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Hi Everyone.

Sorry but no Chairman's chat this month, he's been busy on a hill climb in Northern Ireland and sorting out regulations for our hill climb at Scammonden Dam next month for which we need HELPERS, if you can come along please contact the Chief Marshal **Barry Wilinson at [Blu161@gmail.com](mailto:Blu161@gmail.com)** or Tel 07711 791631 or any committee member. The date is Saturday AUGUST 18.

Rod is also looking at running a Touring Assembly later in the year, he has a start venue hopefully a sponsor and a route. It isn't something the club have run before but the committee have agreed for Rod to cost it out and let's see if we can make a go of it.

A little magazine 9Geria news for the mag

I have pretty much settled back into my normal working routine, in the factory

before 6.00, 6 days per week, but only a half day on Saturday as that's just for maintenance and give the machines a check over to make sure things go to plan the following week.

The weekends are for working on the GTM, in the early morning before it gets too hot, this weekend it is forecast a little cooler, only 37c?? Then inside for a midmorning cuppa and watch any motorsport, this weekend super bikes and Monaco F1, I'll be there on the front row seat, in between a little house cleaning and maybe some cooking. No chance to get bored. Well done DanielR at Monaco with the biggest smile in F1, and excellent racing from Donnington with the super bikes, with Dutchman "Magic Michael" getting the double win,

Those of you with memories and a varied interest will be delighted to know the less than week old trousers that got torn with my going base over apex onto the sharp corner of a foot pump at last year's Wiscombe National will be pleased to know they are now back into service, the 30x30 L shaped tear has been repaired, if not invisible at least not noticeable, especially as it is part hidden in the depths of my cheeks, only a local equivalent of a male "upskirter" is going to spot the repair that is more than good enough for work, sewing on buttons and small repairs, another of my many talents!

The BL 1400 A series engine that has been sitting on the work bench for some time having aircon compressor fitted and its steering locking system totally revised, with the "steering arms" facing forward and the brake callipers mounted behind the hubs, moved off the bench on Saturday morning, thanks to one of those strange Nigerian laws called Sanitation Saturday, that stops all movement on the roads from 7.00 to 10.00 on the last Saturday each month so that we may clean our gutters and surrounding compound, most never move and stay in bed! But for me it's another chance to be out as soon as its light (like another Sunday morning) and the engine/suspension unit is now back into the rear of the GTM, now to connect water, oil, brake, clutch, a/c hoses, engine steadies, gear linkage and quite a lot of wiring, Even better on Tuesday we had another holiday for Democracy Day, then the middle of next month is the end of Ramadan, keep them coming I need all the days I can get.

Over the years I have heard several people comment about Jedi's being a copy of a Johnny Walker JW4, having been associated with John Corbyn long before the Jedi was thought of and when he was still running a Terrapin, I know they are not a copy of anything I had never seen a JW4 until after the 1<sup>st</sup> Jedi was built so I'm in a pretty good position to say apart from his own race car there was no room in his small general repair garage for any other race car and all work on his race car was done on a shoe string after normal garage hours often late into the night, a year after the 1<sup>st</sup> Jedi was built in 1984 another Wellingborough chap called Jon Perkins ran a JW4 for a short time, but almost every time out it broke chassis tubes in the engine bay having never been intended to fit a 500cc engine and Jon soon got rid of it and bought #3 Jedi, which was much more successful for him, Jon's JW4 is the only one I have ever seen in the flesh, but always with bodywork on, so out of curiosity I Googled JW4 and saw pictures of Smokey Mo's JW4 restoration, which I could compare with #1 Jedi bare chassis pictures I have from when it was being built, the 1<sup>st</sup> difference is that a Jedi has a lot more metal in its chassis, with much heftier bulkheads and triangulation, that have allowed chassis intended to be fitted with 500cc engines to accept a bigger and lot more powerful engines in later years, the JW4 driver appears to be more forward, feet out front with very little metalwork around the feet and its engine bay appears to be longer from the roll hoop to the rear bulkhead, Jedi have always had fabricated suspension uprights, the JW4 at least had cast rear uprights, I have not seen a picture of the front up rights, like most things, design and engineering similarities can be pointed out, how much different can a square tube space frame chassis with outboard suspension be? Unless a design is truly innovative and totally unique these comparisons are inevitable.

Far better would be to remember that the Jedi was never intended to be a production race car, it was only planned to build 2 cars that cost not too much money and to be share driven by 4 people, quite remarkable that a car first built in 1984 can still be competitive and still relatively cheap all these years later!

Sunday was spent watching motor sport, 1<sup>st</sup> off were all the classes of super bikes from Brno that had much

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more going for it than the Canadian F1, which apart from the 1<sup>st</sup> lap shoulder to shoulder between Bottas and Max became a yawn fest at the front, so much so I did fall asleep!! Woke up, had shower and saw Vettel cross the line, the cars are impressive, the quality of racing at the front less so!

Depending on the Imam sighting the moon we are expecting the end of Ramadan this coming weekend, not sure yet if it's Thursday/Friday or Friday/Monday but either way it's very welcome to aid the GTM progress. Oh and not forgetting MotoGP from the would be breakaway region of Spain!!

Now starting to plan my next visit

John Bunting

### British Touring Car Championship



#### **Race 1 winner Matt Simpson leads the pack through Knicker Brook**



#### **Race 2 brought Colin Turkington his first win of 2018**

Mac Tools with Ciceley Motorsport's **Adam Morgan** overcame his Oulton Park hoodoo this past weekend, despite losing out on the Drivers' standings top spot, as he took home a solid haul of points – seeing him keep in touch with new standings leader Colin Turkington in the chase for the Dunlop MSA British Touring Car Championship crown.

The Lancashire racer has endured a tough time of it on home soil in the past and with the maximum complement of 75 kilograms of success ballast heading into the weekend as then-championship leader, silverware was always going to be a tough ask at the hilly, technical circuit this time around. The outfit earmarked damage limitation as the task at hand and duly, Morgan's on-track exploits provided just that.

With plenty of inclines and the stop-start Island Hairpin, Morgan inevitably struggled with the weight in qualifying but was running a different Oulton Park set-up which helped matters. "The car felt good," said Morgan, post-qualifying. "The balance was there and you could feel the car working well, but it was the weight that hurt us. I was aiming for the top 15 so 19th was a bit frustrating, but we were hoping to be set up for the day after losing the weight in the opener."

Oulton's a narrow circuit and a tricky place to overtake – and that limited Morgan's progress, as did very hot ambient temperatures which meant he had to keep his distance from those ahead to keep his engine cool. He took the chequered flag in 18th position, wiping the slate clean in terms of ballast ahead of race two.

Morgan battled up to 11th, making the most of any and all opportunities which came his way.

"Race two was hard. Because it's so narrow, you don't want to be taking risks all the time. I was able to gain places and was third quickest without the weight, so that was certainly a positive. Eleventh wasn't ideal, but it was a points haul nonetheless, and encouragement heading into the final race."



#### **Adam Morgan lines up to blast past Tom Chilton and take 5<sup>th</sup> place in race 3**

Morgan started race three from 11th and, after a red flag and a restart, he

was able to battle his way up to fifth, passing Tom Chilton's Ford Focus with a bold manoeuvre and keeping title rival Tom Ingram at bay. "To go from 11th to fifth on a track where it is hard to overtake was really pleasing." he continued. "We changed the rear of the car for race three and it worked very well, so Oulton is certainly no longer our bogey track."

"I'm second equal in the championship now, but because there are two of us tied on points, we carry the weight for the lower place, so I will have 57kgs for Croft not 66kgs. That will help as well – we need to keep banking points. We're not at halfway through the championship yet and scoring each time out has to be the aim."

**Adam** didn't enjoy much success at Croft two weeks later. DNF in race 1 was followed by 19<sup>th</sup> in race 2 after suffering a drive through penalty for a jumped start, and 12<sup>th</sup> in race 3 did bring a few points. He's now in 6<sup>th</sup> in the championship with 116 points.



**Ken Skidmore's Autotek Team**, were in Greece for the latest round of the ERC in early June. Using the trusted Ford Fiesta R5 with **Eyvind Brynildsen** behind the wheel they came home in a brilliant 4<sup>th</sup> overall. Ken says that a puncture on stage 4, which lost 2 minutes 49.4 seconds to the eventual winner, cost them the win. They finished 2 minutes 35.2 seconds back. As they say that's rallying.

From Greece it was onto Cyprus for round 4, for this event Ken had **Nasser Al-Attayah/M Baumel** in the car, it turned out to be a case of Deja Vue. They were leading yet again at the end of

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stage 12, by 12.9 seconds. Fate intervened however with yet another puncture on stage (unlucky) 13 with a loss of 3 minutes and dropping them down to 4<sup>th</sup> overall. Surely a win will come soon.



### SD34 News

#### What's on?

##### **1 July Warrington & DMC:**

Enville Stages Rally, Anglesey Circuit

##### **7 July Liverpool MC:**

Hill Climb, Barbon Manor, Cumbria

##### **21 July Under 17 MC:**

Autosolo, Blackburn Services, M65 Jt4

##### **21 July Under 17 MC:**

PCA, Blackburn Services, M65 Jt4

##### **21 July Go Motorsport:**

Training. Blackburn Services, M65 Jt4

##### **21 July Under 17 MC:**

Autotest, Blackburn Services, M65 Jt4

##### **21/22 July Beverley & DMC:**

Beaver Rally, North Humberside

##### **22 July Under 17 MC:**

Autosolo, Blackburn Services, M65 Jt4

##### **22 July Under 17 MC:**

Autotest, Blackburn Services, M65 Jt4

##### **22 July Under 17 MC:**

PCA, Blackburn Services, M65 Jt4

##### **22 July Mid Cheshire MRC:**

Hillclimb, Scammonden Dam

##### **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

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

PCA, Blackburn Services, M65 Jt4



### MARSHALS REQUIRED

My name is Tim Millington from Warrington and District Motor Club and this year I am the Chief Marshal on the:

JRT ENVILLE STAGES at Anglesey Circuit on Sunday 1<sup>st</sup> July 2018 we would like to invite any of your Club members to marshal on the event. All marshals will receive a goody bag and a voucher for a Bacon/Burger bap and hot drink and will be entered into a free marshals draw with some fabulous motorsport related prizes.

Marshals signing on will be held on the first floor of the tower between 7 and 8 am First car is due at 09.15am.

You will need to contact me and I can allocate your free pass.

Please can you advertise on any of your social media sites

Thank you in anticipation  
Tim Millington

Email [timns52@live.co.uk](mailto:timns52@live.co.uk)  
Text / call 07895427839



### 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

Andy Williams	U17MC	82.21
Warren Nichols	BLMCC	79.76
Lauren Crook	U17MC	77.82
Jason Crook	U17MC	76.59
James Williams	U17MC	70.57
Scott MacMahon	U17MC	69.36
Chris MacMahon	U17MC	69.35
Steve Johnson	U17MC	69.29
Jamie Foster	U17MC	60.87
Steven Holmes	CDMC	42.26
Phillip Clegg	AMSC	39.98
David Graves	BLMCC	38.38
Ben Holmes	CDMC	31.12
Steven Smith	AMSC	20.42
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

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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 Coombes	PMC	8
Steve Frost	GPMC	7
Lauren Cook	U17MC	3

### SD34 Stage Rally Championship

After Keith Frecker

#### Driver

Andrew Morris	CDMC	132
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	132
Connor Aspey	WiDMC	105
Lauren Hewitt	WiDMC	79
<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	KnCC	0

### SD34 Sprint & Hillclimb Championship

Nigel Fox	CDMC	31.15
J Early	LDMC	29.04
W Campion	LivMC	28.26
R Holt	LivMC	19.92
Nigel Trundle	GPMC	19.83
D Weldon	LDMC	19.11

R Thorn	LDMC	10.24
David Goodlad	BLMCC	9.95

### SD34 Marshals Championship

Maurice Ellison	CDMC	177
Amanda Baron	AMSC	67
Robert O'Brien	WaDMC	57
William O'Brien	WaDMC	57
Tracey Smith	AMSC	47
Colin Baines	PMSC	40
Danny Cookson	PMSC	40
Kris Coombes	PMSC	40
Sam Coombes	PMSC	40
Jamie Elwell	PMSC	40
Terry May	PMSC	40
Steve Smith	AMSC	37
David Hunt	LiMC	37
Sean Robertson	LivMC	37
<b>Barry Wilkinson</b>	<b>PDMC</b>	<b>34</b>
Steve Lewis	CDMC	30
Geoff Maine	LivMC	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
David Barratt	AMSC	20
Paul Flynn	CDMC	20
Chris Hewlett	CDMC	20
Phil Shaw	CDMC	20
Jez Tuner	CDMC	20
Ian Farnworth	GPMC	20
Les Fragle	GPMC	20
<b>Rod Breerton</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>Alan Shaw</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



### **TRANSPORT SCOTLAND COMMITS TO CLOSED ROADS CONSULTATION**

**Scottish Motor Sports (SMS) and the MSA are pleased to reveal that Transport Scotland will launch a public consultation on developing new legislation facilitating closed-road motorsport.**

New legislation empowering local authorities to suspend the Road Traffic Act for authorised motorsport events commenced last year in England and earlier this year in Wales, following a long campaign by the MSA and the wider motorsport community.

Now Transport Scotland has committed to setting up a stakeholder working group this summer to develop a public consultation on the future of closed-road motorsport in Scotland. The findings of the consultation will assist in the development of future regulations allowing motorsport to take place on closed roads. The news comes after SMS and the MSA enjoyed a positive meeting with Humza Yousaf MSP, Minister for Transport and the Islands.

David Richards CBE, MSA Chairman, said: "We remain absolutely committed to our long-standing goal of achieving closed-road motorsport across mainland Britain and we're pleased that Transport Scotland has started the journey towards new legislation. This would be a wonderful opportunity not only to revive famous events such as the Jim Clark and Mull Rallies but also to welcome new closed-road fixtures onto the Scottish motorsport calendar in years to come."

Tom Purves, SMS Chairman, said: "I am delighted that progress is being made to get Scotland up to speed with the other constituent parts of the United Kingdom in the benefits to be gained from closed roads and the contribution

motorsport can make to the general economy.”

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## **JIM CLARK & MULL RALLIES REACT TO NEWS**

The Jim Clark and Mull Rallies have reacted positively to the news that Transport Scotland has committed to a public consultation on closed-road motorsport.

A Jim Clark Rally statement said: “We have been encouraged by the recent news that positive steps are now underway to introduce the necessary legislation. Despite the lack of detail and timescale, the formal commencement of this process is indeed most welcome.

“Hopes remain high that we can get back on the road sometime next year. If any progress is reported to us we will pass it on to you.”

Meanwhile the Mull Rally thanked “all the supporters for your patience over the months since last year’s successful Targa Rally and Time Trial”. It continued: “We haven’t just been sitting on our bottoms in that period, lots of work has been taking place in the background. As you can imagine much of these discussions are not the most exciting thing to be talking about; permits, insurances, Road Traffic Act for example and are not really the type of things to be sharing openly whilst discussions are still on-going.

“Maybe, just maybe we may have special stages around the perimeter roads of the Isle of Mull in the near future... Fingers crossed.”

The full statements can be found on the events’ Facebook pages: Jim Clark Rally and Mull Rally.



## **CLOSED-ROAD CITY SPRINT DRAWS SIX-FIGURE CROWD**

**The first sprint event run under new closed-road motorsport legislation drew over 130,000 spectators into the centre of Coventry earlier this month (2-3 June).**

MotoFest Coventry was the first competitive motorsport event held in a city centre since the Birmingham Superprix almost 30 years ago.

Drivers from the British Automobile Racing Club’s (BARC) various sprint championships took to the Coventry Ring Road for two days of competition. Sprint legend Olly Clark – driving a Subaru Impreza – was quickest, setting a new track record of 69.64 seconds on the 1.1-mile Toyo Tires sprint course.

There were also demonstrations, including a 30-year anniversary celebration of the Jaguar XJR-9’s 1988 Le Mans victory, with winning driver Andy Wallace behind the wheel in the marque’s home city.

James Noble, Festival Director, said: “The sprint competition proved a phenomenal success with all the competitors expressing their delight at the opportunity to become history makers. It’s fitting that we have a true motorsport legend in Olly Clark as our first ever sprint trophy winner and new official lap record holder.”

The MSA took the opportunity to introduce new people to grassroots motorsport by teaming up with Loughborough Car Club to run an autotest with free passenger rides. Seven hundred people took part, enjoying a first-hand experience of club level motorsport that is open to anyone with a standard road car.

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## **BRITISH CREWS GET CHANCE TO SHARE WRC SPOTLIGHT**

**British rally competitors once again have opportunity to share the spotlight with the FIA World Rally Championship elite on this year’s Dayinsure Wales Rally GB (4-7 October).**

The WRGB National Rally is open to crews wishing to compete in front of huge crowds on the same stages as their WRC counterparts. The National offers 85 competitive miles on some of the world’s most famous forest tracks.

The action starts in north Wales on the Friday. After three special stages in Clocaenog, Brenig and Penmachno, crews face a new double-header at the Slate Mountain extreme sports venue in Snowdonia before returning to the Deeside Rally Village.

Billed as ‘Super Saturday’, the battleground switches to mid Wales and five more tests in Myherin, Sweet Lamb Hafren, Gartheiniog, Dyfi and Dyfnant. Crews then return to the Rally Village

for the Ceremonial Finish and prize-giving.



**Tom Preston** (pictured), a regular in the Prestone MSA British Rally Championship, was victorious last year. “I can’t speak highly enough of the event,” he said. “It’s a great opportunity to drive some iconic stages and being involved in a round of the World Championship. It provides a less costly option and also doesn’t require quite as much time away from work and the family.”

Recent WRGB National Rallies have sold out, with the first wave of guaranteed places filling up on the first day. This year is expected to be similarly oversubscribed when entries – priced at £900 + VAT – open on Wednesday 15 August.

Entries to the National B status event can only be made online and must be accompanied by online payment in order to be processed. Visit [www.walesrallygb.com](http://www.walesrallygb.com).

For more ambitious local crews wishing to contest the full four-day International event, the organisers are seeking dispensation from the FIA to permit nationally-registered cars to be eligible for the main WRC rally as last year.

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## **VNUK THREAT REMAINS BUT MOTORSPORT URGED NOT TO WORRY**

**The motorsport community does not need to panic following news that the sport is not excluded from the proposed text of the new Motor Insurance Directive.**

‘Vnuk’ is a European Court judgement given in September 2014 that would require every car competing in motorsport to have compulsory third party insurance.

The MSA and other stakeholders lobbied for an amendment to the Motor Insurance Directive to exclude motorsport. However, the new proposal for the Motor Insurance Directive has been published and while it acknowledges the industry’s lobbying, it

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does not appear to remove motorsport from its scope.

“This is not cause for motorsport to be overly concerned,” said Simon Blunt, MSA General Secretary. “We know that the FIA will increase its lobbying to protect motor sport across Europe, and meanwhile our focus turns to national legislation.

“The Road Traffic Act will need to be amended to implement the proposed new Motorsport Insurance Directive (if/when it is finalised), so we will work with the Department for Transport to ensure that motorsport is excluded from any such changes to the Act.

“Brexit may also precede the implementation of the proposed new Directive. In the meantime, since the Road Traffic Act has not changed, nobody needs to fear that they are breaking the law if they take part in motorsport in the UK without this additional insurance.”

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### INSIGHT: MSA RALLY MEDIA ACCREDITATION

**The media play an important role in rallying, since they are responsible for much of the sport’s publicity, which helps to raise awareness and take it to new audiences. Without the media, rallying would lose its voice, so it is important that we look after them. That is where media accreditation comes in.**

MSA Rally Media Accreditation is designed to recognise bona fide members of the rally media, giving them the ability to sign on as media at MSA-permitted stage rallies and receive certain privileges to help them go about their work. In doing so, they are identifiable and accountable – the scheme aims to facilitate the promotion of the sport while ensuring that safety is not compromised.

Photographers and journalists can apply to the MSA for accreditation using the form on the MSA website. This simply entails providing evidence of a relevant commission or employment, evidence of previously published work and proof of public liability insurance. Applicants must also complete the online rally marshals’ training modules. Once issued with MSA Rally Media Accreditation, a photographer or journalist should be able to sign on as media at any UK stage rally.

Once signed on at an event, MSA Rally Media Accreditation holders can go wherever the event organiser agrees they can go – except any restricted or

prohibited areas, of course! The Stage Rally Safety Requirements (the document outlining how UK stage rallies should be run) are flexible in this regard, saying: ‘An agreed ‘location’ for MSA Media Tabard holders does not necessarily need to be a very particular and defined area – for example, depending on the nature of the event it could be determined that the agreed media ‘locations’ are any that are not Prohibited Areas.’

There have been occasional reports of MSA Rally Media Accreditation holders being restricted to very limited areas on certain events and sometimes enjoying less freedom on the ground than ordinary spectators. However, as the SRSRs say, ‘The more restricted an accreditation holder is, the more likely they are to conclude that they might have as much freedom as an anonymous spectator. Therefore, it may be considered pragmatically that a less restrictive approach to media locations could help to ensure that the media remain accredited, identifiable and accountable.’

Paul Lawrence, a well-regarded journalist and photographer, has been an MSA accreditation holder right from the start and has worn his MSA tabard on many different events nationwide.

“The new Level 2 media system is starting to settle down well,” Lawrence says. “I’ve seen it from both sides of the fence and it seems to me that the most successful events are those that allow the tabard media freedom to choose their locations, with due regard for Prohibited Areas, marshals instructions and any direction from safety cars.

“The Level 2 tabard holders are all experienced, responsible, trained and accountable and some events and officials are now rightly seeing them as a potential asset ‘on the ground’ should the need arise during an event.”

A key relationship on the stages is that between the MSA accredited media and the MSA Safety Delegate. Three years ago, Nicky Moffitt, an MSA Director and Vice Chairman of Motor Sports Council, became the first Safety Delegate and has since performed the role on almost 40 events.

“My experiences working with the MSA accredited media have been mostly positive, with just the occasional issue here and there to be resolved,” Moffitt says. “The one thing I never want to see is a tabard holder walking on the stage when I go through; media are well aware of the event time schedule and should be in position at their preferred location prior to my arrival as I

drive through the stage for a final check.

“Occasionally there may be disagreement between the media and the marshals on the ground. Like everyone else, the media are expected to obey the marshals’ instructions, however if there is disagreement or the marshal is uncertain then there is no problem with waiting to flag down the Safety Delegate and asking for guidance. As event officials we want to keep safety at the forefront of everything we do, but we needn’t be draconian and should work with our media colleagues, not against them.”

A separate issue that the Safety Delegates and other officials contend with is the presence of non-accredited photographers in dubious places. There is little the Safety Delegates can do when people emerge from the trees after they have passed, however competitors can certainly help by considering whether the images they use in their publicity materials have been captured by accredited photographers.

“If an image is from the landing zone of a jump or a similarly crazy location, then it’s almost certainly not been taken by an accreditation holder,” says Moffitt.

“It’s probably been taken by someone who has popped out of trees after the safety cars have passed and gone to stand somewhere they know they shouldn’t be. They may produce exciting images but those images are not worth risking the sport’s future for. We need to clamp down on rogue behaviour and reducing the demand for it is one way of achieving that.”

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### TECHNICAL STEERING WHEELS



The steering wheel pictured was found by a scrutineer at a hill climb event last month. Of the six bolts that should be holding the steering wheel to the boss, one bolt was completely missing, one bolt had no nut (the screw fell out upon

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inspection) and one bolt was loose. It is essential that competitors and preparers maintain such safety critical components to an appropriate standard.

### TOBACCO ADVERTISING

There have been several recent instances of vehicles being presented for inspection or scrutineering with tobacco related advertising. Please remember that tobacco related advertising is prohibited on all competing vehicles. This also extends to support vehicles and the competitor's equipment, such as overalls and helmet. Please see regulation H28.1.6.

The only exception to this ruling is if the specific vehicle can be proven (using its chassis number) to have used the particular livery in period. In such cases it is permitted to continue using the livery, providing that the logos are the original size and colours. Therefore, it is not acceptable to replicate a tobacco related livery on a vehicle that did not originally display that livery.

### Just for a Laugh

The European commission have today announced that, after considered debate, an agreement has been reached to adopt a single language for European Union. The preferred language for all European communications will be English, rather than German, which was the other possibility.

As part of the final negotiations, her majesty's government conceded that English spelling had some room for improvement and accepted a five year phased plan for what will be known as EuroEnglish.

In the first year, the letter S will be used instead of the soft C. Certainly civil servants will receive this news with joy. Also the hard C will be replaced with K. There will be growing public enthusiasm in the second year, when the troublesome PH will be replaced by F. This will make words like Fotograf some 20 percent shorter.

In the third year, public acceptance of the new spelling can be expected to attain a stage where more complicated improvements are possible.

By the fourth year, people will be receptive to such steps as replacing TH by Z and reducing W by 50 percent to just V. During the fifth year, zeunesary O can be dropped from words containing OU and similar moves would be applied to other combinations of letters. After the fifth year we have a reliable sensible written style. Ze drem

of a truli akseptibil Englis languaj vil av finali kum tru.

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Cheers  
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