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Hi Everyone.

Chairman's Chat

Lots to mention for this month, the first off was the "UNDER 17" Autosol, which Steve Johnson asked Pendle if they would like to be involved, as initially the Nelson College was our rally starting venue !!! Steve came to a committee meeting and told of us of his plans, and how he needed volunteers. I said put me down for steward and he was happy I thought at least one of us will fly the Pendle Flag and no-one can moan from other clubs, and left it at that. It was run in conjunction with the Pendle Powerfest which was taking place on the following weekend. Well come the 19th it was a brilliant day weather wise and what a turn out. I had to apologies to club / committee members Alan, Ray, Ian, Barry and his son Peter. I thought I had just volunteered to keep Mr Johnson happy so at the eleventh hour I emailed the entry list and finals, to those above, Of the event, what surprised me was the

way it runs, Steve had worded his regs so that every car had to take a passenger, also they were split into 3 groups with one group on stand down, one group marshalling and one group "doing", a brilliant idea and one for us to maybe think about for the future. Of the test(s) there was just one, run 6 times in the morning and 6 times in the afternoon. When Mick Tomlinson showed up we both said we reckon by the end of the last test we would navigate round ok, There were some notable crews a young lady in a Saab did exceptionally well considering the size of the vehicle. However, has happened in Ireland, the car to have was the Mazda MX5 with the LSD, as they are so nimble and light.



24 competitors took part and it was none stop action all day with a small 30 minute mid meeting break. To quote Steve they are just like a Sprint or Hillclimb without the practice runs .As Steward I could not get too involved, so I just sat in my fishing chair bottle of sparkling flavoured water and a couple of David Inghams pies.



I was kept amused by Mr. Maurice Ellison who was recounting his exploits with some competitors on various Targa rallies, some were just very funny. Alan, Ray and Ian were involved around the timing and giving the results but after the first 6 runs, Steve then changed everyone around and Maurice departed to run the line.

I was totally impressed in the set up. The test must be forward running ie no reversing into garages they must include a 360 degree turn, ideal for the handbrake brigade, however it was not around a single cone but a box measuring some 4/5 metres square, bounded by tape. Another aide to

getting the test correct was the fact on every turn was a cone laid on its side with the pointed end showing the correct way, or two opposite showing the gate to go through all very simple, still reckon I would c**k it up. But another form of motorsport for 14 year olds to take up, They even have a driving instructor or two who actually bring their business cars with the dual controls and these instructors will take the young ones around until he feels competent they are good enough to compete unaided, cost £70 which I would consider reasonable costs. The event finish about 3:30pm and all was done by 4:00pm just enough time for me and Ian to sneak a couple in the club, prior to our tea.

Something we maybe need to look at or encourage members to have a go, no licence required, only stipulation is that you have to join the organising club as it is a closed to club event. If anyone is interested just get in touch, with me or any committee member and I will try my best to help out.

[illegible]

Now onto to something a bit different. For the last few years Charlie and I, Diane and Ian have competed on the various Touring assemblies around the North West, and to be honest we have often talked about whether Pendle should put one on, as we had learnt and picked up plenty of pointers on how clubs should /could improve their events to get the maximum entries etc etc.

Enter the LAC FELLSMAN

Last year it clashed with the TWO PEAKS event, this year the clerk of course had amended his date, but oh dear he still only got 24 entries, those at the club quiz may remember him coming to the club quiz night "touting" for entries, all to no avail. Charlie and myself sat with John (clerk of course) and suggested the navigation whilst very interesting is also very hard. This year he had a beginner's route of 6 figure map references. I do not know how he separated the experts from the beginner's but even with a sheet full of references any novice would struggle. The final straw came about when me and Charlie had gone wrong and missed 3 code boards. This is not sour grapes, both myself and Charlie consider ourselves to be reasonable navigators, but when the likes of Peter Kenyon who has won various rallies throughout is career, and Alan Ridgellagh who used to win Northern road rallies with Harvey Mason, also struggled with the navigation, it should

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tell the organisers it is just a bit too difficult for ten minutes plotting. As I say I have no problem with most of it, but one instruction said cross the following coloured roads in order easy that (for example) RR GY YR GY YY, and then suddenly "ep" appears, what is that???, we spent ages looking for something like it. I suddenly came across the word "Deep dale" with the letters "ep" across the road !!! I suppose a good trick to cause people to drop time on a proper road rally but I do not think it fitting on an easy fun event, when all people and crews want is a tulip road book with distances and code boards after every or most tricky junctions to ensure correct passage etc..Some of you may think that is what it is all about „but when you see the entries falling over the 3 years we have been doing them from the mid fifties to mid twenties it is telling us something. So subject to permission from the committee, we had to cancel our last meeting, we are hoping to put a Touring assembly on next year. Before people start to panic, there will be no sector marshals who will be required to PR every house etc it will be a case of the various RLO's checking the route and advising of sensitive areas to be visited. Which I am happy to do. We will be buying a copy of the DON BARROW tulip programme for the road book, and the assembly will start, halfway halt and finish locally with a local garage hoping to support the event. As I say it is all in the very early stages and would be for the committee to ratify my request. For those it will not be a competition crews, will receive a finishers medal, nothing else there will be no timing schedule with the exception of the earliest time at each passage check, to ensure a 25mph average is maintained and to prevent anyone speeding. Just leisurely drive on some of the finest old road rally days. Cars eligible will be anything that is road legal and conforms to the Department of Transport rules tax, insurance Mot anything else, the MSA require we will no doubt pass it on. So please watch this space....

Next event is the Scammonden dam Hillclimb in August once again a counter for three championships ..regs etc will be out soon I hope Marshall will be required and carrying from his sterling job last year Barry wilkinson and son Peter will be chief marshal further details next month That's it for now

Safe driving in competition and on the road

See you next month
Rodders

General Data Protection Regulations.

Most of you are, probably, fed up with the amount of information you have been receiving from various companies re the General Data Protection Regulations that came into force on 25 May.

Last month's newsletter included the clubs privacy policy, why we hold it and that it is secure.

As you all gave your details on your membership application form, the club are assuming that, for the rest of the year, you are happy at this situation. However if you are not happy with the situation please contact the secretary and it will be deleted.

From the first of January 2019, the application forms will contain a statement that says by applying to become a member you accept that we hold your details.

Thanks to **Bruce Lindsay** for the following report.

So Monday is upon us. After a great but bad Manx National Rally that once again saw us have a niggler or 2 with the Focus BUT and it is a big but the engine worked and worked well!!!! Friday night was wet, slippery and tricky the focus chucked us a side ball by snapping its exhaust manifold. We managed to replace this in our 20minute service but it was out of alignment and on the 2ns loop we lost the exhaust and also got a double puncture on ss12. Our overnight halt saw us cobble together a new exhaust by cutting the exhaust of the transit service vehicle and was then welded into place by the superstar that is Rod "I'll get it mended" Fisher, at 2.30am we sloped off to bed to continue in the morning.

Wakey Wakey it's Saturday and we're off again the exhaust was in fine fettle we had swapped to slicks and we were in good spirits.

Off we went into ss9 and we were flying only to find out it had been scrapped (Don't go there) so we needed up at ss11 and boy did we fly through there setting joint fastest 1600 in the National. We were now in high spirits as we'd suddenly lifted ourselves to 4th in class with 6 to go.

SS12 and we set off and it was all going great guns until..... we came down a "200 2l/bump " and well at around 100mph it just let go understeering right into someone's garden then out of the garden down a ditch hitting a culvert then across the road up the banking on the right then back across the road up the banking up/ into the bank on the right launching us upwards finally landing and removing around half a ton of topsoil on our way ☹️☹️☹️☹️☹️☹️



" Oh dear " I said " go hard or go home Michael I'd rather retire like that than retire due to that f*****g engine ". It turned out that we had a sudden deflation of the drivers front tyre, the Marshalls on the junction witnessed this and subsequently took Michael up to see a line of aluminium from the wheel on one side and a line of rubber on the

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other going into the rather pretty garden.

As for me adrenalin was keeping me going and when it wore off I took a downward turn. At this point I'd like to thank all who attended and looked after me on site at the hospital at rally control.

I'm sat here this morning very very stiff and sporting a large black nutsack 🍆😓 Thanks to Michael, Kari, Rob and Paul for the great teamwork all weekend. Overall another great weekend on the Rock proving the focus on song is a contender.

Am I ok? YES

Has it put me off? NO

Can we tame this Focus? YES

What's next? OFF TO THE SCOTTISH ON FRIDAY CAR 25 IN THE 4WD RALLY WITH JAN IN THE SUBARU.

Oh and the LURVE BUS was faultless

👍👍👍👍👍👍

More news from Nigeria, but he's in England for the report.

A little magazine 9Geria/UK news for the mag

Just like the curates bad egg that was good in parts, my early season UK visit got off to a soggy start, landing into Heathrow just after 1.30 on the Wednesday afternoon and getting into Northampton after 5.00 then driving to my Wellingborough guest house only to find no parking space out the front so went to the rear car park, trekking back around the front with my wheelie bag in tow the heavens opens getting me wet and cold, just what I needed wearing light clothes from Africa.

Next morning up long before sparrow fart and into the storage container where my Jedi is kept before 6.00 to start fettling the wee beastie ready for the weekend, by 8.00 in the evening I decided I had had enough and would finish and load on the Friday morning. Another 6.00am start, but all loaded and on the road before 10.00, wet drive down to Devon did not bode well with a very soggy paddock area to offload onto, at least Saturday dawned and it was not raining, young Ben Bonfield in his yellow Jedi, that he share drives with dad Tony, was flying, no idea what bravery pills he had for breakfast but must try to get some for myself! In my attempts to keep up with the young whipper snapper, ambition overcame

grip and the bank (Barclays) at Martini consumed my new bigger front wing this was replaced by my older small spare wing along with the inevitable gaffer tape on the end of the nose, Sunday dawned another dry day, so all to play for again until my throttle stuck in the timed runs at Wizz corner where I climbed the banking wrecking another wing which halted my playing and my early bath from 2 wing Wis. This throttle sticking was caused by a small stone sticking under the throttle stop bolt, holding it open, the stone probably donated from my Martini bank visit??

Monday morning and strip the damaged wing to salvage the mounting struts before heading to Jedi, debit card in hand to buy a new main plane, which was assembled with the salvaged end plates and flaps.

The rest of the week was spent cleaning and changing sprockets to lower the gear ratio a tad and installing gearshift air valves and air pressure regulator to the air bottle, then thinking how to fix the gearshift actuator in the very tight space available.

All too quickly Friday arrived, the car and Landy loaded and off we headed to Werrington for my 1st taste of UK summer with glorious weather the whole weekend, on Saturday Adam Steele in his Martlet decimated the field, his 1st practice matched my PB of a few years ago, by the end of day we had a new class record about 1 second quicker than before! Luckily for the rest of us Adam left us alone to play on Sunday and the day belonged to young BenB again. So pack up and head for the long haul back to Northampton and go to the GTM stand at the kit car at Stoneleigh Park on the Mayday Monday, bought a few bits to take back for my GTM to go with the window frames I had powder coated just around the corner from the Mercedes F1 factory, then spent the rest of the week prepping my car again ready for my last weekend, on Thursday I went online and saw results posted for Debden sprint, hang on a mo, Debden is supposed to be after the 500 O-C meeting at Wiscombe?? check again, grrr that's knackered it, bloody old fool did not check the dates when filling in the entries and the Debden organizers in their wisdom had moved it a week earlier from last year.

The next setback was the onset of Malaria at the end of the week making me feel pretty rough, with the usual

cracking headache, aching joints, great difficulty in concentrating. Thinking I could get tired driving to Devon I put an airbed and sleeping bag in the Landy, but the only stop needed was for a sandwich and a leak, all went well until parking my trailer when it decided to run away downhill as I tried to get it closer to the rope fence, luckily it was stopped by the very brave help of the chuck wagon crew, after that I was so shattered I could not unload the car as I had the fever shakes and was all trembling, the next stop was get my head down for an afternoon snooze to recover a bit, thinking that I would just have to see how I could cope on the following day, as it happened much better than expected!

I like events like the 500 O-C meetings with the fabulous mix of old cars with just a few of us moderns pretty much lumped together in 2 classes under and over 1200cc, I had David Turle and his son in a Ginetta with the roof cut off and powered with a Honda Blackbird engine for company. The day went well and was most enjoyable chatting with the Turle's about the old 500cc days and seeing Andrew Forsyth taking his 1st FTD.

Because of the Malaria I had driven a bit slower than my usual towing pace and was surprised how much more economical Nora the Landy was, probably better to save half a tank of diesel than save 15 minutes? As there was no Sunday event for me it was another leisurely and economical cruise back to Northampton

Monday everything was packed away in the storage container and the Jedi was sent back to Jedi to make its gearshift actuator brackets plus a few other bits and bobs, before getting my bag packed ready to return to Kano.

Tuesday and Wednesday, the day for me to go to the airport, were my only lazy days without 6.00am starts during my "holiday"

I got back into Kano at 2.30 on the 17th and although through immigration very quickly, as usually my bag and GTM window frames were the last items off the carousel, dropped all my kit at the house then went and did a little shopping for salad, veggies and fruit for tomorrows lunch. An early night tonight and up at silly O'clock to get to work tomorrow.

Regards

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John

Thanks again John for that update, at least you got some English summer weather.

British Touring Car Championship



More success for **Russell Morgan**.

After the last round of the BTCC Adam sits top of the championship table after winning round 9, the third of the three races held at Thruxton on 20 May. After finishing fourteenth in race 1 and fifth in race two, Adam was drawn to take pole position for the third race. From there he lead from the start and never looked like being caught despite the efforts of Jack Goff, who made great efforts to catch Russell from seventh on the grid, but had to give best as his tyres slowed him during the final laps.

Next round is Oulton Park on the 10th June, this must be classed as his Home circuit, but as championship leader he'll start with a 75kg weight penalty.

Our member from Norway **Eyvind Brynildsen** competed on the 42 Rally Islas Canarias, the second round of the European Rally Championship, under **Ken Skidmore's Autotek Team**, although in the co-drivers seat was T Eriksen, in the Ford Fiesta R5. Staring at 22 Eyvind climbed to 4th after the first stage, however he gradually dropped down the order and after stage 10 was in 11th position, but at the end of the event, 14 stages in total he had climbed back to 9th overall.



This picture shows him testing this week in Greece for this weekend's Acropolis Rally.

Tom Preston is currently enjoying success in Barbados.

The team are currently competing in the 2018 Sol Rally Barbados in their Skoda Fabia R5. Tom finished 7th in the qualifying event, the main event starts on the 1 June and finishes the following Sunday. Hope for a good result and maybe a report on the event.



SD34 News

What's on?

9 June Liverpool MC:

Hill Climb, Barbon Manor, Cumbria

16/17 June Garstang & Preston MC:

Memorial Road Rally, Lancs/Yorks

17 June Longton & DMC:

Sprint, 3Sisters, Wigan

23 June Mull CC:

Dunoon Presents Argyl Rally, Argyl

24 June CSMA:

Autosolo, Lymm Truckstop Services
M6 Jt20

24 June CSMA:

Autotest, Lymm Truckstop Services
M6 Jt20

24 June CSMA:

PCA, Lymm Truckstop Services
M6 Jt20

30 June Liverpool MC:

Summer Sprint, Aintree, Liverpool

1 July Warrington & DMC:

Envile 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



Ikley & District Targa Rally

This year the event will run on the 3th June starting and finishing at Best Western Burn Hall Hotel, Tollerton Road, Huby, York YO61 1JB (MR 105/539 653).

Targa rallies are basically multi-venue auto solo's, where the results come from the time taken on tests. You will be provided with a road book and test diagram book which will enable you to follow the route with ease. You are required to get around the course which is normally defined by cones in the quickest time possible without picking up any penalties.

The road book will consist of tulips and accurate mileages so no map reading is required! This is an ideal event for the beginners out there. The sections between venues are only transport sections and will not be competitive. You will have a time schedule to follow but plenty of time is allowed, this is only to keep the event moving!

Included in this year's entry fee you can expect to receive a coffee at signing on, a light lunch and a well-deserved carvery at the finish! *bacon rolls are also available at the start but these are to be purchased by yourselves.

The Organisers

Keep up to date on here with latest news, regulations, schedules and much

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more! If you are able to help on our event then please contact us and be part of this brilliant rally.

WARRINGTON & DISTRICT MOTOR CLUB JRT ENVILLE STAGES RALLY Sunday 1st July 2018

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 1st 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 timms52@live.co.uk
Text / call 07895427839



SD34 Motor Sport Group Interclub League 2017 supported by Gazzard Accounts

Clitheroe & DMC	626
Under 17 MC	527
Bolton le Moors CC	526
Preston MC	363
Warrington & DMC	257
Wigan & DMC	237
Accrington MSC	172
Airdale & Pennine MC	168
Blackpool South Shore MC	133
Matlock MC	128
Garstang & Preston MC	93

Pendle DMC	80
Wallasey MC	72
Stockport 061 MC	71
Manx AS	54
Knowldale CC	47
Liverpool MC	34
Hexham DMC	18
High Moor MC	15
CSMA	13
Lightening MSC	10

SD34 NoneRace/None Rally Championship

Jason Crook	U17MC	76.59
Andy Williams	U17MC	72.23
Warren Nichols	BLMCC	71.65
Lauren Crook	U17MC	67.82
Jamie Foster	U17MC	60.87
James Williams	U17MC	60.65
Steve Johnson	U17MC	59.96
Chris MacMahon	U17MC	59.67
Scott MacMahon	U17MC	59.48
Ben Holmes	CDMC	31.12
Steven Holmes	CDMC	29.59
Phillip Clegg	AMSC	29.30
David Graves	BLMCC	28.77
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
Steven Smith	AMSC	9.40

SD34 Road Rally Championship Results following the Altratech061 Rally

Drivers

Matt Flynn	CDMC	51
Stephen Holmes	CDMC	36
Dan Sedgwick	CDMC	35
Kris Coombes	PMC	34
Tony Harrison	CDMC	32
Chris Hewlett	CDMC	30
Mark Dixon	CDMC	29
Ian Swallow	BLMCC	29
Mark Johnson	CDMC	25
Dominic Mctear	CDMC	20
Steve Flynn	CDMC	18
Mark Standen	GPMC	17
James Taylor	CDMC	16
Dan Fox	CDMC	15
Jem Dale	GPMC	14
Phil Shaw	CDMC	9
Paul Pendleton	CDMC	7
Charles Andrews	PMC	7
Peter Sharples	PMC	5
Andy Williams	U17MC	4
Russell Starkie	CDMC	3

Navigators

Rob Jones	CDMC	57
Sam Ambler	CDMC	33

Ben Holmes	CDMC	32
Louis Baines	PMC	30
Grace Pedley	CDMC	25
Matthew Broadbent	CDMC	25
Steve Butler	CDMC	23
Matthew Hewlett	CDMC	22
Paul Taylor	CDMC	21
Grace Pedley	CDMC	17
James Swallow	PMC	16
Jonathon Webb	HDMC	16
Leah Brown	CDMC	14
Ian Graham	CDMC	14
James Chaplin	GPMC	12
Elliot Shaw	CDMC	11
Sam Coombs	PMC	8
Harris Holgate	CDMC	4
Lauren Cook	U17MC	3

SD34 Stage Rally Championship After Cetus Stages

Driver

Andrew Morris	CDMC	132
Calvin Woods	WiDMC	106
Brandon Smith	CDMC	53
James Swallow	BLMCC	53
Stephen Johnson	U17MC	52
Peter Sharples	PMC	27
George Merrills	S061MC	27
Michael Tomlinson	PDMC	26
Peter Jackson	GPMC	26

Co-Driver

Chloe Thomas	CDMC	132
Connor Aspey	WiDMC	105
Lauren Hewitt	WiDMC	53
Stephen Butler	CDMC	52
Louis Baines	PMC	27
Matthew Broadbent	CDMC	27
Kris Coombes	PMC	27
Sam Coombes	PMC	27
Bruce Lindsay	PDMC	26
Terry Martin	CDMC	26
Phil Merrills	S061MC	26
Karen Whittam	GPMC	26

SD34 Marshals Championship Under 18

Matthew Nicholls	BLMCC	59
Alexander Baron	AMSC	30
James Robinson	U17MC	20
Elliott Shaw	CDMC	20

SD34 Sprint & Hillclimb Championship

Nigel Fox	CDMC	31.15
John Early	LDMC	29.04
William Campion	LivMC	29.26
Rob Holt	LivMC	19.92
Nigel Trundle	LivMC	19.83
Dave Welton	LivMC	19.11

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R Thorne LDMC 10.24
Dave Goodlad BLMCC 9.95

SD34 Marshals Championship

Maurice Ellison	CDMC	157
Amanda Baron	AMSC	67
Robert O'Brien	WaDMC	47
William O'Brien	WaDMC	47
Tracey Smith	AMSC	47
Sean Robertson	LivMC	37
Barry Wilkinson	PDMC	34
Colin Baines	PMSC	30
Danny Cookson	PMSC	30
Kim Coombes	PMSC	30
Kris Coombes	PMSC	30
Sam Coombes	PMSC	30
Jamie Elwell	PMSC	30
Terry May	PMSC	30
George Portlethwaite	PMSC	30
Alexander Baron	AMSC	27
David Hunt	LiMC	27
Amanda Anderson	U17MC	27
David Barratt	AMSC	20
Paul Flynn	CDMC	20
Ian Farnworth	GPMC	20
Geoff Maine	LiMC	20
Peter Schofield	PDMC	20
Peter Wright	PDMC	20
Rod Brereton	PDMC	20
Ben Coombes	PMSC	20
Joe Ring	PMSC	20

All the above have qualified and a further 79 have marshalled on one event

SD34 Individual Championship

Steve Johnson	U17MC	75
Andy Williams	U17MC	72
Steven 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 Hewett	WiDMC	34
Sam Coombes	PMC	24
Dan Sedgwick	CDMC	21
Steve Smith	AMSC	20
Sam Ambler	CDMC	19
Peter Sharples	PMC	17
Chris Andrews	PMC	15
Elliott Shaw	CDMC	7

MOTOR SPORTS ASSOCIATION
UNITED KINGDOM **MSA**

THOUSANDS ENJOY ENGLAND'S FIRST CLOSED-ROAD RALLY

Thousands of spectators enjoyed a successful Corbeau Seats Rally

Tendring & Clacton (22 April), the first closed-road event organised under new legislation in England.

Melvyn Evans and co-driver Sean Hayde made history by winning the inaugural event, organised by Chelmsford Motor Club and a team of 500 marshals and officials. "The rally was brilliant and to win the first one in England was special," Evans said. "The event ran like clockwork and the spectators were amazing. Hopefully it's the start of a new era with more of the same to come." Hugh Hunter and Rob Fagg took second, while Kevin Proctor and Andrew Roughead completed the podium.

An estimated 3500 people visited the service areas in Clacton-on-Sea, while 2500 more witnessed the competitive action from the spectator areas. Among them was David Richards CBE, MSA Chairman.

"It was an historic day in Clacton with the first closed-road motor sport event in England and it couldn't have been a better start to this exciting new era," Richards said. "It was wonderful to see thousands of people enjoying the event, especially so many families and youngsters getting their first taste of motor sport. Congratulations to Chelmsford Motor club and the hundreds of volunteers who made it all happen. It bodes very well for the future."

Mick Skeels, Tendring District Council Cabinet Member for Leisure and Tourism, added: "Speaking to spectators around the start in Clacton there was a real buzz of excitement. Some were local residents, many not motor sport fans usually but who were keen to watch something different right on their doorstep. Helped by the brilliant weather, the whole rally is a wonderful advert for Tendring."

The new closed-road laws commenced on 10 April 2017, following a long campaign by the MSA and the motor sport community. Independent research commissioned by the MSA and conducted by the Sport Research Institute at Sheffield Hallam University has shown that local communities across Britain could generate up to £40m of additional revenue by closing roads to host a limited number of motor sport events.

The next event using closed roads legislation is the MotoFest Coventry spring on 2-3 June. The Watergate Bay Speed Hill Climb is scheduled for 15-16 September.



DAYINSURE WALES RALLY GB TAKES TO THE STREETS

This year's Dayinsure Wales Rally GB (4-7 October) will feature closed public roads for the first time, marking the start of a new era for world championship motor sport on UK streets.

New legislation facilitating closed-road motor sport in Wales came into force on 2 February, following a long campaign by the MSA and the sport. As a result, round 11 of the 2018 FIA World Rally Championship will finish on the Great Orme and the streets of Llandudno in front of thousands of spectators.

In total, Dayinsure Wales Rally GB's route will feature 24 stages totalling

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more than 200 competitive miles. The first leg will include sections of closed road to create new challenges in the classic Brenig, Alwen and Penmachno forests. Friday also sees the introduction of a new doubleheader stage at Slate Mountain, home to Zip World.

A gruelling 'Super Saturday' will move the battleground to Mid Wales in Myherin, Sweet Lamb, Hafren, Dyfi and Gartheiniog. Sunday morning sees two forest tests run twice in Snowdonia, before finishing with a new Power Stage that starts on the Great Orme and ends on the streets of Llandudno. The flying finish will be on the resort's famous seafront and the winner will be crowned on the Promenade.

M-Sport's Elfyn Evans, winner of the 2017 Dayinsure Wales Rally GB, welcomed the changes to the route. "It looks like a great route with the inclusion of the Orme combined with all the fantastic forest stages," he said. "The finale through the streets of Llandudno will be very, very spectacular. There was an incredible atmosphere in town for the Ceremonial Finish last year and, now with the last stage finishing on the Promenade, it will just add to the incredible excitement."

Retaining an air of familiarity, all the WRC teams will be based once again at the Deeside Rally Village, located in the grounds of the Toyota UK engine manufacturing plant, where public admittance is free.



SEEDING POSITION RELAXED TO HELP 2WD AND HISTORICS

In a move designed to support two-wheel-drive and historic competitors, the MSA has relaxed its position to allow for split fields and more flexible seeding in stage rallying.

In 2015, the MSA reinforced the principle of running a single field, seeded in performance order. However, three years' progress with rally safety has allowed the governing body to issue new guidelines for running two fields, including a provision to run the first field in reverse seeded order and also to seed by class.

The new guidelines allowing more flexible seeding are detailed in the latest version of the Stage Rally Safety Requirements (SRSRs), published today with effect from 1 July.

David Richards CBE, MSA Chairman, said: "The MSA's position on seeding has always been subject to regular review and I'm pleased that we have reached a point where we can once again accommodate two-wheel-drive and historic machinery on the smoothest roads at the front of the field. We have listened to feedback from the sport and trust that this revised approach will be well received by the rallying community."

Other key updates to the SRSRs include the operational aspects of the recently announced change from yellow to red flags, in line with FIA regulations.



MOTORSPORT CELEBRATES FIA VOLUNTEERS WEEKEND

The world of motorsport is celebrating its dedicated volunteer marshals and officials during FIA Volunteers Weekend (19-20 May), with the entire community encouraged to show its appreciation on social media.

Volunteers are the power behind motorsport; whether marshals or scrutineers, clerks or stewards, timekeepers or rescue crews, the sport could not happen without them. In the UK there are currently 9,539 registered marshals, meaning the MSA is on course to register more marshals than ever before this year. There are also over 3,200 highly trained officials, ensuring that events are run safely and fairly.

Throughout this weekend, all those involved in motor sport are encouraged to show their appreciation for volunteers on social media. People can share videos, photos and stories on Facebook, Instagram and Twitter using the hashtag #FIAVolunteersWeekend.

David Richards CBE, MSA Chairman, said: "Without the commitment, skill,

training and goodwill of volunteers it would be impossible for motorsport participants to enjoy their passion every weekend. It's not just at the side of the circuit or track that our volunteers contribute so generously, but in officiating and organising events, providing medical support, contributing to local clubs, regional associations, committees and the Motor Sports Council.

"It's right that we shine a light on the enormous contribution that volunteers make to motor sport in the UK this weekend, however let's also bear in mind that it is every weekend that our volunteers contribute so freely, and for that we should all be very appreciative."

Jean Todt, FIA President, said: "Volunteers are the unsung heroes of motorsport. Without them, quite simply, we would not be able to go racing. It is important for the FIA to recognise their vital contribution, and the occasion of the Volunteers Weekend shines the spotlight on their hard work and dedication to ensuring the safety and success of events the world over. This is also an opportunity to promote the positive benefits that volunteers gain from their involvement, and help attract new people to motorsport."

TECHNICAL

BATTERY REGISTRATION

New regulations require non-lead acid batteries to be produced by an MSA-registered manufacturer from 2019, and the MSA has now begun receiving manufacturer registrations. Competitors are advised that the list detailing the brand registrations has been uploaded to the MSA website and can be found in the Car Technical Resource Centre.

To be registered, a manufacturer is required to confirm that their products conform to UN38.3 classification and are suitable for use in motor sport. In addition, the 2019 regulations allow non-lead acid batteries that are a Standard Part (see definition of Standard Part in Section B) to be automatically permitted.

If a battery manufacturer wishes to register their products, they should contact the MSA Technical Department on technical@msauk.org to request further details.

JUNE NEWSLETTER 2018 MOTORSPORT IRELAND LOG BOOKS

In accordance with (J)2.1.1, the MSA has a reciprocal agreement with Motorsport Ireland (MSI) to recognise their Log Books issued in the Republic of Ireland. However, the MSA wishes to clarify that even if it is issued with a valid MSI Log Book, the vehicle must still comply fully with the MSA Stage Rally Regulations in section (R). This includes any chassis/floorpan/bulkhead modifications that may be permitted under MSI regulations, but remain prohibited under MSA regulations.

HONDA GX160 CLARIFICATION

The following clarification must be read in conjunction with paragraph nine of the current Honda GX160 Technical Regulations v13a:

No spark plug electrode gap is specified in the regulations, and therefore the gap measurement is free. However, under the definition of "the standard, unmodified component" the electrode should still conform in shape and relative position to an original, boxed item by way of comparison.

MSA PUMPFUEL SPECIFICATION

Competitors are advised that there are changes to the permitted fuel regulations in the MSA Yearbook with effect this year, the General Regulations now include the FIA specification within our definition of Pump Fuel.

A summary of the fuel types permitted under the MSA Pump Fuel definition (Section (B) – Nomenclature and Definitions) is shown below. This now allows championships to use FIA specification fuel without specific approval by the MSA, as many have done for the last few years with MSA permission.

Pump Fuel

- (a) Petrol: Motor Gasoline of the type on sale to the general public from UK roadside filling stations (see Appendix 1): BS EN 228 – Max. 100 Octane (RON)
- (b) Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21. – Max. 102 Octane (RON)
- (c) LPG (Liquefied Petroleum Gas).
- (d) Diesel Automotive Gas Oil (DERV)
- (e) Bio Ethanol
- (f) Bio Diesel



NON-FIA HANS TETHER ANCHOR

The HANS tether anchor pictured was presented for scrutineering at a recent race meeting. Although its markings suggest this is a genuine HANS product, it is not an FIA-homologated Frontal Head Restraint (FHR) tether anchor. Competitors are reminded that FIA FHR regulations – and therefore MSA regulations – require the tether anchors to be homologated to FIA Standard 8858-2002 or 8858-2010. Anchors homologated to these standards will have the standard number clearly marked on the anchor, and they will be detailed in FIA Technical List No. 29.



OPS WELDING: HOW NOT TO DO IT

The images were submitted by a scrutineer who inspected a stage rally car for a Vehicle Passport application. Upon inspection, the scrutineer found that the lateral bars of the front section of the Roll-Over Protection System (ROPS) were not welded to the main hoop around their entire circumferences.

Following this and to rectify the welding, the preparer cut access holes in the roof panel, and it was subsequently found that the majority of the 'weld' was in fact plastic-metal filler. The images show what was left when the filler was removed. As can be seen, not only is the welding very poor and largely non-existent but the tubes themselves are very poorly profiled.

Who's who at PDMC

Honouree President's

Ken Skidmore
Tom Preston

President & Secretary

Ray Duckworth
67 The Cresant
Dales View Park
Barnoldswick
Lancashire
BB18 5RQ

Tel 01282 812551
raymond.duckworth@btinternet.com

Chairman Rod Brereton
2 Park Side
Sough
Barnoldswick
Lancashire
BB18 6TA
Tel 01282 843297

Mob 07952 377880
pmc@clara.co.uk

Vice Chairman

Alan Shaw
31 Appleby Drive
Barrowford
Lancashire
BB9 6EX

Tel 01282 602195
shawalan555@gmail.com

Treasurer Les Eltringham
37 Lower North Ave
Barnoldswick
BB18 6DP

Tel 01282 815166

Committee Members

Chris Andrew
3 Parkinson Street
Foulridge
Lancashire
BB8 7PS

Tel 01282 863403
christopher.andrew@arlafoods.com

Mick Tomlinson
25 Pasture Lane
Barrowford
Lancashire
BB9 6ES

Tel 01282 613001/690184
mick@afameengineering.co.uk

Cheers
Ray Duckworth.

