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Hi Everyone.

Well members it is that time of year again, when all we need is food and drink for the coming few weeks. Yes its XMAS. I just want to wish all members old and new a very Merry Xmas and a Happy New Year and hope you achieved everything in motorsport you set out to do. I did not with the Clio, still with Neil, and having it done, something I should have done before Peter and I paired up for the last Mull, to this end I have to apologise to Pete for him not getting any events. I am sure this will all change in the New Year, with hopefully a run on the North West stages after the Lee Holland, for that I have got Peter a guest Celebrity co-driver, so watch this space, the car may get a new paint ?? scheme. Or as it is now "wrapped" by the lads at FX Graphics. News to look forward to, for the Hill climb we have not been included in the Cross Border championship for 2019, no real reason why, however I was contacted by the Nottingham Sports Car Club and the event is now a round of their Championship. Discussion took place about moving marshal's post 2 to

behind the Armco at the other side of the track, giving easier sighting and access to the point itself.

This is something to be discussed with Mid Cheshire and the Water authority and of course the MotorsportsUK. For those unaware that is now the new name for the MSA. How much will it cost them to change all the documentation and paper work?

Our first event for 2019 is the Lee Holland and things are progressing nicely and we hope to have regs out by January 28th. All we hope for is that there are no events cancel before us, otherwise the SMC stages will upstage us and get a very full entry !!!!!.

Our Clerk is having talks with Tristan Dodds who along with Alistair have now taken over the reins of the Junior championship, so let's hope these prove fruitful. With 15 or more entries it makes a very significant difference to the balance sheet. Another very welcome addition to the Lee Holland is Mark Kelly who is the head honcho at Tilemaster, who has kindly agreed to sponsor the event with a very substantial amount, when you see their product range it amazes me that this company, that are on our doorstep, (Preston) and I never knew the size of it. Mark told me they have ramped up production and now get 1000 tons of tile adhesive a week out. My reply WOW that's a lot of bathrooms and toilets tiled !!!, which did amuse him.

Other news of interest Pendle are now members of the Welsh Association of Car Clubs, primarily to try and get in there championships, albeit for 2020..as they have to come and vet the events etc .We just need a good entry from the MSN championship and all will be well. We will have to see what happens with the North West Stages. I am sure there regs will be out before ours and so could take entries, even though our event is before there's. But MSN championship rules say the regs have NOT to go out before the next round. Which is Donnington. Fingers crossedit could work the other way with maybe lots of local crews not getting entries as it will fill up in next to know time.

Of a lot more importance was the celebration of Alan's 70th on Friday 30th November, it was just brilliant more like a club night from the 70's as well as family, there were people I had not seen in ages ,it was a great night, the artiste aptly named Peter Jackson !!! no not the Chairman of Garstang & Preston, but a solo guitarist couter

person playing lots of cover versions from my era the 60's including lots by Creedence Clearwater Revival, Eddie Cochran etc. excellent music and then the meat & potato pie, yummy then lots of gin etc.

So I am sure you will all join me in wishing Alan all the best for his 70th year

If anyone is building a rally car and it is looking for a new plumbed in Fire Extinguisher kit, please get in touch as I have made contact with FEV and they are giving discounts on show items (Autosport Show) in January and I have the details !!!

So there you have this is the last for 2018...just to wish you all the best and your families for the festive season and safe motoring in the new year

Rodders

More success for our members.
This is **Bruce Lindsey's** story from the

**NHMC Cadwell Park Stages (Car 29
Mazda MX5 with Paul Sheard)
(MSN CIRCUIT RALLY
CHAMPIONSHIP 2018)**

Last weekend I finally got into the Mazda alongside Paul, with our championship starting here.

After a rather disastrous Oulton Park ending up in a rather bent MX5 and scoring zero points I was rather glad to be getting my championship under way PROPER.

Seeded at car 29 and 2nd 1600 on the road our intention was go for maximum points on the day after missing round 1 we needed a full head of steam. SS1 started and it felt as if the engine was fluffing a bit, the stage was very slippy and moist causing a lot of sideways action throughout the field. We ended the stage 3rd 1600 and 21st overall but with concern about how the little Mazda was running.

SS2 was when our calamities began, no sooner had we entered the stage did the ultra-reliable Mazda decided to chuck in a mahoosive misfire between 5,000 rpm and 8,500 rpm this did hinder our progress somewhat. Paul really had to throttle his wee beast to get any satisfaction from it. Not only did the car develop a misfire it decided to throw us a side ball with the gearbox throwing its hand in , on the longest

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straight between Park and Charlies Paul went to grab 5th gear only to find the gate was closed, we now had no 5th or 6th gear, we struggling to the end of the stage to find out at the time control not only did we have no top gears 1st had also disappeared !!!! So off we went back to service setting off in 2nd to find out we was still 3rd ic and just outside the top 20 ... At service we then discussed whether to put it on the trailer and call it a day? But in our cavalier attitude we said "F**k it lets go back out and wring its neck a low-down finish is better than a DNF".

SS3 and off we went setting off in 2nd and a top end of about 90mph at 9000rpm and as we said its neck was well and truly rung!!! Back into service to find we had set fastest 1600 by around 12 secs. SS4 fastest again it seemed Paul was thriving on his disability and making the Mazda pay big time..... All of a sudden, we had got up to 2nd in class and 18th overall.

SS5 & 6 saw us rise to 1st in class setting a string of fastest 1600 times, we had a lead of around 18 secs going into the final pair but these final 2 was flat out blast of the circuit.

SS7 We gave it everything and finished the stage with our lead chopped to 4 secs our top end disability was hindering us by around 6 secs a stage and we could tell.

SS8 Off into the final stage in the dark and fair play to Paul gave everything he possibly could in the circumstances, into service we came and sat waiting anxiously for the time to come inWe had been pipped at the final hurdle losing the class honours by 3 secs, We finally finished a fantastic 16th overall and 2nd in class no mean fete with all our problems and too say we are glad we didn't take the back on the trailer option earlier in the day is an understatement. So next MSN CIRCUIT CHAMP round is Knockhill on the 09th Dec and I'll be heading there as 1st 1600 co-driver and 10th overall in the Championship and we'll have 6 gears and 4 cylinders But 1st I will be tackling the Hippo Motors Grizedale Stages o Saturday 08th December making it a very busy weekend.

Whilst on the Bruce Lindsey story, he has for the second year in succession, won the clubs co-driver award. However as he his such a busy guy, when not running his business he's co driving for just about every week end.

So Alan Shaw and Les Eltringham made the journey over to Thirsk to present Bruce with his winnings. Congratulations and here's to more successes.



Les and Alan Present Bruce with his Co-drivers award.

Yet more news about Bruce, earlier in the month he competed on the Malton Forest Rally. Run by Malton MC with assistance from Clitheroe & DMC the event is based in Thornton le Dale with all 6 stages being run in the Kielder Forest complex, using Gale Rigg, Cropton and Langdale areas. Bruce was entered with Jan Budge from Furness in a Subaru Impreza running at car 18. No report from this event but the final results have them at 32 O/L and 12 in class, from that I think they must have suffered a few problems along the way, however it did add 19 points towards the clubs standing in SD34 Inter club league position. Well done again.

9Geria News



12th October and a week since our last rain, so it looks like our longer than normal rain season could be over, about time too, what with serious floods in the middle of Nigeria where the Benue and Niger rivers burst their banks and many people were drowned or made homeless, I don't expect the Kogi State Governor or Senator will do much if anything to help, they are only there to fill their own pockets as I mentioned in a previous 9geria News.

After the rains it has started to get hotter with high 30c (but still very humid) by the afternoon and a bit more heat to come before it cools down again just before Christmas and into the new year, we are also getting infested with a very loud chirping insect, if you get one in the bedroom you will not sleep and if you put on the light to find it the crafty little buggers go silent! Although the windows and doors are shut they still get in somehow?

The locals say they are crickets but I'm not sure, I thought crickets were like big grass hoppers? They are about the size and shape of a cockroach, black with a long spike thing out of the backside and with back legs like a grass hopper so they can jump, I doubt the spike thing is offensive as it does not appear to be moveable like an earwigs pinchers or a scorpion sting, the only way it could be used as a weapon would be to run backwards to stab something?? Anybody know about insects let me know what the little varmints are. Google answered my question, they are black crickets, so any "bugoligists" can relax and go back to sleep again.

Lewis was totally in charge of the Japan F1, though the dices for the best of the rest after Mercedes was quite lively, but not a patch on the MotoGP dice from Thailand where it could have been any bodies win until about 3 corners from the end, nice to see all the riders congratulating and shaking hands with each other after.

Week end of the Argentine WSB, Sunday morning out at 1st light with the GTM and rearrange the water header tank as the filler cap would be sticking out of the engine cover, reconnect the water and oil supply pipes to the Laminova oil to water cooler, which is now mounted vertical in front of the timing cover instead of its previous position horizontal above the spark plug caps, the downside of the new installation is my #10 oil hose is not long enough unless I put a hose joiner in which I don't have, easier to get a longer length of braided hose and do it properly, the open threaded ends are plugged and taped over to keep the dust out until the new hose is delivered and can be fitted, by 9.30 it was time for a tea break and a snack and it was also getting too hot to be outside, so time to run, at 10 we had the 1st Argentinean super bike race and close racing apart from that man out in front, Jonathon

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Rea who has already wrapped up the championship and by the end of Sunday and has won the last 10 races on the trot, nobody can seem to get near him and every race is for the best of the rest.

Nice to see the HSA is trying to get support and run a championship to revive the 600 single seat race car class, a relatively cheap and fun way into single seaters, If I had not spent a small fortune since 2016 installing the 1000 Kawasaki I could have been tempted, even more so if I could find where the 500Tz/Lc hybrid Yamaha engine that used to be in the 2nd Jedi works car is hiding, that's a little piece of history I would like to have restored and in my possession, I had its rear wing on my car up until it got a MK 6 high nose, bodywork and aero fitted in 2010 after my car got too close to the Gurston Armco barrier on the finish line.

Up early on Sunday to watch Moto 3 & 2 live from Japan, the main MotoGP was repeated just before lunch time so watched that later, I was outside at 6.00 GTM'ing, a shame Dovi slid off, in a very rare mistake for him, just a couple of laps from the end to allow Mark the win for the race and championship, then in the evening we had an F1 race from Austin, one of the very few times we have seen the leaders in a contest and all the better for it, Lewis did not need to win the championship there, let Seb have just a hint of a chance to keep fighting till the end and maybe we can have some more racing.

Wednesday 24th off to Abuja on the morning red eye flight to renew my Nigerian passport, inshala completed in time to catch the afternoon flight; don't really want a night stopover. Caught the last flight back to Kano and in the house by 8.15, we had a glitch in that nobody told us to bring the nationalisation certificate with us, so only went with our passports, the officer rather obligingly said no problem I'm coming to Kano tomorrow and will collect from your head office just around the corner from the Immigration/passport office, no doubt he will be rewarded for his trouble, but worth it as he could easily have been snotty and said go back to Kano, we finished at the passport office by 12.30 so had quite a time to kill before boarding, so tested the new (about 1 month old) Metro train from the airport into central Abuja, actually very impressive, built by a Chinese

contractor, the stations although still being finished are all marble fully air conditioned, but not many trains per day and very few passengers, but we had live music with 2 coaches almost filled with junior school kids who danced and sang the whole journey putting a smile on everybody, the train is not breaking any speed records but unlike a taxi does not get stopped in traffic and is fully air conditioned, you never know if your taxi a/c is working until you get down the road and have to open windows and the train only cost N1000 so it is a lot cheaper.

After the train a short taxi ride cost more than the train to the Sheraton to have something to eat and a drink and while away the time before a taxi back, as the last train had stopped by then.

Saturday is the last of the month so its sanitation day, so nobody on the roads till 10.00, more time for GTMing, a supplier managed to find me some braided oil pipe which I thought was "dash10" until I tried and failed to get my fittings on, so I can't make the longer oil pipes now needed after relocating my Laminova oil cooler, maybe I will order up the fittings to make a joiner, easier to ship than a length of hose.

Sunday was up in front of the TV at 3.00am ready for the Oz Moto3, 2 and GP I had tweaked my back again so was on light duties, literally replacing a couple of knackered light fittings and tracing all the 44 pin connections to the other ends of sockets in the wiring loom that came with my Farringdon steering wheel dash and data logger, this allowed me to find where I had gone wrong when I previously tried to power it up and was met with - - 'nothing'.

Now I have lots of pretty coloured lights and numbers and seem to be able to scroll through its bits, so we are back into business, now to get Jedi to modify my left front hub to accept a speed disc, so it can know how fast it is turning to record MPH against engine revs and gear ratio's.

Good to see Lewis got his 5th championship, well deserved I think

This coming weekend up before "sparrow fart" to watch Malaysian Moto 3 and 2, MotoGP is repeated later so I can get outside at 1st light for a little more GTM'ing, must get to bleed brakes and clutch. I also spent more time studying the Farringdon

dash/logger to try to understand how to reprogram it. With the logger case open I found its backup memory batteries down from 3.6 to around 1.5 volts ouch, did a quick search and learned Varta no longer make that battery, it is now a bit bigger in capacity and size so not able to fit inside the casing, double ouch, as it had only been powered up for just a few moments since I had bought it I thought let's leave it powered up for a few hours to see if it will recover and it did, Oh happy day!!

The MotoGP looked like Rossi was going to do it until he tried just that little bit too hard 4 laps from the end and he slide off, a shame as it was all looking good till that point, leaving Mark to get the win.

I'm impressed by Rod Thorne's attempt to do the Manor Farm combined car and bike event on 2, 3 and 4 wheels; he must by now be a quick change artist going from one set of race rompers to another? it must have been a fair old gallop back to the start line after riding the KTM bike to jump into his F2 outfit, what's the next challenge Rod, how about one wheel??



Finally a happy motor head Christmas wishes to all



John Bunting

**SD34 News****What's on?**

2 December, Accrington MSC:
Autosolo, Blackburn Services M65 Jt4

2 December, Accrington MSC:
Autotest, Blackburn Services M65 Jt4

2 December, Accrington MSC:
PCA, Blackburn Services M65 Jt4

2 December, Warrington & DMC:
PCA, Wern Ddu, Ruthin.

9 Dec , Airedale & Pennine MCC:
PCA, Rock & Heifer, Bradford.



The Organisers of the Riponian Stages Rally are pleased to announce that the rally will be back in 2019, running on Sunday 10th February, and the event will be once again sponsored by ABLE UK and we thank Peter Stephenson for his company's continued support.

The event will consist of four stages run twice, with the start and finish in Thirsk, with a central service mid way between the Western and Eastern stages.

An innovation for 2019 is that the event will make use of the new closed road legislation to join two of the smaller forest stages used in the past to make a single stage where there will be ample spectator facilities

Regulations and online entries will be available from the beginning of December.

I have been asked to run a stage on next years Riponian, but not Roppa since that stage is not being used this year. Next Year I have been asked to command 'Wass Moor' this being the normal Wass stage linked via a road closure to College Moor to make one stage. This is to be run twice, once in each direction, likely with myself running the morning pass with Chris Woodcock on the stop line, roles reversed for the afternoon run to save too many people having to move during the gap.

We will need plenty of marshals on this stage so if you can assist please let me know, I should have further details of timings etc. shortly so will forward these as soon as they land with me.

My apologies if you have already received this information, just want to make sure we don't miss anyone who may wish to help.

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Regards

Andy Turnbull



SD34 Motor Sport Group Interclub League 2018 supported by Gazzard Accounts

Clitheroe & DMC	1362
Bolton le Moors CC	1166
Under 17 MC	1035
Liverpool MC	864
Longton & DMC	848
Warrington & DMC	560
Preston MC	522
Wigan & DMC	494
Accrington MSC	387
Airdale & Pennine MC	371
Garstang & Preston MC	323
Blackpool South Shore MC	287
Pendle DMC	274
Matlock MC	222
Stockport 061 MC	156
Wallasey MC	151
Lancashire AC	128
Manx AS	128

Knowldale CC	101
Hexham DMC	29
CSMA	19
High Moor CC	15
Lightening MSC	10

SD34 NoneRace/None Rally Championship

Jamie Foster	U17MC	85.24
Warren Nichols	BLMCC	85.04
Andy Williams	U17MC	83.96
James Williams	U17MC	82.52
Scott MacMahon	U17MC	80.68
Steve Johnson	U17MC	80.46
Phillip Clegg	AMSC	80.16
Chris MacMahon	U17MC	80.01
Jason Crook	U17MC	79.86
Lauren Crook	U17MC	78.56
David Graves	BLMCC	76.61
Steven Holmes	CDMC	72.51
Steven Smith	AMSC	63.75
Ben Holmes	CDMC	31.12
Louis Baines	PMC	30.30
Sam Coombes	PMC	28.66
Steve Price	CDMC	27.77
Peter Sharples	PMC	27.44
David Robinson	U17MC	21.49
Martin Fox	WiDMC	20.13
Kris Coombes	PMC	19.99

SD34 Road Rally Championship Drivers

Matt Flynn	CDMC	83
Tony Harrison	CDMC	61
Stephen Holmes	CDMC	65
Dan Sedgwick	CDMC	58
Kris Coombes	PMC	54
Steve Flynn	CDMC	50
Chris Hewlett	CDMC	49
Dan Fox	CDMC	42
Mark Johnson	CDMC	41
Ian Swallow	BLMCC	40
Mark Standen	GPMC	39
Dominic McTear	CDMC	38
Paul Pendleton	CDMC	33
Jem Dale	GPMC	29
Mark Dixon	CDMC	29
Charles Andrews	PMC	20
Pete Sharples	PMC	17
James Taylor	CDMC	16
Phil Shaw	CDMC	9
Andy Williams	U17MC	4
Russell Starkie	CDMC	3

Navigators

Rob Jones	CDMC	72
Sam Ambler	CDMC	55
Ben Holmes	CDMC	51
Louis Baines	PMC	50
Grace Pedley	CDMC	45
Matt Hewlett	CDMC	38
Steve Butler	CDMC	38
Jonathan Webb	HDMC	36
Leah Brown	CDMC	35
Matthew Broadbent	CDMC	32

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Ian Graham	CDMC	29
Paul Taylor	CDMC	28
James Swallow	PMC	23
James Chaplin	GPMC	18
Harris Holgate	CDMC	17
Steve Frost	GPMC	16
Elliott Shaw	CDMC	11
Sam Coombs	PMC	8
Lauren Cook	U17MC	4

SD34 Stage Rally Championship

After Poker Stages

Driver

Andrew Morris	CDMC	211
Calvin Woods	WiDMC	211
James Swallow	BLMCC	159
Brandon Smith	CDMC	136
George Merrills	S061MC	79
Stephen Johnson	U17MC	52
Peter Sharples	PMC	27
Steve Kenyon	GPMC	27
Robert Jones	GPMC	27
Martin Fox	WiDMC	27
Michael Tomlinson	PDMC	26
Peter Jackson	GPMC	26
Adrian Melling	WiDMC	26

Co-Driver

Chloe Thomas	CDMC	210
Connor Aspey	WiDMC	209
Lauren Hewitt	WiDMC	185
Terry Martin	CDMC	80
Bruce Lindsay	PDMC	53
Stephen Butler	CDMC	52
Louis Baines	PMC	27
Matthew Broadbent	CDMC	27
Kris Coombes	PMC	27
Sam Coombes	PMC	27
Phil Merrills	S061MC	26
Karen Whittam	GPMC	26

SD34 Marshals Championship

Under 18

Matthew Nicholls	BLMCC	119
Alexander Baron	AMSC	68
James Robinson	U17MC	20
Elliott Shaw	CDMC	20

SD34 Sprint & Hillclimb Championship

Nigel Fox	CDMC	84.47
R Thorpe	LivMC	82.58
S Wilson	LDMC	80.85
David Goodlad	BLMCC	80.69
J Wadsworth	LAC	80.38
R Holt	LivMC	80.14
C Duncalf	LivMC	80.12
W Campion	LivMC	76.48
Nigel Trundle	GPMC	70.29
J Earley	LDMC	56.77
S Norton	LDMC	56.60
J Pinder	APMC	50.40
Steve Price	CDMC	47.86

D Weldon	LDMC	47.35
Mick Tomlinson	PDMC	27.49
Jim Wright	PDMC	20.47
Richard Hargreaves	PDMC	20.10
Simon Nicholson	PDMC	19.31
D Robinson	U17MC	9.75

SD34 Marshals Championship

Maurice Ellison	CDMC	317
Amanda Baron	AMSC	187
Tracey Smith	AMSC	147
Sean Robertson	LivMC	117
Robert O'Brien	WaDMC	87
William O'Brien	WaDMC	87
Barry Wilkinson	PDMC	84
Bill Gray	LivMC	81
John Harden	LivMC	67
David Hunt	LiMC	67
Steve Smith	AMSC	67
Geoff Maine	LivMC	60
Alan Shaw	PDMC	60
Les Eltringham	PDMC	50
Les Fragle	GPMC	47
Rod Breerton	PDMC	40
Ian Mills	PDMC	40
Peter Wright	PDMC	40
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
Paul Flynn	CDMC	30
Stephen Holmes	CDMC	30
Steve Lewis	CDMC	30
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
Chris Hewlett	CDMC	20
Phil Shaw	CDMC	20
Jez Tuner	CDMC	20
Ian Farnworth	GPMC	20
Steve Kenyon	GPMC	20
Peter Schofield	PDMC	20
Peter Wilkinson	PDMC	20
Ben Coombes	PMSC	20
Grant Smith	PMSC	20
Amanda Anderson	U17MC	20
Tim Millington	WaDMC	20

SD34 Individual Championship

Nigel Fox	CDMC	160
Andy Williams	U17MC	128
Steve Johnson	U17MC	120
Stephen Holmes	CDMC	115
Rob Jones	CDMC	108
Lauren Hewitt	WiDMC	90
Louis Baines	PMC	85
Calvin Woods	WiDMC	80

Ben Holmes	CDMC	75
Lauren Crook	U17MC	65

Kris Coombes	PMC	63
Steve Smith	AMSC	58
Tony Harrison	CDMC	53
Steve Butler	CDMC	48
Martin Fox	WiDMC	48
Chris Hewlett	CDMC	41
Charles Andrews	PMC	38
Dan Sedgwick	CDMC	36
Sam Ambler	CDMC	32
Sam Coombes	PMC	32
Mark Johnson	CDMC	27
Matt Broadbent	CDMC	27
Michael Tomlinson	PDMC	23
Steve Kenyon	GPMC	13
Steve Price	CDMC	11
Elliott Shaw	CDMC	7



Motorsport UK: the new name for the Motor Sports Association (MSA)

An ambitious new phase for motorsport in the United Kingdom has begun, with the Motor Sports Association (MSA) launching a new identity, Motorsport UK, as it transitions from a traditional governance-led association to a modern membership-focused organisation.



The rebrand from the MSA to Motorsport UK signals a shift in the governing body's emphasis, putting the promotion of the sport and customer service at the forefront of its mission. This represents a fundamental repurposing of the organisation as it seeks to grow the sport and better serve its members.

The new name, Motorsport UK, and the more striking visual identity with its modern typeface and bold colour palette, will make the governing body more identifiable and relevant to new audiences, providing a better platform from which to market and grow the sport.

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Motorsport UK's new strategy aims to build a stronger, more vibrant community across motorsport. The new identity reflects this through four concentric circles to represent four-wheeled action, united across four home nations, with a dynamic design celebrating speed.

Governance will remain a cornerstone of Motorsport UK's activities but the organisation will work to recruit and retain members through a more transparent and customer-focused approach to regulations. The governing body will maintain its track record of outstanding management of safe and fair sport; while lowering barriers to entry and enhancing its customers' ability to enjoy their passion for four-wheel competition.

David Richards CBE, Chairman of Motorsport UK, said: "When I took over as Chairman in January, I outlined my vision of a sustainable future for motorsport in the UK. It's been a year of hard work behind the scenes as we've begun moving towards this goal, and I'm delighted that the first real changes can now be revealed in the shape of our new identity, Motorsport UK. "This is the just the start; there are lots of new initiatives in the pipeline, all designed to grow the sport and better meet the needs of our customers and stakeholders. We're moving forward with a renewed confidence for the future of UK motorsport, and that future starts here."

New benefits package adds value for Motorsport UK members

Motorsport UK has announced that licence holders will be auto-enrolled in a new membership programme, which delivers a range of benefits and discounts to the Motorsport UK community.

Members will benefit from discounts with Motorsport UK Membership Partners, typically targeted at offsetting some of the costs of competition. These include: competition and road car insurance (Adrian Flux); road car and competition tyres (Protyre); safety-wear (Grand Prix Racewear); tools and parts (Halfords); outdoor wear (Ellis Brigham); and ferry travel (DFDS).

All these complement the peace of mind provided by Motorsport UK's personal accident insurance, offered as standard through the governing body's insurance broker, JLT, to competitors competing in Motorsport UK permitted events and those overseas meetings inscribed on the FIA calendar.

Additionally, Motorsport UK is working to allow its members to reduce the cost of enjoying motorsport, partnering a number of news and feature magazines and motorsport events in delivering its members highly competitive discounts.

Additional partners and promotional offers will be announced in the coming weeks.

David Richards, Chairman of Motorsport UK, said: "We are going through a big cultural change, where little things make a big difference and the membership programme represents a start in this shift. This is the next logical step following our change in name and identity, helping ensure that we deliver on our promise and deliver tangible benefits to our customers.

"Additionally, I am delighted that we are able to extend this programme to all our volunteer marshals and officials as our way of saying 'thanks', for without them, our competitors would not be able to enjoy the sport we are all so passionate about."

The programme and details of how to redeem each partner offer will be available accessible from the Motorsport UK members' website in advance of 2019.

Report recommends excluding motorsport from Vnuk

Motorsport UK welcomes a draft report from the European Parliament's Internal Market and Consumer Protection Committee (IMCO), which recommends that vehicles used exclusively for motorsport should not be impacted by VNUK, an insurance issue that has been looming over the sport since 2014.

VNUK is a European Court judgement that threatens the future of all EU motorsport. It ruled that EU countries must look again at how they enacted EU motor insurance law in each country; the court's interpretation would require all motorsport vehicles to have compulsory third party motor insurance.

Motorsport UK has since been lobbying at the highest levels on behalf of UK motorsport, in conjunction with other industry stakeholders and the world governing body, the FIA.

In the latest development, the draft report from the IMCO focuses on the use of vehicles 'in traffic'. More specifically, the report proposes that vehicles used exclusively for motorsport should fall outside the Motor Insurance Directive (MID).

Hugh Chambers, CEO of Motorsport UK, said: "We welcome this latest development, which appears to be heading in the right direction, and will be working with the FIA to ensure a positive outcome. Motorsport UK has been making the case for excluding motorsport from the Motor Insurance Directive since 2014. The VNUK threat has not gone away but the direction of travel is looking more favourable and we will continue to lobby on behalf of all our members and stakeholders."

TECHNICAL **Updates, clarification and Advice**

Helmet cameras

The Motorsport UK Technical Team was recently asked about the acceptability of a relatively new helmet camera system, apparently fixed with Velcro within the helmet's visor opening.

Motorsport UK regulations currently prohibit any helmet cameras, regardless of how they are attached. There is one exception, which is for integral cameras provided by the helmet manufacturer on a helmet approved under one of the recognised standards – unlike the example here.

To clarify, regulation (K)10.3.3(d) remains applicable and helmet cameras (unless complying with the exemption above, which would be a rare case) are not permitted in Motorsport UK events.

Helmet condition

A scrutineer sent in these images, showing a helmet presented at a recent race meeting. There is no MSA/Motorsport UK helmet sticker present, the general condition is very poor, there is visible significant damage to the shell, the lining is severely damaged and it appears to have been spray-painted without much care or proper masking. Competitors are advised that helmets presented in similarly poor condition will not pass scrutineering. Please ensure that helmets are kept in suitably good condition, in accordance with the regulations.





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Cheers
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