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Hi Everyone.

Apologies for missing last month, lots on.

Well June 28<sup>th</sup> came and our annual trek to the Cairncastle Hill climb, this year Simon came with us and brought his wife Anna, they set off on the Monday as it was to be a break from years of hard work. Once again we had booked the Curran Court Hotel, less than 2 minutes from the ferry terminal, the rest of the party was made up of Mrs Brereton, Ian Mills, Mick Tomlinson and me. The rooms are just superb, I do not know what size the beds are, but they are huge, a meal in the restaurant and a few beers and we then went to bed, ready for an early start Friday. The organisers this year had a very difficult problem in that due to the intense sunshine the Tarmac was actually lifting after melting, it nearly caused the cancellation of the event, but competitors decided to do one less practice run to save the surface. I think Mick went on intermediates which help grip the molten tarmac, no incidents this year and the event was full of the usual

entry of 80, some we knew or they knew us !!.

One special car was the WRC BMW MINI of ?? Deehan the guy who finished 3<sup>rd</sup> on Mull, that car is just a rocket, that said he still had to take second place to the ex Mark Duez BMW this guy wins his class year on. Other cars of interest were the Radical SRV8 of which there were two, one was owned by the gentleman who had the turbo Smith & Jones Escort last year, that produced 600bhp !!! When I was talking with him he said he had just brought another of his toys along !! We got talking about the Escort and he mentioned the engine cost, wait for it as it sits in the car, £56,000 that is some piece of kit. Other cars around the paddock, and ex DTV Vauxhall Chevette complete with DTV engine etc, Also one bedecked out in Castrol colours but this and a Vauxhall red Top engine. More in to my reign was the Megane RS 250 a road car but the bloke who owned had a stage two upgrade on it to give power in excess of 300bhp. I thought I had talked him into coming to Scammonden. But alas as yet we have no entry from him.

Onto the runs and Mick in his buggy, which is now a single seat racing car, he was always going to be up against it, but he keeps chipping away at his times and finished just off the 3<sup>rd</sup> in Class. Simon on the other hand went one better and made it 2<sup>nd</sup> in class. A few beers and food laid on by the club at a £10 per head and a leisurely trip back to the hotel.

Saturday saw us up the hill again with very little respite to the scorching conditions. Again relative successes to the Pendle crews with Mick just failing to get a 3<sup>rd</sup> in class, whereas Simon made it a double and got another spirit glass to take home. Drinks and food in the hotel an early night ready to catch the 07:30 Ferry home, after ending another superb trip



Future events the Hill climb is on 18<sup>th</sup> August and at this moment we have only 15 entries we need at least another 10/12 to make as little loss as possible, marshals are always welcome, the chief marshal is Barry Wilkinson, ably assisted this year by Les, all welcome to come and help out

Heroes Rally regs out and 2 entries already, need a lot more this year with losing our sponsor for the last two years who we thank for his efforts Chris Ford. Again people required to Marshal all the details are in the regs on our website [www.pendledistrictmc.co.uk](http://www.pendledistrictmc.co.uk)

Club nights Ray has a list of possible events that Alan is proposing we look at so names etc and interested parties to any committee members.

Another club night I am contemplating is going back to the old days with a Darts, Dominoes and Pool challenge, I mentioned this to Bolton and they are well up for it. This will be on a THURSDAY night with a date to be sorted.

Touring assembly 2019 the committee have given me the go ahead to get on with this Charlie has the route etc etc, we have listened to many others on these events, and some navigators still prefer the 6 figure references to the

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tulip road book...problem solved both will be given out at signing on and the decision will be yours....the reference will be the same as the junctions on the Tulips//Things going ahead in the back ground, just waiting to sort a suitable date.

Anyway that is it for this month, enjoy the pictures...my Clio may be wrapped like the Megane. Talking of wrapping, new member Andrew Potts runs FX Graphics at Clitheroe and is responsible for John Stones changing livery he also does Ken Skidmores WRC. On talking to him, he said it was through me he got into rallying with me helping him along the way..A very warm welcome to Andrew and his brother in law. Andrew also said if anyone in the club wants there car or part of it wrapping. Just get in touch with him at FX GRAPHICS in Clitheroe. You may remember Andrew he used to rally an MG. Well see you all at Scammonden Rodders

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As Rod has mentioned, at the last committee meeting there was much discussion on getting, you the members together. We have tried several times to organise events other than competitive motor sport. We only seem to get any sort of gathering when we put on a quiz night, this, in the main, because other clubs are invited. However there are a number of members who aren't into quizzing.

So Alan Shaw, in his absence, he's on holiday, sent the secretary an email with several suggestions and asked if we would discuss these.

Go karting, there are several centres close by, Prestige at Colne being by far the nearest, there are also centres in Bradford, Leeds and Manchester. Shooting, that is clay pigeon shooting, this is known as The Big Shoot at Kellbrook Lodge.

Then there is Ten Pin Bowling, Burnley or Skipton.

And finally Rod came up with the old favourite?? Darts doms and pool.

What I would like from ALL of you is a response. Just let me know whether you are interested in any of the events or not.

The committee will make a booking of one of these in the next couple of months, but to do this we need to KNOW NUMBERS.

So Please let me Know **YES** you are interested or **NO** you have no interest

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Barbon Hillclimb 7th July 2018

This was the second of the two annual hill climbs to be held at Barbon Manor located between Kirkby Lonsdale and Sedburgh. It's one of the shortest climbs in the country but also one of the fastest with cars reaching 130-140 MPH in the speed trap averaging 90+ MPH. The course consists of a short dash to the first left hand bend (Crabtree) a straight into a long sweeping left hand bend (Richmond) then a long straight into the tightening hairpin (Lafone) with a short sprint the finish line. The first event, a month previous, was a National B event, this was National A&B and also a round of the MSA British Hill climb Championship, bringing some serious machinery to the paddock. This was my third time at Barbon, entered, as usual, in the "road-going cars built before 1988" class in the Vauxhall Chevette HS. My first, in 2017, was in monsoon conditions causing cars to sink in the paddock and was abandoned after only one timed run I finished 4<sup>th</sup> in class after a short excursion onto the grass. The previous month I had gone one better managing 3<sup>rd</sup>, narrowly beaten by Peter Garforth (Wigton) in the rapid Skoda Estelle by 0.21 sec, both of us getting hammered by a V8 Morgan some 3 seconds clear of the class. My best time was 31.93 secs.

After the usual scrutineering and drivers brief, practise runs were underway on what was the hottest day of the year so far. A good entry saw seven competitors in my class, a couple of minis (proper ones!), midget, Alfa 33, Clan Crusader, myself and that Skoda! My first practise was poor; oversteer at Crabtree causing a missed gear. Peter had gone well with a 31.11 already over half a second quicker than the previous month and was convinced he could go quicker.....a 30 sec car? I was somewhere in the 34's and the car was struggling to clear its throat with the Dellortos blowing back and a bit of a misfire.

Second practise was better, car was running OK and reduced tyre pressures found more grip. 32.08 secs. Still lifting too much for Richmond, which should really be flat but is blind on entry therefore self-preservation doesn't allow it. I tried a different technique short shifting to fourth before entry causing the car to drop off cam. The Skoda was slightly slower with a time of

31.3. We were comfortably ahead of the third place car.

Third practise felt much faster but was messy at the hairpin, too much right foot, lashings of oversteer and a bit of grass cutting saw my personal best time of 31.6 matching the ever slowing Skoda. So we were back where we finished last month, almost neck and neck and the timed runs were about to begin, but not before half time pie.

The first timed run saw the rear-engined Skoda go up the hill in 31.66, my driving, on the other hand, was not even worthy of competition! Trying to get 4<sup>th</sup> out of Richmond (probably the easiest gear change ever?!) and I could only find a box full of neutrals with at least two attempts, each time sending the rev counter to the extreme limits of the redline. In the struggle to find a gear, I did manage to find the wipers, brilliant.....on the hottest day of the year! The greasy bits survived the over-revving (for now) and my time was 33.41 – I think I could run up the hill faster.....in my wife's shoes!

At this point England were thrashing Sweden in the World Cup, I was getting a hard time off the Czech and the pork pies were running dangerously low – a day of highs and lows! A quick refuel of both car and driver and were getting ready for the final timed run.

I got into the batch early and was about the third car up the hill with the Skoda a couple of cars behind in the queue. So this was it.....all or nothing. The start line marshals lined the car up and I waited for the 'all clear' green light. The start felt good and the car appeared to get off the line well, the same couldn't be said for Crabtree. I turned in too early and had to have a couple of stabs at getting round the late apex bend resulting in a delayed change to 3<sup>rd</sup> gear, but the car picked up well and we catapulted towards Richmond. 'Keep it pinned' I argued with my self-preservation but still had the slightest of lifts through the sweeping left hander. Time for 4<sup>th</sup> gear, I snatched the gear lever praying that it would find the right cog and not the wipers which it did and carried good speed through the trap. Leave the braking as late as you dare for the hairpin, try and find the apex then get back on the throttle for the finish. The car got good traction out of the hairpin and picked up well through the finish line where my time of 30.89 flashed up on the display. Well pleased with that time, all I could do was sit and wait.



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Eventually the Skoda appeared at the top of the hill with a time of 31.03 and as England celebrated their victory in Russia, I quietly celebrated mine in the car. The plucky Brit had beaten the Czech, Bond had beaten the villain!

After the award presentation that was the day done, all that was left to do was get home and hope I could find a leftover pie!

I'm not sure when I'll next be out, maybe 3 Sisters Sprint on 29<sup>th</sup> of July, but in the meantime it's time to stop typing and head to the local for Sunday roast and a pint!

See you in the paddock  
Jim



**Here's Jim Wright in action at Barbon**

A little magazine from 9Geria

The end of Ramadan 4 day Eid el Fitr weekend holiday gave time to indulge in early morning GTM activity, it is now on its wheels for the 1<sup>st</sup> time, albeit sitting on top other wheels as I needed it raised up so I could get underneath to fit gear linkage and water connections, which I could not do when it was sat on a pallet! When I'm finished underneath the wheels with new tyres will go back into store out of our strong sunlight until needed. A few pictures attached just to prove it's not a myth



We also had the 24hrs Le Mans with uninterrupted coverage on our SA TV, plus the Barcelona MotoGP where I had reserved my usual front row seat.

At last Toyota got their well-deserved Le Mans win after so many previous years' disappointments and in MotoGP Lorenzo cruised away to the win on his Ducati, which the factory have at long last adjusted to his riding style, but how embarrassing it must be for them that they have signed his replacement for next year now things looked to have finally come good after many dismal performances, the big Ooops one that got away?? The word is he is going to Honda alongside Mark Marques as the replacement for Danny Pedrosa what a pairing that could be!

Its Saturday morning and woke up to Thunder, lightning and lots of rain, splashed my way to work with plenty of roads well flooded, our open gutters tend to be ignored so get filled up with rubbish in the dry season and then don't have enough room to be a gutter when the rain starts, for sure somebody was paid to clean them, chopped the money with a kick back to his "brother" who gave out the contract and nobody checks to see if it was done!

Now our rain season has started and it's a bit cooler maybe I can spend a little more time outside working on my toy, as long as it's not actually raining, or the racing on the TV not repeated later? I'll be watching French F1 qualifying and Super Bikes from Laguna Seca later, that always looks a super track, much like TyCroes for the same reason, blind over crest and swooping bends downhill.

I have been studying wiring diagrams for my Jedi Kawasaki ecu/gear shift control inter face and printing off the relevant bits of drawings highlighted in the places of interest, I know from the 2016 installation problems with SPA rev counter and DTA ecu there could be an issue with the Kawasaki ignition pulse generator.

I will need ignition cut, for the gear shifts, pulse counter for the shift lights, gear position indicator and a wheel speed sensor for something else!, I also bought a s/h Momo steering wheel with a dash fitted to it that needs the same inputs plus oil and water temps and pressures, The bike dash is obscured by the current wheel, so other than off the start line I never get to see it to tell what I'm doing? If I can find (I did not)

different coloured LED's locally I will make a sequenced shift light here to bring back and install just above the steering wheel in my direct line of sight.

What a race we had for MotoGP from Assen 6 riders all going for 1<sup>st</sup> place, so frantic it was hard to keep track of who was leading and when, it was almost worth coming 4<sup>th</sup> just to see the action in front of you, at least in the middle of the F1 I was able to have a little snooze, probably without missing too much!

I'm now trying to sort out my entries and return flights for my next little 2-1/2 weeks of activity, the flights are a bit of a tossup between the longer in the air Ethiopian, or the longer stopover in Cairo Egypt Air and the Ethiopian is more costly, Oh and I need at least a full day back in my shipping container to kick tyres, check fluids, sort and load all my kit into the Landy and trailer.

Flight reservation Booked Egypt Air, quite a bit cheaper but longer stopovers in a hotel coming and going back, at least it breaks up the boring flights, let's hope I can get in the Meridian hotel with just a walkway across the road from the airport rather than a taxi to the other "local" hotels.

Planned events are Forrestburn up in Scotland and hoping to meet up with a couple of people north of the border, then all the way down to Wiscombe to round off my season.

You all know about the saying that power corrupts, but I doubt you can even guess the extent of Nigerian corruption! Kogi state in the middle of the country has always had a wild west reputation, the Senator of Kogi, Dino Malaye was recently accused of having on his payroll, and paid by the tax payers, a number of men who he employees for personal protection, some of these were arrested for robbery and kidnapping and sited the Senator for supplying them funds, weapons and vehicles to carry out these crimes, a car belonging to the Senator and seen being used in a bank robbery was later spotted in a government car park after the robbery, because the Senator and all Nigerian politicians granted themselves immunity from arrest he is untouchable!

As is if that were not enough for Kogi the State Governor Yahaya Bello also has his "taxpayer paid group of" "bullyboys" ironically the Senator and

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the Governor although tarred with the same brush do not get on, the Senator called for the arrest of the Governor for his illegal importation of guns for sale and to arm his "bullyboys"

I heard from a small contractor who was awarded a contract, bought materials and paid labour to construct footpaths in the town and who had not been paid for more than a year but is afraid to complain for fear of being killed or at least beaten up, other state employees and contractors who have not been paid for a similar time are also too afraid to complain.

Google the "good" Senator and see his postings of himself on instagram, posing with some of his lifestyle "toys" It's another world out here

Last weekend it was the Brit F1 to look forward to. Lewis drove a blinder to come from last to 2<sup>nd</sup>, Sebastian looked to be well in control throughout, but we have to wonder what would have been the outcome if not for Lewis being spun around, still it made the race exciting and I did not fall asleep!!

Before the racing from 6am I was outside fabricating the radiator outlet ducting to the underside of the GTM bonnet, around 8.00am there were lots of black clouds forcing me to hurriedly pack away but only a few spots fell so stayed out until time for tea break and watching the Silverstone F2 race.

Over at Misano Johnny Rae kept up his winning streak but he did have to work for it, between races it was clothes into the washing machine and cook Indian vegetarian "Dahl" with every vegetable thrown in to stock up my freezer, very tasty with a "nan" bread.

Entries are in for the 5 Clubs Wiz weekend, but what a hassle to get their online entry system to work for me, still better than no online entry system that Hagley & District use, still waiting for the regs to appear for Forrestburn up the other end of the country.

See you soon

John Bunting



### SD34 News

#### What's on?

##### **18 Aug: Pendle DMC:**

Hillclimb, Scammonden Dam

##### **18 Aug Under 17 MC:**

Autosolo, Blackburn Services, M65 Jt4

##### **18 Aug Under 17 MC:**

PCA, Blackburn Services, M65 Jt4

##### **18 Aug Under 17 MC:**

Fire training; Blackburn Services, M65 Jt4

##### **19 Aug Under 17 MC:**

Autosolo, Blackburn Services, M65 Jt4

##### **19 Aug Under 17 MC:**

Autotest, Blackburn Services, M65 Jt4

##### **19 Aug Under 17 MC:**

PCA, Blackburn Services, M65 Jt4

##### **1 September, Liverpool MC:**

Autumn Sprint, Aintree, Liverpool.

##### **2 September, Longton & DMC:**

Sprint, 3Sisters, Wigan.

##### **7/8 September, Wallasey MC:**

Promenade Stages, New Brighton.

##### **8/9 September, Ilkley & DMC:**

Coleman Tyres Road Rally, Yorkshire.

### **Pendle District Motor Club & Garstang & Preston Motor Club**

## **Heroes Stages Rally**



## **Weeton Barracks**

**Sunday 23rd September 2018**

**ANWCC 2018 Stage Rally  
Championship, All-rounders Stage  
Rally Championship, ANWCC Ladies  
Stage Rally Championship.  
ANCC 2018 Stage Rally  
Championship  
SD34 MSG 2018 Stage, Individual &  
League Championships  
(Supported by Gazzard Accounts)**

**Gwynnespeed Rally Challenge 2018**

**Approx 60 Stage Miles in up to 12  
special stages for £250.00 entry fee  
Marshals required contact Andy  
Collinson/ Karen Whittam**

[marshall.heroes.stages@gmail.com](mailto:marshall.heroes.stages@gmail.com)

**Radio Crews required contact Les  
Fragle**

[heroesradiocrew@gmail.com](mailto:heroesradiocrew@gmail.com)

### **Dayinsure Wales Rally GB 2018 - Great Orme Llandudno**

We are now just 10 weeks away from this year's Dayinsure Wales Rally GB. Preparations are going well and the event looks to be shaping up to be another cracker. The big difference this year of course is that we now have the new closed roads legislation in Wales. This is allowing the event to make good use of a number of short sections of closed public highway to link what have previously been separate forestry sections.

However the biggest change will be seen in and around Llandudno. Starting from North Shore, the stage will complete around a mile of closed public road before joining the previous Great Orme stage. There will then be a further 1+ miles of closed roads through the very heart of the Llandudno town, with the event finishing on the Promenade.

Buccaneer Motor Sports Club is extremely proud to have been asked to run this flag-ship stage. We are also very pleased that many of the marshals who have assisted us so well in the past on Brenig are joining us once



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again at Llandudno. However this complex and high profile stage needs more marshals before we can be fully confident that it will run safely. We would therefore like to invite you and any of your marshalling colleagues that may be interested to come and join us.

We appreciate that being such a high profile spectator stage the thought of lots of spectators may be putting some people off. However, let me put your mind at rest. Unlike a forest stage where all we have to dissuade spectators from standing where we don't want them to is a flimsy piece of tape or rope, in Llandudno all the spectators will be behind robust metal spectator barriers, which in many places will also be behind substantial motorway style vehicle barriers. There will also be an enhanced security personnel presence meaning that marshals can be predominantly focused on the action in front of them rather than spectators behind them.

As well as two runs of the stage for the world's best drivers, we will also have a variety of other entertainment including a fleet of historic Group B rally cars and a demonstration run by Juha Kankkunen/Nicky Grist.

**The two stages will run at 09:16 and 12:18 respectively on Sunday 7th October**, with a short break for lunch after the first run before the entertainment resumes. The stage should be complete by around 14:30.

We would be very pleased to hear from anyone who would like to marshal with us. To register please go onto the event staffing website at:

[www.rallystageteam.co.uk](http://www.rallystageteam.co.uk). If you would like any further information please don't hesitate to drop me a line.

Please also note that we need people for the **stage recce on the morning of Tuesday 2nd October**. Again, registration of availability is via [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk)

We hope you can join us and look forward to seeing you in Llandudno in early October.

Jon Binns

Stage Commander - Great Orme  
Llandudno

Dayinsure Wales Rally GB 2018  
01257 241680 (home)

07530 196459 (mob)



### SD34 Motor Sport Group Interclub League 2018 supported by Gazzard

#### Accounts

Clitheroe & DMC	882
Bolton le Moors CC	655
Under 17 MC	586
Preston MC	408
Liverpool MC	403
Longton & DMC	366
Warrington & DMC	257
Wigan & DMC	237
Airdale & Pennine MC	233
Accrington MSC	222
Garstang & Preston MC	175
Matlock MC	159
Blackpool South Shore MC	153
<b>Pendle DMC</b>	<b>117</b>
Stockport 061 MC	85
Wallasey MC	82
Lancashire AC	82
Manx AS	71
Knowldale CC	63
Hexham DMC	29
CSMA	19
High Moor CC	15
Lightening MSC	10

### SD34 NoneRace/None Rally Championship

Steve Johnson	U17MC	89.29
Jamie Foster	U17MC	84.47
Warren Nichols	BLMCC	83.36
Andy Williams	U17MC	83.05
James Williams	U17MC	80.94
Scott MacMahon	U17MC	79.49
Chris MacMahon	U17MC	79.22
Lauren Crook	U17MC	77.82
Jason Crook	U17MC	77.20
Phillip Clegg	AMSC	59.71
David Graves	BLMCC	57.65
Steven Holmes	CDMC	42.26
Steven Smith	AMSC	33.41
Ben Holmes	CDMC	31.12
Louis Baines	PMC	20.11
Kris Coombes	PMC	19.99
Steve Price	CDMC	18.81
Sam Coombes	PMC	18.77
Peter Sharples	PMC	17.83
David Robinson	U17MC	10.79
Martin Fox	WiDMC	9.85

### SD34 Road Rally Championship

Results following the Memorial Rally

### Drivers

Matt Flynn	CDMC	69
Stephen Holmes	CDMC	52
Chris Hewlett	CDMC	42
Tony Harrison	CDMC	39
Ian Swallow	BLMCC	38
Dan Sedgwick	CDMC	35
Kris Coombes	PMC	34
Steve Flynn	CDMC	32
Dan Fox	CDMC	32
Mark Dixon	CDMC	29
Mark Standen	GPMC	27
Mark Johnson	CDMC	25
Jem Dale	GPMC	22
Dominic McTear	CDMC	20
Charles Andrews	PMC	20
Paul Pendleton	CDMC	18
Pete Sharples	PMC	17
James Taylor	CDMC	16
Phil Shaw	CDMC	9
Andy Williams	U17MC	4
Russell Starkie	CDMC	3

### Navigators

Rob Jones	CDMC	69
Ben Holmes	CDMC	42
Grace Pedley	CDMC	34
Sam Ambler	CDMC	33
Matt Hewlett	CDMC	31
Louis Baines	PMC	30
Matthew Broadbent	CDMC	25
Leah Brown	CDMC	25
Steve Butler	CDMC	23
Paul Taylor	CDMC	21
James Swallow	PMC	21
Ian Graham	CDMC	20
Jonathan Webb	HDMC	16
James Chaplin	GPMC	12
Harris Holgate	CDMC	12
Elliott Shaw	CDMC	11
Sam Coombs	PMC	8
Steve Frost	GPMC	7
Lauren Cook	U17MC	3

### SD34 Stage Rally Championship

After Keith Frecker

#### Driver

Andrew Morris	CDMC	158
Calvin Woods	WiDMC	106
James Swallow	BLMCC	79
Brandon Smith	CDMC	53
Stephen Johnson	U17MC	52
Peter Sharples	PMC	27
George Merrills	S061MC	27
Steve Kenyon	GPMC	27
Robert Jones	GPMC	27
<b>Michael Tomlinson</b>	<b>PDMC</b>	<b>26</b>
Peter Jackson	GPMC	26

#### Co-Driver

Chloe Thomas	CDMC	158
Connor Aspey	WiDMC	105
Lauren Hewitt	WiDMC	79

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<b>Bruce Lindsay</b>	<b>PDMC</b>	<b>53</b>
Stephen Butler	CDMC	52
Louis Baines	PMC	27
Matthew Broadbent	CDMC	27
Kris Coombes	PMC	27
Sam Coombes	PMC	27
Terry Martin	CDMC	26
Phil Merrills	S061MC	26
Karen Whittam	GPMC	26

### SD34 Marshals Championship Under 18

Matthew Nicholls	BLMCC	69
Alexander Baron	AMSC	39
James Robinson	U17MC	20
Elliott Shaw	CDMC	20
Grace Pedley	KCC	0

### SD34 Sprint & Hillclimb Championship

Nigel Fox	CDMC	84.46
R Holt	LivMC	80.14
R Thorpe	LivMC	61.22
David Goodlad	BLMCC	50.63
J Wadsworth	LAC	50.48
Nigel Trundle	GPMC	39.97
J Pinder	APMC	39.92
Steve Price	CDMC	38.35
J Early	LDMC	38.27
W Champion	LivMC	38.26
D Weldon	LDMC	37.35
C Duncalf	LivMC	29.34
S Norton	LDMC	28.42
<b>Jim Wright</b>	<b>PDMC</b>	<b>20.47</b>
<b>Richard Hargreaves</b>	<b>PDMC</b>	<b>10.00</b>
<b>Simon Nicholson</b>	<b>PDMC</b>	<b>9.80</b>
D Robinson	U17MC	9.75

### SD34 Marshals Championship

Maurice Ellison	CDMC	207
Amanda Baron	AMSC	87
Robert O'Brien	WaDMC	57
William O'Brien	WaDMC	57
Tracey Smith	AMSC	57
John Harden	LivMC	57
David Hunt	LiMC	57
Sean Robertson	LivMC	57
Geoff Maine	LivMC	50
<b>Barry Wilkinson</b>	<b>PDMC</b>	<b>44</b>
David Barratt	AMSC	40
Colin Baines	PMSC	40
Danny Cookson	PMSC	40
Kris Coombes	PMSC	40
Sam Coombes	PMSC	40
Jamie Elwell	PMSC	40
Terry May	PMSC	40
Les Fragle	GPMC	37
Steve Smith	AMSC	37
Steve Lewis	CDMC	30
<b>Alan Shaw</b>	<b>PDMC</b>	<b>30</b>
Louis Baines	PMSC	30
Lee Birkenhead	PMSC	30
Kim Coombes	PMSC	30
Robert Grimshaw	PMSC	30

George Portlethwaite	PMSC	30
Joe Ring	PMSC	30
Peter Sharples	PMSC	30
Craig Shooter	PMSC	30
Alexander Baron	AMSC	27
Paul Flynn	CDMC	20
Chris Hewlett	CDMC	20
Phil Shaw	CDMC	20
Jez Tuner	CDMC	20
Ian Farnworth	GPMC	20
<b>Rod Brereton</b>	<b>PDMC</b>	<b>20</b>
<b>Ian Mills</b>	<b>PDMC</b>	<b>20</b>
<b>Peter Schofield</b>	<b>PDMC</b>	<b>20</b>
<b>Peter Wilkinson</b>	<b>PDMC</b>	<b>20</b>
<b>Peter Wright</b>	<b>PDMC</b>	<b>20</b>
Ben Coombes	PMSC	20
Grant Smith	PMSC	20
Amanda Anderson	U17MC	20

### SD34 Individual Championship

Steve Johnson	U17MC	75
Andy Williams	U17MC	72
Stephen Holmes	CDMC	61
Louis Baines	PMC	61
Ben Holmes	CDMC	56
Rob Jones	CDMC	56
Kris Coombes	PMC	52
Lauren Cook	U17MC	42
Steve Butler	CDMC	39
Lauren Hewitt	WiDMC	34
Sam Coombes	PMC	24
Dan Sedgwick	CDMC	21
Steve Smith	AMSC	20
Sam Ambler	CDMC	19
Peter Sharples	PMC	17
Charles Andrews	PMC	15
Elliott Shaw	CDMC	7

marshals' campsite to meet some of the men and women who helped make it all happen.

"There were nearly 1000 volunteers at Silverstone and their dedication was evident throughout the weekend, as they kept everything running smoothly through the extraordinary heat. Whether marshals, recovery crews, scrutineers, timekeepers or medical personnel, they delivered a showpiece event that demonstrates why the British Grand Prix deserves its place on the F1 calendar for many years to come. "This year Silverstone offered one volunteer a ride in the two-seater F1 car and we're delighted that one of our marshals, Stuart Glanfield, was the lucky passenger. As usual the MSA will also be running a random prize draw among the marshals for a chance to win grandstand tickets to next year's race and passes to Dayinsure Wales Rally GB."

The MSA offers its sincere thanks to all those who made the 2018 British Grand Prix such a wonderful occasion for both UK and world motorsport.

### **McGLOIN PRESENTS THIRD-PLACE TROPHY**

**Nathalie McGloin, the first female MSA Race Licence holder with a serious spinal cord injury, presented the third-place to Kimi Raikkonen following the British Grand Prix at Silverstone.**



Normally the Chairman of the host National Sporting Authority (ASN) presents the trophy for the final podium place after each F1 race. Having assumed MSA Chairmanship in January, the British Grand Prix due to be Richards' first time performing this duty, however instead he elected to nominate McGloin. McGloin is President of the FIA Disability and Accessibility Commission and a consultant to the MSA in respect of disability in motorsport.

"I was so excited about presenting the third-place trophy after the F1 race at

MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM **MSA**

### **MSA PAYS TRIBUTE TO BRITISH GP VOLUNTEERS**

**MSA Chairman David Richards has paid tribute to the British Grand Prix marshals in an open letter praising their contribution to a "near-perfect weekend".**



Richards wrote: "After a record race-day crowd and a heroic drive by Lewis Hamilton, it's difficult to pick a highlight of the British Grand Prix. However, one of mine was certainly visiting the



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Silverstone on Sunday but the reaction of the three drivers to my being on that podium with them was more than I could have hoped for," said McGloin. "The atmosphere, the occasion, the sense of enormous pride I felt representing disabled drivers in front of millions of people was quite overwhelming. It was a truly humbling experience that I'll never forget."



### HAMILTON BREAKS HAWTHORN TROPHY RECORD

Lewis Hamilton has received the Hawthorn Memorial Trophy for a record eighth time after ranking as the top Commonwealth driver in F1 last year.

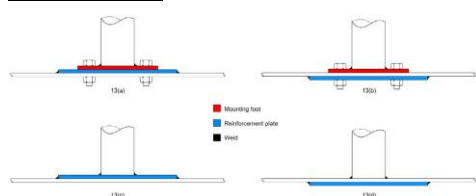
David Richards CBE, MSA Chairman, presented the trophy at Silverstone, where Hamilton scored his sixth British Grand Prix pole position – another record.

While Hamilton is Britain's latest F1 champion, Mike Hawthorn was the first, winning the title in 1958. Hawthorn tragically died a year later and the Memorial Trophy has been presented every year since to the highest place British or Commonwealth grand prix driver.

Hamilton's remarkable 2017 season yielded nine race victories en route to his fourth F1 title – sealed with two races to spare. Along the way he surpassed Michael Schumacher as the all-time pole position record holder.

His efforts also helped the UK-based Mercedes AMG Petronas team to earn its fourth consecutive title and extend its dominance of the V6 turbo hybrid era.

## TECHNICAL



### ROPS MOUNTING FEET

Competitors are advised that the MSA has published regulation amendments concerning the welded fitment of ROPS (Roll Over Protection Systems), specifically requirements for feet and reinforcement plates. The relevant amendments – effective immediately – can be found in the latest (July 2018) rule changes that can be viewed and downloaded from the MSA website

The amendment clearly defines how a ROPS should be mounted, initially dealing with a bolted fitment, with the inclusion of a mandatory reinforcement plate and mounting foot. It then goes on to confirm that the ROPS can alternatively be mounted by welding, with or without a mounting foot included.

There are new drawings under (K)13 (shown below) that have been included to add more clarity – and the regulations allow for a welded fitment in accordance with any of the four drawings (a)-(d). In the case of (a) and (b) the bolts need not be included if the fitment is fully welded (i.e. tube to foot and foot to reinforcement plate/chassis).

### DUAL STANDARD HELMETS

The MSA wishes to clarify that it is acceptable for a helmet to be approved to more than one standard (for example Snell and FIA) providing that at least one of those standards is valid.

For an example, although the Snell SA2005 standard will expire at the end of 2018 the FIA 8860-2004 standard remains valid until the end of 2020, so such a helmet remains acceptable beyond 2018 – until that FIA standard expires at the end of 2020.

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K)10.3.1, as the FIA helmet standard label is very similar to the FIA 8858-2010 standard label (for non-8859/8860 helmets compatible with FHRs), which is not a helmet standard alone and requires an accompanying valid helmet standard, such as a Snell label.



### FHR DAMAGE

The above photo shows an obviously damaged Simpson FHR (Frontal Head Restraint) that was presented at pre-event scrutineering for a Cross Country event. The MSA FHR sticker had been removed and 'void' markings were clearly showing. Competitors are advised that an FHR in this condition is not suitable for use.



### HARNESS MARKING

Competitors are reminded that it is only the left shoulder strap of a harness that carries the FIA hologram and unique number (from the perspective of the wearer). The MSA has received multiple reports of harnesses being found with the hologram incorrectly on the right shoulder strap. Please remember: label on the left.

### Just for a Laugh

Anyone heard of the Buffalo Theory

This makes sense....

The answer to one of life's mysteries! I haven't heard anyone explain this as well as the all-wise Cliff Clavin, on the sitcom Cheers.

One afternoon at Cheers, Cliff was explaining the Buffalo Theory to his buddy Norm. "Well ya see Norm, it's like this.....A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by regular killing of the weakest members.

In much the same way, the human brain can only operate as fast as the

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slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells, but naturally it attacks the slowest and weakest brain cells first. In this way, the regular consumption of beer eliminates the weaker brain cells, making the brain faster and more efficient machine.

That's why you always feel smarter after a few beers."

### **Who's who at PDMC**

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Cheers  
Ray Duckworth.

Finally here are more of Rods photos from Ireland

