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Pendle District Motor club

Hi Everyone.

Before we start on the month's news we have to let you know of the new General Data Protection Regulations that come into force on the 25 May 2018. I enclosed Pendle District Motor Clubs privacy notice.

## GENERAL DATA PROTECTION REGULATIONS

### Information Sharing

#### **PENDLE DISTRICT MOTOR CLUB PRIVACY NOTICE**

**Pendle District Motor Club** respects your privacy and we will only use your information in the way we describe in this notice. When using your information we aim to be fair and transparent, and to follow our obligations under UK data protection laws. Your information is used for administering club membership, activities and competitions.

**Pendle District Motor Club** is the data controller for the purpose of GDPR and the Data Protection Act 2018. Are club address is: 37 Lower

North Avenue, Barnoldswick,  
Lancashire. BB 18 6DP

Our club contact for privacy and data is **Raymond Duckworth**, and the contact details are

[raymond.duckworth@btinternet.com](mailto:raymond.duckworth@btinternet.com).

### Collecting your information

We collect your information when you fill in membership application or renewal forms, and competition event entry forms. You can give us your information using paper forms or online forms. The information you give us may include your contact details (name, address, telephone number, email address), personal information and identifiers (date of birth, membership number, competition licence number), and other information (vehicle details). When you give us information about another person, such as a child, parent, guardian, or emergency contact you should let that person know that you have given us the information.

If you are under 18 years old, we will also ask for information from your parent or guardian.

### Using your information

We use your information when you first apply to become a member of **Pendle District Motor Club** and then to administer and renew your club membership, and provide you with member benefits. We also use your information when you enter club events. For competitions, we will publish some of your information in the programme and the results, which will be in the public domain. Your information is used in these ways to fulfil our contract with you.

We may ask you for emergency contact and next of kin details which we will only use in an emergency, and which is used for a legitimate interest. You should let the contact and next of kin know that you have given this information to us.

We might use your information to send you marketing messages by email, but only if you have agreed that we can do this by giving us your clear consent – and you can change your mind at any time just by letting us know. We will not sell your information to another organisation.

To support to your lifetime relationship with motor sport and Pendle District Motor Club we may keep your

information indefinitely, unless you ask us to delete it.

### Sharing your information

We may share your information with the Motor Sports Association as required by its General Regulations for governing motor sport, with other MSA Registered Clubs, with medical personnel, or any other person if we have to comply with a legal obligation. We may also share your information with service providers, for example to print programmes.

### Our website

When you use our club website we may collect information about you, in particular your IP (Internet Protocol) address, by using cookies. We use this information to improve your web experience. Cookies help us to recognise you when you return to the website, and they may also help you to login securely to our web-based services, including on line entry and payment. The club website might contain links to other websites such as online entry and payment sites, partners, and advertisers. If you follow links to other websites please review the privacy policy for each site because we are not responsible for information you share on those sites.

### Security for your information

Your information is held securely by us. We have taken all reasonable steps, and have in place appropriate security measures, to protect your information. Your information is not transferred outside the European Economic Area.

### Your rights

- You may ask us not to process your information for marketing purposes.
- You are entitled to a copy of the information we hold about you, and to ask us to correct any inaccuracies.
- You may ask us to stop using your information, and to delete it, although we may maintain a skeleton set of your information. If you ask us to do this we will not be able to continue our contract with you.
- You may make a complaint to the Information Commissioner ([www.ico.org.uk](http://www.ico.org.uk)).

This privacy notice was last updated on 27 April 2018

First off many thanks to Peter Wright for another brilliant quiz, for those that were there, I think you will agree, Peters quizzes are not just interesting but the attention to detail on the answer sheets is just awesome, he does not just give you a set of A4 sheets stapled together, but a complete booklet with an F1 racing cars name & also there logo on the front, which became your teams name ie Lotus, Ferrari, a well sorted and professional set up, only to be let down this year by a lack of entries. Only teams from Bolton- le-Moors & Preston & Garstang took part, a total of around 20 people. Good news was Pendle had two teams one of which won!

Pie & Pease supper supplied by the club and prepared and dished by Diane and Jenifer Heap. An amusing tale here, "Pep" the long standing barman fell ill at the start of the quiz, this necessitated a stand by bar man, oh dear, he was not happy, Dave Heap ...wanted to do the quiz, and was geared up but as happened last year he had to run the bar, still all went well he did answer some of the questions!! Pendle's teams consisted of team 1 was Ian Mills, Mick Tomlinson, Chris Andrew and Steve Dixon, Pendle's other team had Ray Duckworth, Michael Speak, Roger Mitchell and Peter Barret alternating between Dave, the barman, whilst I just sat back and had a few pints and pie & peas. The questions were varied from General Knowledge, music, F1 football a whole range of topics

Pendle's 2<sup>nd</sup> team came in as winners with the no 1 team second just a couple of points behind.

One or two amusing answers, what is the Capital of Italy? Milan said a member of one of the teams, albeit I believe he redeem himself with a correct answer about some Rapper music, for which I cannot remember. Good night enjoyed by all. Maybe not for Neil Byes team as the young lady driving them was involved in an accident when a taxi drove into the back of her, no injuries just a little late for the start. Many many thanks to Peter especially after the horrific accident that James, Peters son, and his wife Zoe were involved in, righting there car off, but thankfully the only injuries were seat belt and air bag, plus the whiplash effect, I was glad to hear all was ok so to both get a speedy recovery.

The Howells Group PLC.

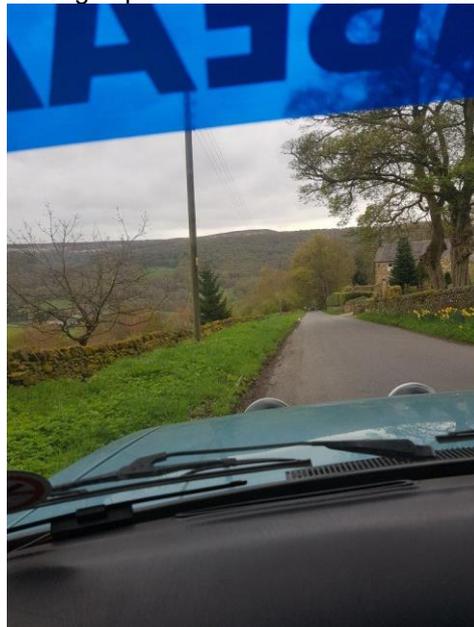
## Tour of the Peaks

28<sup>th</sup> April 2018

This was my first event of 2018 with Charlie in his trusty Sunbeam. I could not navigate for him on the Mini Miglia...it was the same weekend as our Lee Holland.

I was looking forward to this event as it is one of the better ones we did this in 2016 but last year it clashed with LAC'ds FELLSMAN which is more on our roads around Lancashire. The start and signing on was at the carding shed....not sure where the name comes from or what it means, but it is over Holmfirth way, the road book is very professionally done with tulips and location of various houses street s etc. All the instructions are there for you to ensure everyone gets around the route.

Code boards are put out along the route to ensure correct passage and as a secondary aid each code has its own number which tallies with the time card. Whilst you are not penalised for either early or late arrival to maintain a sub 30mph average speed you are held at the passage controls along the route until your minute is up! Each section has the inter mileage and the total mileage and also the distance to go to the next control...the distance, the time to complete the section and the average speed is also in the road book



..So there is no excuse for getting it wrong. We traversed both sides of Ladybower reservoirs went around Monsal Head ,and onto section 4 Hathersage which took us to the lunch halt at the DORE MOOR INN where sandwiches and chips plus a tea where

supplied. The afternoon section started with us going out on our minute Section 1 took us out around Chesterfield, Baslow & Barlow using some great "yellow " roads ,we headed up going around the roads to Chatsworth House, remembering the access roads we used when running the Chatsworth Stage on the RAC. I was keeping a close eye on the code boards because it seemed we had missed one...more on that later, this 21 mile section took us back to the lunch halt pub and again booked in on time 15 minute break and back out for the final sections al around the higher Peak District and Castleton ...where I remember as a very young youth a guy getting stuck in a cave around there who unfortunately lost his life and was left entombed in the cave, up and around the Snake Pass and all other classic roads the final section Hartcliff took us back to the finish at the Carding Shed ,where Charlie and I indulged in some home mad chocolate cake and Bakewell tart and a cup of tea. At the finish we were discussing the missing code board number 17 which everyone we spoke to had also missed it. Stephen Cawley and his wife (Bolton Le Moors) could not understand it. Some of the other code boards were placed in awkward places.ie straight ahead of you as you are pulling out of a junction. Also sited parallel along the road .at that time there is no 30 minutes provisional results etc..You just get what you got!!!.

However looking at the results it appears that out of the whole entry only one crew got code board 17..mighty suspicious that said me and Charlie finished second with 34 code boards with the winner taking 35.

No worries it was a great day out and a good route everything anyone needs to get around novice or expert. I must admit having the Terratrip is a big advantage to getting the slots right. Our next event is the Fellsman in a couple of weeks.

A slightly different approach to this event John Hartley appeared at the club night looking for entries. There are two classes, Masters and beginners. Masters get the route in notation form ie, spot heights, grid lines herringbones etc where the beginners get it in 6 (8) figure references.

Just a light hearted moment from Charlie..It appears Charlie was talking with Sue (wife) bout how is hands get cold on these events and he was thinking of getting some gloves. Cue Charlie with his Xmas present a pair of leather gloves. Just see the pictures

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another great day out and many thanks to Charlie.

Next event the FELLSMAN

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Just a reminder. We (Pendle) are part of the organising team helping the U17 club put a production Car Autotest on May 19.

I am steward for the event, as yet there are no entries from Pendle. You do not need a licence etc etc. just a road legal car. please please can we see if we can get one entry at least.

See you next month Rodders

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### More news from Nigeria

All my spring event entries are now in, I have to say Plymouth M-C online entry form is one of the easiest of any to use, especially if you have used it before and it has remembered you details! For some reason their Werrington Park event is always the last of my early year flurry of events to put the entry forms online, think they must do it to make me twitchy and nervous?

Tonight I will be watching the Moto GP qualifying for the 1<sup>st</sup> event of the year, just hoping we have good races in Moto GP and F1 throughout the year with no runaway championship victories.

All 3 Moto GP's were good with the big bikes looking more like Moto 3 until the last few laps when tyres started to "go off" and a very close finish right up until they crossed the line and "old man

Rossi" just behind waiting to pick up any pieces if the first 2 ended up in tears.

GTM progress, the aircon dryer is installed, the evaporator is positioned but not bolted in and all the 6mm and 8mm hoses cut to length and end fittings masking taped into position and marked with a magic marker so they can be crimped with the correct orientation, still waiting to find the remaining 10mm hose to go with the fittings I ordered and imported from 'Car Builder Solutions' I have made an aluminium "shelf" on the passenger side and hung the a/c evaporator unit underneath it, the shelf is just held with gravity and a couple of small bolts at the moment, but will be pop riveted in when the evaporator and its expansion valve are piped and wired in, as it will be obstructed with the shelf in place

If/when I get the 10mm hose and crimped on the end connections the power unit and rear sub-frame can go back in the car, then we can seriously think about getting the body sprayed, still not sure if to leave it red which is the original gel coat colour, that is notorious for fading, or go yellow similar to my old 1969 Cox GTM, the downside of yellow here is that it is the colour of the 3 wheeler tuk tuk taxi's and I do not want it to be mistaken for a sportstuktur! I had a recommended Syrian car painter look at it, (who is a 'brother' to a local pizza/shawama shop owner where I sometimes go) and am waiting his return with colour samples, not quite like the UK where you can get any custom colour made up, here it's a case of finding a standard colour you like that is in the market, or mixed by the painter himself but not repeatable if you need a touch-up after the inevitable scrape! The Easter weekend was good and allowed me to crack on with the aircon installation, The evaporator unit is positioned above the passenger side legs suspended from an aluminium parcel tray, the electrics are connected with a relay from the dryer pressure switch to the condenser radiator fans, the hoses are connected apart from the #10 return from the evaporator to the compressor which I did not get the end fittings crimped on until the Monday afternoon and by that time it was too hot for me to be outside, so next weekend it will be fit the #10 hose and put the gear linkage back into the tunnel before refitting the engine. All the added on electrics for a/c and Davis Craig water pump are not connected to live feeds that will happen after the

basic electrics for a more normal Coupe are sorted!

Tomorrow I will be watching the F1 from Melbourne; already from practice there is work to be done for the on-board camera shots that are now obscured by the "halo" the driver's vision has to be affected! Something I'm not looking forward to when the MSA, in their wisdom, decree that it must fitted to all racing cars? A nice little niche market for somebody producing a triangular carbon fibre section designed to make the drivers of racing cars eyes look like the late Marty Feldman; I suppose the upper bit could be like a horizontal roll hoop. No doubt MIRA will again get the contract as the official test house for simulation tests for the race car constructors, I can already hear those cash registers chinging away at the thought of extra expense to the club competitor, just remember this safety feature was brought about to protect circuit racers from bits falling off the car in front of you, not a common sight for hill climbers

The race was lucky for Sebastian, not so for Lewis, I thought the virtual safety car was supposed to neutralise the race for cars not to gain an advantage? All the 3 leading teams were close and competitive with each other which bodes well for the year.

The following weekend F1 at Bahrain saw all the big teams again closely matched even on different strategies, one more lap and Sebastian may not have won? I have to admire the technology but the best racing was in the midfield with plenty of dicing and overtakes, the leaders far less so, their only overtakes were in the pit stops, putting ever more pressure on the pit crew and more likelihood of making a mistake, perhaps a rethink of how to make the pit stops more leisurely and less critical, would an overall time from the start of pit entry 80kh line, to the pit exit with lights to release cars after the stop and a fixed time for all be a better solution?

At the same time we had Moto GP from Argentina, one of the strangest races ever seen, Ozzy Jack Miller was on pole by being on the right slick tyres at the end of mixed weather qualifying and although it was declared a wet race could see the rain had stopped and gambled on the track drying so again chose slicks, the whole grid apart from Jack disappeared into the pit road to

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change tyres, the organisers were left with a dilemma as the rules stated if you came back into the pits and started the warm up from pit road you went to the back of the grid, a new grid was laid out at the back of the grid with Jack some 50m ahead all on his own, Last year's champ stalled on the grid and managed to bump start his Honda, but ignored the start marshals and resumed his place on the grid earning him a ride through penalty in the race, that brought down the red mist and had him carving through the field a bit too aggressively bumping into 3 other riders and bringing Rossi down on the grass earning him a 30s penalty, dropping him to next to last place, in front of the remounted Rossi, up front 4 underdogs had the chance to shine with Brit Cal Crutchlow ending up the winner after a close race at the front, F1 eat your heart out!

Hmm just heard from the HSA Mem Sec that the envelope that was having my renewed membership card inside has been returned to them damaged and without the card, I wonder if some lowlife thought it could be a credit card?? Another in the post, inshala it will arrive in time.

We had a proper race at the front In F1 from China with overtaking on track not just in the pit stops, well done Daniel his smile was bigger than ever, and good to see all the lead cars so evenly matched

Roll on the end of April and my UK return, I need a holiday having hurt myself a couple of times and been sick with malaria after having a heavy head cold, that's how the virus operates, down with one thing and in it jumps when your defences are down, also playing catch-up at work as we did not have the Christmas shut down for our annual maintenance, plus Tunde my right hand man being on leave throughout March

This will be my last Nigeria news, the next edition will be reporting on the lovely spring weather in assorted country side venues,

Hope it's nice and warm when I get back; Wis is so nice on a lovely spring day!

See you soon John

You should all have received a copy of the regulations for the Production Car Autosolo that we are involved with at Nelson and Colne College on Saturday 19 May. I hope some of you will take part in the event, especially those of you who have registered as a competitor in the SD34 individual championship. To qualify for this you must, other than the discipline of your choice, take part in one other discipline or marshal. This PCA is an ideal why to do that. It is also a cheap alternative and it's on the doorstep. Please get your entry in NOW it will fill fast.

During our club quiz, Peter Wright informed me that his son Jim and Partner Zoe were badly injured in a serious car/ motor cycle accident on their way to work near Workington. He advised that they were both in shock and Zoe had a neck brace fitted and both were badly bruised from the effects of the air bags. As far as I know the car is likely to be a write off. We wish them a speedy recovery, and hope fully back competing.

Further in the article you'll read about one of our honouree presidents, **Tom Preston's** exploits on the Corbeau Seats Rally. Well our other honouree president, **Ken Skidmore** took his **Autoteck** team to Jordan and with, as usual Nasser Al-Attiyah and Matthieu Baumel won the 2018 Jordan Rally in the Ford Fiesta R5. This is the 11<sup>th</sup> time Nasser has won the event, he demolished the opposition as the winning margin was over 20 minutes.



Not to be out done, our other celebrity member, **Adam Morgan**, is in 2<sup>nd</sup> position in the BTCC after round 6 at Donnington Park. At Brands Hatch three weeks ago Adam got off to a decent start in the season long championship, 6<sup>th</sup> in race 1, 13<sup>th</sup> race 2 and 2<sup>nd</sup> in race 3. Just what you need in the championship keep scoring points.

Sunday and it was 3 rounds at Donnington Park, and things did not get off to a good start. 13<sup>th</sup> on the grid and in slippery conditions thing went from bad to worse, got involved in an incident and fell down the order to finish a distant 23<sup>rd</sup>.

That lead to a brilliant drive in race 2, Adam carved trough the pack, setting the races fastest lap on his way to 5<sup>th</sup>. Being interview by Louise Goodman, on the grid he made his intentions clear, "I'm gunning for the win". That's what he did, from 5<sup>th</sup> on the grid he took the lead on lap 8, after several laps behind the safety car and held off a race long challenge by Josh Cook to win by a scant 0.368



### Adam holds off Josh Cook to win for the first time in 2018

(photo courtesy of Autosport)

All I need now is more reports from our members who take part in events that don't get TV coverage. Please let me know of any event you take part in. If you have competed just let me know I can usually get some information of the net and keep our members up to date.

Ray Duckworth



### SD34 News

#### What's on?

**11/12 May: Manx Auto Sport**  
Manx National Rally & Chris Kelly Rally  
Isle of Man

**13 May: Wigan & DMC**  
Cetus Stages, 3 Sisters Wigan

**13 May: Airedale & Pennine MCC**  
Yorkshire Dales Classic Trial.

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### 19 May: Accrington MSC/U17MC

Autosolo, Nelson & Colne College

### 20 May: CSMA

Autosolo 1 Lymm Truckstop Services  
M6 Jt 20

### 20 May: CSMA

Autotest 1 Lymm Truckstop Services  
M6 Jt 20

### 20 May: CSMA

PCA 1 Lymm Truckstop Services  
M6 Jt 20

### 20 May: MGCC (NW)

Hill Climb Scamonden Dam,  
Huddersfield

### 26 May: Warrington & DMC

PCA 3 Wern Ddu, Ruthin

### 9 June: Liverpool MC

Barbon Manor Hill Climb 1, Barbon

### 19 June Garstang & Preston MC

Memorial Rally, Lancs/Yorks.

Chloe Thomas	CDMC	105
Conner Aspey	WiDMC	78
Stephen Butler	CDMC	26
Terry Martin	CDMC	26
<b>Bruce Lindsay</b>	<b>PDMC</b>	<b>26</b>
Lauren Hewitt	WiDMC	26

### SD34 NoneRace/None Rally

#### Championship

Results after round 7

Warren Nichols	BLMCC	51.08
Jason Crook	U17MC	47.34
Andy Williams	U17MC	41.44
Stephen Johnson	U17MC	40.29
Lauren Crook	U17MC	38.50
Ben Holmes	CDMC	31.12
Chris McMahon	U17MC	30.19
James Williams	U17MC	30.13
Jamie Foster	U17MC	30.08
Scott McMahon	U17MC	30.04
Stephen Holmes	CDMC	29.59
Dave Graves	BLMCC	28.77
Phil Clegg	AMSC	20.52
David Robinson	U17MC	10.79
Louis Baines	PMC	10.12
Sam Coombes	PMC	9.39
Peter Sharples	BLMCC	8.77
Dave Goodlad	BLMCC	1

#### U18 Championship

Matthew Nichols	BLMCC	29
James Robinson	U17MV	20
Alexander Baron	AMSC	16

### SD34 Road Rally Championship

Results after the Primrose Rally

#### Drivers

Matt Flynn	CDMC	41
Dan Sedgwick	CDMC	35
Tony Harrison	CDMC	32
Stephen Holmes	CDMC	29
Kris Coombes	PMC	25
Mark Dixon	CDMC	24
Chris Hewlett	CDMC	21
Dominic McTear	CDMC	20
Ian Swallow	BLMCC	20
Mark Johnson	CDMC	19
James Taylor	CDMC	16
Dan Fox	CDMC	15
Gem Dale	GPMC	14
Steve Flynn	CDMC	14
Mark Standen	GPMC	9
Phil Shaw	CDMC	9
Paul Pendleton	CDMC	7
Peter Sharples	PMC	5
Andy Williams	U17MC	4
Russell Starkie	CDMC	3

#### Navigators

Rob Jones	CDMC	47
Sam Ambler	CDMC	33
Ben Holmes	CDMC	25
Matt Broadbent	CDMC	25

Paul Taylor	CDMC	21
Louis Baines	PMC	21
Stephen Butler	CDMC	17
Matthew Hewlett	CDMC	17
Grace Pedley	CDMC	17
James Swallow	BLMCC	16
Leah Brown	CDMC	14
Ian Graham	CDMC	14
James Chaplin	GPMC	12
Sam Coombes	PMC	8
Jonathan Webb	HDMC	7
Harris Holgate	CDMC	4
Lauren Crook	U17MC	3
Elliott Shaw	GPMC	2

### SD34 Marshal's Championship

Maurice Ellison	CDMC	77
Amanda Baron	AMSC	37
Tracey Smith	AMSC	37
Alexander Baron	AMSC	27
Steve Smith	AMSC	27
Amanda Anderson	U17MC	20
<b>Barry Wilkinson</b>	<b>PDMC</b>	<b>24</b>
Dave Barratt	AMSC	10
Sam Ambler	CDMC	10
Steve Butler	CDMC	10
Ian Farnworth	GPMC	10
Paul Flynn	CDMC	10
Dan Sedgwick	CDMC	10
Phil Shaw	CDMC	10
Jez Turner	CDMC	10
Sharon Bleakley	GPMC	10
Jason Bleakley	GPMC	10
Anthony Brindle	GPMC	10
Graham Chesters	GPMC	10
Margaret Duckworth	GPMC	10
Ian Farnworth	GPMC	10
Les Fragle	GPMC	10
Andy Jones	GPMC	10
Steve Kenyon	GPMC	10
David Nolan	GPMC	10
Karen Whittam	GPMC	10
Andy Rhodes	LMSC	10
Sean Rhodes	LMSC	10
<b>Chris Andrew</b>	<b>PDMC</b>	<b>10</b>
<b>Rod Brereton</b>	<b>PDMC</b>	<b>10</b>
<b>Steve Dixon</b>	<b>PDMC</b>	<b>10</b>
<b>Lindsay Fisher</b>	<b>PDMC</b>	<b>10</b>
<b>Toby Fisher</b>	<b>PDMC</b>	<b>10</b>
<b>Ian Mills</b>	<b>PDMC</b>	<b>10</b>
<b>Peter Schofield</b>	<b>PDMC</b>	<b>10</b>
<b>Alan Shaw</b>	<b>PDMC</b>	<b>10</b>
<b>Harry Tinkler</b>	<b>PDMC</b>	<b>10</b>
<b>Peter Wilkinson</b>	<b>PDMC</b>	<b>10</b>
<b>Guy Williams</b>	<b>PDMC</b>	<b>10</b>
<b>Peter Wright</b>	<b>PDMC</b>	<b>10</b>
Bill Gray	LIMC	7
John Harden	LIMC	7
Phil Howarth	LIMC	7

### SD34 U18 Marshal's Championship

Matthew Nicholls	BLMCC	39
Alexander Baron	AMSC	21
James Robinson	U17MC	20



### SD34MSG Inter-club League

Clitheroe & DMC	323
U17MC	284
Bolton-le-Moors CC	213
Airedale & Pennine MCC	154
Accrington MSC	78
Blackpool SSMC	76
Wigan & DMC	55
Stockport061 MC	38
<b>Pendle DMC</b>	<b>33</b>
Garstang & Preston MC	33
Matlock MC	29
Hexham DMC	29
Preston MSC	26
Warrington & DMC	20
Knowledale CC	17
High Moor CC	15
CSMA	13

### D34 Stage Rally Championship

Positions after SMC Stages Rally

#### Drivers

Andrew Morris	CDMC	104
Calvin Woods	WiDMC	78
Brandon Smith	CDMC	53
Stephen Johnson	U17MC	26
James Swallow	BLMCC	26
<b>Michael Tomlinson</b>	<b>PDMC</b>	<b>26</b>

#### Co-Drivers



## COUNTDOWN TO ENGLAND'S FIRST CLOSED-ROAD RALLY

**The first closed-road event organised under new legislation in England takes place on Sunday (22 April) when competitors from across the UK tackle the Corbeau Seats Rally Tendring & Clacton.**

The Essex-based event is just two shy of a capacity 120-car entry, with crews coming from England, Northern Ireland, Scotland, Wales, the Isle of Man, Channel Islands and the Republic of Ireland. First into the stages will be asphalt ace Melvyn Evans, who is seeded at number one, fresh from his victory in the opening round of the Protyre MSA Asphalt Rally Championship.

Evans and his fellow competitors will tackle 45 competitive miles across five stages on the Tendring Peninsula. There are two designated spectator areas and the rally will pass them three times during the day. Spectators will also be able to watch the cars being worked on in the Service Park, sited along the Western Esplanade in Clacton.

"This weekend's Corbeau Seats Rally Tendring & Clacton will be a landmark event for UK motor sport," said David Richards CBE, MSA Chairman. "After years of campaigning, the MSA and event organisers can now take motor sport to the people, engaging with new audiences and delivering a real boost to local communities. We must give credit to Chelmsford Motor Club for leading the way and getting this initiative off the ground just a year after the new legislation was passed."

Cllr Neil Stock OBE, leader of Tendring District Council, said: "This rally, the first of its kind in England, is a brilliant opportunity to showcase our area, and adds a different dimension to what is currently on offer in Tendring. We are delighted to be bringing such a high-

profile event to Tendring, and I would like to thank the rally organisers, Chelmsford Motor Club, for working so diligently with ourselves and partners to ensure this event runs smoothly, causes minimal disruption, and brings maximum benefit to everyone."

Chelmsford Motor Club's Tony Clements, Event Director, added: "I am very pleased that we have received such a first-class entry, not only in terms of quantity but also quality. It should all make for an exciting day's sport with close competition."

Programmes containing important spectator safety information will be on sale at Rally HQ (Clacton-on-Sea Bowling Club) on Saturday and Sunday, then at the Service Area and the two spectator stages on Sunday.

The above information is now out of date, But **PDMC** were involved. Honouree President **Tom Preston** was out in his **Skoda R5**, with a start number at 6, he finished 6<sup>th</sup> overall, with just 2.6seconds coving 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>.

Other locals in the event, were CDMCs Chris and Heidi Woodcock, they finished 44<sup>th</sup> in there Proton Compact, and former member Neil Bye sat in the co-driver's seat of a Mk11 Escort and finished 18<sup>th</sup>. Well done to all.



## ROB JONES ANNOUNCES RETIREMENT AS MSA CHIEF EXECUTIVE

**After twelve years at the MSA including the last four and a half years as Chief Executive, Rob Jones has announced that he is taking early retirement, effective from 31 May 2018.**

"Ahead is the promise of another very significant era with an evolving role for the MSA led by a new Chairman together with a new Board and I believe that the timing is right for me to move on, having achieved what I had been tasked to do," said Jones.

"Having travelled from marshal via competitor and karting dad to Chief Executive of the governing body, I've engaged with and enjoyed every

possible aspect of the sport and it's been a privilege to hold overall responsibility for what has never been just a job."

MSA Chairman, David Richards CBE, said: "On behalf of the Board I would like to thank Rob for all that he's achieved during his twelve years at the MSA. Securing the legislation for closed public road events in England and Wales is a legacy he can feel rightly proud of and we all wish him well for the future."

Jones, who is a solicitor, is deputy to FIA President for Sport, Graham Stoker, on the FIA World Motor Sport Council and a member of both the FIA's ASN Development Task Force and Anti-Doping Commission. He was inaugural President of the FIA Ethics Committee and is an FIA Steward.



## MSA MEMBERS GET SPEEDMACHINE TICKET DISCOUNT

**The MSA has teamed up with IMG to offer MSA members an exclusive 20 per cent discount on day and weekend tickets to Speedmachine, the UK round of the FIA World Rallycross Championship at Silverstone on 25-27 May!**

Speedmachine is the first World RX event to be held at Silverstone and will combine the championship action with live music, manufacturer test drives on the circuit, street food, Group B displays, e-gaming and more. The MSA is working with Oxford Motor Club to add grassroots motor sport to the mix by running an autoSOLO with free passenger rides. Similar initiatives have proved to be very popular at past events such as Autosport International. As an exciting and high-profile new event in British motor sport, Speedmachine gives us the opportunity to reach new enthusiasts and show them that the sport can be affordable, accessible and local.



**BUSY SEASON AHEAD FOR RESURFACED THREE SISTERS**

The recently resurfaced Three Sisters Circuit in Wigan is under new management and has a packed season ahead, including not only kart events but also club rallies.

After some difficult years, the 1.5km circuit is now led by karting guru Bill Sisley, formerly of Buckmore Park Circuit, which was home to great talents such as Lewis Hamilton, Jenson Button and Johnny Herbert in their formative years.

“I have spent a life time in motor circuit management, initially at Brands Hatch and for the last 40 years at Buckmore Park and I understand how specialised motor racing circuits should operate,” said Sisley.

“Three Sisters is a fantastic circuit. I raced here in karts in the late '70s, as did my son in the 1990s. I have managed to put together some of my old team from before, including Chris Pullman, and we have combined with Ian Makinson and his existing team here at the circuit. I am sure there is a great future not just for karting, but many motorized sports here.”

This year the circuit’s host kart club, Manchester & Buxton Kart Club, is promoting 10 race meetings, including some national championships. The venue is also hosting the Blackpool South Shore Motor Club and Wigan Motor Club rallies, plus the Longton & District Motor Club Sprint events.

As the revived circuit expands, there are opportunities for clubs and groups looking to operate there. The new management team is particularly interested in meeting those with experience of operating a rally, race or bike school. Interested parties can contact Chris Pullman, Circuit Director, on 01942 719 030.

**Technical**

**Updates, clarifications and advice**

**EXHAUST SILENCERS**

The MSA Technical Department has received reports of vehicles with

repackable exhaust silencers failing noise tests as they have not been maintained correctly. Exhaust silencer packing degrades over time, diminishing its silencing properties. Competitors are advised to check their silencer packing regularly to avoid failing a noise test.

**TYRE LIST CLARIFICATION**

A clarification to tyre List 1B confirms that the EXTREME VR2 NK is accepted under the existing VR2 listing.

**TYRE CLEANING AT SPRINT AND HILL CLIMB EVENTS**

Following a request for clarification of MSA Yearbook regulation (S)9.3.1.1, it has been confirmed that cleaning tyres using a heat gun and scraper within the paddock area remains permitted. Any other manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature remains prohibited.

MSA Vehicle Passport – Owners Details	
Name	Joe Bloggs
Address	Riverside Park Colnbrook Slough
Postcode	SL3 0HG
Date First Issued	06/04/2018
As the undersigned vehicle owner I declare that the details shown in this MSA Vehicle Passport are correct at the date of issue	
Signature	Date

MSA Vehicle Passport – Photographs	

**VEHICLE PASSPORTS**

There have been reports of Vehicle Passports (VPs) or Competition Car Log Books (CCLBs) being presented for scrutineering with out-of-date information, or in some cases unsigned by the owner (VPs only). A Vehicle Passport should be signed and dated immediately upon receipt in the appropriate boxes (pictured).

Scrutineers have been requested to check as far as possible that VPs and CCLBs bear the correct current owner details. Where a car has changed ownership, the VP or CCLB need to be updated with the MSA.

For further information, email [technical@msauk.org](mailto:technical@msauk.org).

**RECARO ADVANCED RACING SEATS AS.015.10**

The FIA has informed ASNs that during its internal quality control process, RECARO found that the PRO RACER ULTIMA 1.0 seats with the homologation number AS.015.10 and with a homologation label indicating 'NOT VALID AFTER: 2022 or later' do not comply with all the requirements defined in the FIA 8862-2009 standard.

Therefore, the FIA has decided that the homologation of the following advanced racing seats is withdrawn with immediate effect on safety grounds:

Manufacturer, Recaro

Model, Pro Racer, Ultima 1.0

Homologation No AS.015.10

Homologation Not Valid After 2022 or later



**TOP TIPS FOR RADIO OPERATORS**

Following on from last month’s top tips for marshals, the MSA would like to suggest a few operational tips for Radio Operators to help them through the season:

- Always call the distant station first, i.e. clip control from clip 1
- Always acknowledge that you have received a message with an “all received” reply – do not leave the controller hanging
- Listen for 10 to 20 seconds before transmitting; this avoids transmitting over the top of other conversations.
- Remember you won’t always hear everyone
- Check your volume control

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When someone else has finished transmitting, wait two to three seconds before you transmit

When transmitting, press the PTT button and wait for one to two seconds before speaking

Radio controllers must issue advice to operators and not just ignore problems. Avoid talking too quietly when transmitting

If you are using a handheld radio, be careful where you store it. Many operators inadvertently press the PTT button without knowing it and therefore block the frequency

Above all, listen to the radio traffic; you never know when you might be asked for information

Some radio sets have a light on them that indicates when the frequency is in use, even if you are too remote to hear the conversation. If this is the case, please check it

Do not transmit if the light is lit!

Finally, do not forget to pack your sense of humour!

The MSA regularly delivers training for Radio Operators, covering all the above and more. We strongly encourage attendance at one of these sessions at least every two years.

### Who's who at PDMC

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Tom Preston

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Cheers  
Ray Duckworth.