMB AND SPRINT SCENE

GRIMLEY J R EVE CHAMPIONSHIP

FINAL PLACINGS

1 TONY BRIDGEN FF1600

2 GRAHAM OATES LOTUS EUROPA

3 MIKE DUFFY MG MIDGET

4 PAUL TAYLOR RS 2000

5 PETER GRAINGER CATERHAM 7 SPRINT

6 JOE WARD WD8

7 RICHARD MOORHOUSE SPRITE

8 PAUL CLARENCE MINI SPECIAL SALOON

9 DES RICHARDSON LOTUS ELAN

10 GARY BOND STILETTO IMP

BEST LADY SANDRA ALLEN : BEST U-23 ANDY BROCKLEHURST

OFF ROAD CHAMPIONSHIP POINTS CLAIM FORM

NAME..... EVENT.....

ORGANISING CLUB.....

HILLCLIMB/SPRINT (DELETE)

ENTERED AS KCC? YES/NO (DELETE)

POINTS CLAIMED.....

by

GRAHAM SHERWOOD

1st In Class 15pts, then 13pts,
11pts, 9pts, 8pts, 7pts, 6pts,
5pts, 4pts, 3pts, lower than
10th in class 1point.

RALLY EQUIPE TORQUE-BAC

RALLY 16/17 JULY 1988

The event really started for Kevin McTighe and myself a few weeks before the rally. As this was Kevin's first road rally we went out for a recce and compatability test. The rough route I had plotted took in the Trough of Bowland and it was whilst driving over this yumpy road that Kevin decided a sumpguard was a must!

The weather on the night of the rally was atrocious. Noise, scrutineering and signing on were all completed "al fresco" in the pouring rain. We were told that petrol would be available until 11pm but the garage cheated and locked up at 10.45. Our trusty service crew Andy and his Audi were despatched to find a filling station. The petrol thankfully arrived but only as they were counting us down.

The route card given at the start contained only references of the Main Time Controls. At each MTC we collected our next route card which contained the map references of vias etc. to the next MTC. There were the usual bewildering assortment of abbreviations and initials:- MTCs, TPCs, TCs, and RTCs. I seem to remember that last year Bury AC made the event as difficult as possible for the novices, and running true to form, this rally was the same! As you can see from the route card (inset) the start of each competitive section was the RTC. You were not told where the RTCs were, only how long you had to reach them! This was slightly confusing as we were not even given an average speed to drive at.

The route itself was mainly covered by map 102 and took in the maze of yellows around Chipping Whitechapel and Claughton and went as far north as Quernmore (pronounced, I'm told as "Carnmore" -Ed.)

We encountered fog, a small reservoir through which we were supposed to drive, and pouring rain, and all without a petrol halt or break of any kind! By the time we reached the finish at the Moorcock, Waddington we felt as if we'd done the Paris-Dakar! This rally was about carrying on when all seemed doomed to failure. It was a battle of wits and a test of endurance and of your patience. At the finish I was ready to commit Hari Kari or throw myself into the nearest river! We had collected a few falls and all hope of collecting a pot had long since disappeared. Kevin sloped off back to the car for a sleep, and I waited with Graham and Janet for the awards presentation. To my complete surprise our results merited an award of First Novice and 12th place overall. I was called up to collect the pots (Kevin was still in the land of Nod and so missed the ceremony). Kevin suggested having his pot welded onto the bonnet of the car Rolls Royce fashion, but I convinced him it just wasn't done in rallying circles.

We'd like to thank Andy for his timely arrival with the petrol, Graham and Janet for their encouragement and moral support at the finish, and I'd like to thank Speedy Gonzales for his careful driving.

Julie ENTWISTLE (Kevin McTIGHE VW GOLF GTi)

1988 SOCIAL CHAMPIONSHIP

1 Paul BULLOCK	150
2 Richard HUDSON	104
3 Andy BROCKLEHURST	96
4 Robert BURKE	90
5 Garry RUDMAN	85
6 Deryck PICKUP	84
7 Neil ANDERTON	76
8 Graham SHERWOOD	71
9 Martin BUTLER	70
10 Iain TWEEDALE	67
11 Steve TWEEDALE	66
12 Julie ENTWISTLE	59

"SPOT THE NOTE" turned out to be Spot the Route, a treasure Hunt of the table top variety in which competitors listened to a tape recording of an in-car treasure hunt and had to answer questions as the event progressed.

Andy Brocklehurst emerged the winner, with Ian Savage coming in second ahead of Iain Tweedale in third. A new event for Knowidale, well organised by Andrew Talbot & Co.

Richard Hudson's Autotest at the Maggot Farm turned out to be a real test of man and machine. Read the full report elsewhere in this issue, and make a date for next Sunday's return match at the same venue. Marshals required!!!

FORD QUIZ 1988

Peter Brocklehurst, Neil Anderton, and Deryck Pickup, with Robin Bloor in reserve, went to Quick's, Old Trafford on Monday 26th of September to take part in the area final of the Ford Motorsport Quiz.

Amongst the Knowidale supporters in the audience were Richard Hudson and Co., who managed to win the natty Shell Gemini sweater you may have seen adorning David Pemberton on recent Tuesday nights (no one else wanted it, but we all know that Dave can never look a gift horse in the mouth!)

Neil Anderton reported that the questions were extremely difficult, and unfortunately the KCC team just failed to make the second round on the night.

For anyone interested, the Grand Final of the quiz will be at the Motor Show on Sunday 23rd October at 2pm.

NEW MEMBERS

PATRICK NOONE	LITTLEBOROUGH
PAUL STANSFIELD	LITTLEBOROUGH
DAVID GRAHAM	LITTLEBOROUGH
TERRY COCKER	LEEDS
HEATHER ASHWORTH	BACUP
ROGER EMERY	MANCHESTER
SARAH STUBBS	MIDDLETON
PAUL GRIFFIN	MANCHESTER
SHARON KINSEY	ROCHDALE

