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Hi Everyone.

What a turn up for the Lee Holland Rally, not the realms of a full (80) entries but a very satisfying 70 paid up entries with a further 5 entries still to pay, Wil Owen and Brandon Smith amongst them. We have had 2 cancellations, one from an entry not paid and one tonight from someone who has paid.

Lots of drivers in new cars and new crews out, one of note is Frank Bird, son of Paul Bird, who I believe has been banned for taking illegal substances. Frank is in his dad's car a Ford Focus WRC 07, Chris West, the current MSN championship leader, in his Peugeot 306 Maxi with the Smith & Jones engine, closely followed in 2nd overall place by event sponsor Mark Kelly in his 2.5 Escort Mk.II.

Well at least the event at Donnington is running this year, tomorrow in fact, last year's event was cancelled because of the snow, and it's not going to be a flag cracking weekend, but no snow.

Diane and I are going down, to spend the weekend with my cousin who is mad keen to get involved, pity she is my age and lives way down in Sussex.

Plenty of good cars to watch, disappointed no one has taken advantage of the new GT class, recently approved by the Motorsports UK, hopefully it will boost entries next year as some of these cars the Nissan 350z for example comes available at about £25000 ready to go, not exactly cheap but a lot cheaper than building a Mk.II at £100 plus thousands or the WRC Fiesta, be good to see..

I rarely go to watch but as well as a family outing I am going to collect trophies and natter to the clan at Bolton who will be in evidence. And see if I can convince any last minute crews that the Lee Holland is the best event ha ha,

Other things on Pendle's agenda, at a recent "do" at our house, Burns night in fact, Alan came with a super quiz, basically similar to "Catch Phrase" on TV where you guess the name etc or saying from the picture being revealed. Alan's quiz comprises of a series of pictures and you have to guess the phrase or saying, in actual fact it is pop stars, cities, wines, countries etc etc. No asking questions just spend a set amount of time writing the answer, everyone will be welcome and we will be inviting member clubs, Bolton, Garstang & Preston and Clitheroe. It will be on a Thursday night to be decided. Watch this space.

Another event on the board is the very first Summer tour taking place on June 22nd a Saturday, 150 miles approximately, non-timed event using local maps and featuring the old roads from our road rally cars, choice of event description, either use the tulip road book provided or plot the route as on a road rally, or both, no prizes each finisher will receive a finishers medal. A bacon butty and a brew at the start a buffet lunch at the half way and a long natter at the end, any road legal car, and no Motorsports UK license required just a club card.

More details are that the RLO's for Lancashire & Yorkshire have approved the routes so it's all systems go. Again more details as I get them.

.....
Race Retro Weekend, myself Mick and Dikko went down to Stoneleigh. This time going down Saturday mid-morning and a stopover at the Stoneleigh Lodge. Reason being we could see all the cars on the live stages on the Saturday and do the display halls all Sunday.

Some amazing cars on the live stage Jimmy McCrae's V8 engined Firenza, he and Ian Grindrod competed in on Mull. Sunday was walking around all

the halls, this is where I bailed out, I wanted to sit down so I went to the "live" stage inside, where guest speakers were given a 30 minute spot. I got there as ex McLaren driver John Watson was speaking I believe he attained a third overall in the F1 world championship, and he won the British GP in 1981.



John Watson

He had quite a lot of comments about the sport and the current state of it especially the introduction of Formula E and the hairdryer cars.

Next up was ex rally man Rauno Aaltonen who told of exploits in minis in the 60's again all very interesting.

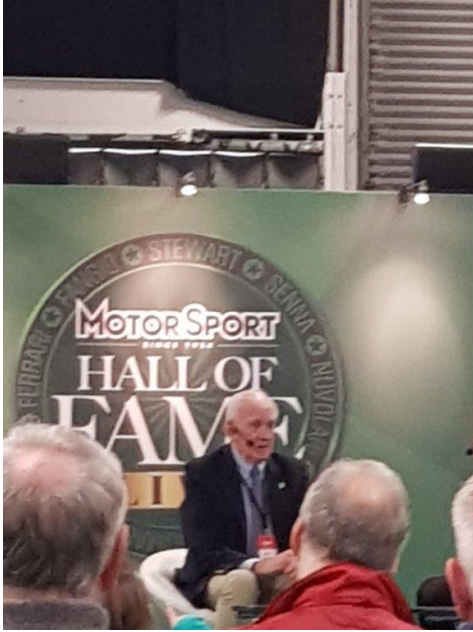


Rauno Aaltonen

The guy up next was John Fitzpatrick who I remember driving Broadspeed Capris which he said handled badly, as I was reading his intro notes it said he was regarded as the best ever Porsche

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driver of the time, again not knowing anything about him, it was well interesting.



John Fitzpatrick

But the highlight of the day was Tony Jardine, best ever guest at an SD34 presentation night, he is now working for HERO, a set up that can supply an arrive and drive car for Historic Marathon style events like The Paris to Peking rally. At the end I went up to greet him, he approached with his hand out and said "Pendle District Motor Club Barlick" I said absolutely brilliant and told him as far I was concerned he was the best ever guest at such an event a great afternoon.



Tony Jardine

I mentioned the SD34 presentation several times, what a night Pendle members old and new filled a table, 10 of us !! the biggest motor club support, The guest speaker was a lot better than

the one for the last two years. Had been a co-driver for Gwyndaf Evans among others and had several podiums in the WRC 2 championship, and done well in the British Championship, However due to a big accident he decided to quit the sport and help beginners attain the first step in to top level co-driving as he had been mentored in the same way as Phil Mills, ex Petter Solberg co-driver. The best thing of the night was the raffle, when all 10 members of Pendle won a bottle some of us won 2 an incredibly successful night. Looking round the room there was a definite lot less people than in previous years, maybe SD34 presentation is on the wain.

.....that's all for now except to Wish Peter Wright a total a speedy recovery from his "stroke" and hopefully see him at Anglesey on the 17th, also ill, and definitely not coming down this year is Chris Andrew, who's had bad mobility problems with his feet and it does not allow him to drive..

Best wishes to both see you around

Rod

Just a reminder to those of you who have not yet returned your membership form, that this will be the last newsletter you will receive. If you are leaving the club I thank you for your support over the last twelve months and wish you all the best for the future, you will always be welcome to return.

As you know the club secretary and newsletter editor is retiring from those positions at the AGM in June and we need someone to take over. If you have an interest in club motorsport this is an ideal position to get involved. You must be interested in the sport to become a member so come along and have a go at the administration side of things. There is plenty of experience at the club we just need some of you younger ones to take over. Contact any of the committee if you are interested.

Ray

More news from 9geria

7th January 2019 my factory starting to work again! It will not be in proper full production until mid-week as the preparation departments must get back

into life preparing our mix of raw materials, Oh and the place looks like half of the Sahara has been dumped onto us, everywhere covered in fine dust, cosmetic cream would be more like grinding paste unless we have a good clean up! Then we will have the full idea of how well our modified production lines will work and if we have to make any amendments to overcome any glitches, we have left all the previous hand cap fitting bits and bobs in place so that in the event of failures we can revert back to manual capping rather than stopping the line, when proven we have the option of removing that part of the conveyor system and making the line much more compact, enough room for another line?

On the GTM front lots of head scratching and soldering of connectors to get headlamp on/off, dip, mains, flash and 2 speed wipers with wipe delay on the Toyota switch gear to work with GTM & B-L Mini wiring loom and drawings.

Looks as if I shall be coming back a couple of weeks early before the 1st Wiscombe event as I have a date with a surgeon for a little repair on my accident damaged left foot on 15th April and he said I'll need a couple of weeks to be up and running as normal, so a rented automatic car and light duties doing the Jedi paddle shift wiring may be in order??

Heard the word that Egypt Air have a promo again like last year, make your reservation before 15th January for a flight before May and get 40% off, so job done I'm booked, all set to see you at Wiscombe, Werrington and Stoneleigh Park's, hope I'm not walking with the aid of a stick or a plaster cast on my foot!!

Our cosmetic cream line has been running with the new Indian capper machine from the 9th January and although we are still doing little mods before start up and during the break time, things are looking good, by Friday after 3 days running, the filling machine speed is up 30% on what we used to run, we have shed 6 people who used to put the caps onto jars by hand and cap tightening is much better than our previous pressing system.

Its time I bought new tyres for my Jedi and I have to say what I've heard and read about the new Pirelli tyre is impressively tempting, but to do it

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properly needs a few mods (thought about this some more – a lot of mods) to get the required negative camber needed by radial tyres, or run the risk of suspension spherical joints binding on extremes of travel, so in addition to the cost of tyres I could have new front suspension arms plus a setup, it just happens Jedi have a new wide track front suspension, so I could end up killing both birds with one shot, or save a bunch of money and stick with the Avon's, decisions, decisions, do not disturb I'm pondering!

The other thing to consider is that Pirelli currently do not produce quite the same size tyre, and it could be 6 or 7 months before they would be in the position to supply, so it would require going up from 7"- 9" to approximately 8" - 10" so wider wheels needed plus an extra set of wheels and tyres for wets, can't mix Xply wets with radial slicks and lastly the Pirelli's are taller than the Avon Xplys, so would need changed suspension pickup points on the chassis, new front uprights with the steering arm position changed so as not to introduce bump steer, also as they are taller a bigger diff sprocket and longer chain. Ouch - still waiting for Jedi to give a quote, but am expecting quite a big hole in pocket in the hope to get less seat time???? Unless I go slower!!!

2nd Feb I took the plunge and ordered 2 sets of Pirelli radials and gave instructions to Jedi for the chassis mods and new widened split rim wheels.

Sunday 3rd I removed the GTM body off the chassis again, hopefully the last time? It had to come off to allow me to drill holes to attach the starter solenoid and the bracket for the water system header tank, there will be a few small crack repairs to the body and it can stay off until it is painted, before it's finally refitted.

Brrr looking at the news of your low temperatures and snow, I'm glad not to be there, that's no place for this white man!

Saturday 16th February we have our presidential primary elections and to try to stop people driving from place to place to vote illegally many times, all movement on the road is banned, it won't stop the illegal voting though, we have heard cases of young children, even babies being registered to vote, and the official party buses are free to

move so carry voters place to place in bus loads, 1 man in my factory claimed he had 8 voting registrations in his name for different polling stations in Kano. At least for me just like another Sunday and time for GTM playing

Looking forward to the start of my racing season

John



SD34 News

What's on?

2 March: Knutsford & DMC

Tour of Cheshire, Cheshire

3 March: Warrington & DMC

Questmead Stages. 3 Sisters Wigan

17 March: Pendle DMC & Garstang and Preston MC.

Lee Holland Stage Rally. Anglesey Circuit. North Wales.

23 March: MS(NW) Ltd

North West Stages. Lancashire

6 April: Longton & DMC

Sprint 1, Anglesey Circuit, North Wales

7 April: Longton & DMC

Sprint 2, Anglesey Circuit, North Wales

14 April: Stockport 061 MC

SMC Stages, Anglesey, North Wales

27 April: Liverpool MC.

Aintree Spring Sprint, Aintree, Liverpool

27/28 April: Clitheroe & DMC.

Primrose Trophy Rally, Lancashire



This years event is to be held on Sunday 8th April and will be a round of EMAMC, ANEMMC and ANWCC championships.

There are many changes taking place at Melbourne at present so it is likely

that the stages this year will be distinctly different and perhaps more entertaining than previous events at Melbourne. Despite or perhaps assisted by these changes, we are still intending to run at least 8 stages with a total mileage of greater than 50 miles – your support is going to be even more important this year so please come along.

As we will be implementing the latest MSA safety improvements, plenty of in stage and radio Marshals will be required and as usual there will be Marshals goodies as well as a Marshals draw.

If you and any members of your team are current registered marshals and have completed the online training could you please let me know when you reply, along with details of any one attending with you under the age of 18

If you are not registered or have, or have not, completed the online training please let me know, it is not a problem, you are still very welcome to assist as we will be able to buddy you up with more experienced Marshals. Again, could you please give details of any one attending with you under the age of 18

We would recommend that you complete the online marshal accreditation on the MSA website, go to:- <https://www.msauk.org/MSA-launches-online-marshals-training-and-accreditation> this should only take a short while and will give you trainee status.

There will be limited spectator access so if you want to be involved please come and Marshal!

If you are able to help, could you please contact me at :- lookoutmarshal@virginmedia.com or on 07901 372919.

I would be most grateful if you could forward this email to anyone else you think might be interested in helping on this years event.

Details of the venue and directions

Thanks again

Richard Hart

Chief Marshal



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Unable to bring you an up to date table as those shown are the only ones I have received

SD34 NoneRace/None Rally Championship

| | | |
|------------------|--------|-------|
| Andy Crawley | WaDMC | 49.73 |
| Jessica Crawley | WaDMC | 46.6 |
| Scott McMahon | U17MC | 40.31 |
| Chris MaMahon | U17MC | 39.56 |
| Andy Williams | U17MC | 30.32 |
| James Williams | U17MC | 30.13 |
| Lauren Crook | U17MC | 29.29 |
| Joe Mallinson | A&PMCC | 21.94 |
| David Goodlad | BLMCC | 19.89 |
| Stephen Holmes | CDMC | 19.76 |
| Steve Johnson | U17MC | 19.5 |
| Gary Sherriff | BLMCC | 19.13 |
| Elliot Shaw | CDMC | 17.79 |
| Gary Ross | A&PMCC | 17.43 |
| Phil Clegg | AMSC | 16.96 |
| James Robinson | U17MC | 10.71 |
| Andrew Robinson | U17MC | 10.41 |
| James Swallow | BLMCC | 10.16 |
| Warren Nicholls | BLMCC | 10.07 |
| John North | BLMCC | 10.01 |
| David Graves | BLMCC | 10.00 |
| Alex Tunbridge | BLMCC | 10.00 |
| Adrian Fruzynski | AMSC | 9.7 |
| Ian Swallow | BLMCC | 9.65 |

SD34 Marshal's Championship

| | | |
|-----------------|-------|----|
| Dave Barratt | AMSC | 20 |
| Tim Millington | WaDMV | 17 |
| John Harden | LiMC | 14 |
| Martin Beamish | BLMCC | 10 |
| Steve Beamish | BLMCC | 10 |
| Jo Evers | BLMCC | 10 |
| Dave Graves | BLMCC | 10 |
| Jack Mather | BLMCC | 10 |
| Robin Turner | BLMCC | 10 |
| Eric Wilcockson | BLMCC | 10 |
| Leah Brown | CDMC | 10 |
| Alivia Corps | CDMC | 10 |
| Maurice Ellison | CDMC | 10 |
| Dan Fox | CDMC | 10 |
| Stephen Hardy | CDMC | 10 |
| Sam Mitten | CDMC | 10 |
| Paul Pendleton | CDMC | 10 |
| Sammy Ralph | CDMC | 10 |
| Elliott Shaw | CDMC | 10 |
| Phil Shaw | CDMC | 10 |
| Lewis Brindle | GPMC | 10 |
| Anthony Brindle | GPMC | 10 |
| Jonathan Cragg | GPMC | 10 |
| Ian Claire | LiMC | 7 |
| Andy Fell | LiMC | 7 |
| Bill Gray | LiMC | 7 |
| Phil Howarth | LiMC | 7 |
| David Hunt | LiMC | 7 |
| Adrian Lloyd | LiMC | 7 |
| Geoff Maine | LiMC | 7 |

| | | |
|-----------------|-------|---|
| Judith Pedgram | LiMC | 7 |
| Robert Rankin | LiMC | 7 |
| Sean Robertson | LiMC | 7 |
| Brian Wragg | LiMC | 7 |
| Alan Shaw | PDMC | 7 |
| Peter Wright | PDMC | 7 |
| Robert O'Brien | WaDMC | 7 |
| William O'Brien | WaDMC | 7 |
| Amanda Baron | AMSC | 4 |

SD34 U18 Marshal's Championship

| | | |
|--------------------|-------|----|
| Jessica Crawley | WaDMC | 46 |
| Matthew Nicholls | U17MC | 29 |
| James Robinson | U17MC | 20 |
| Joseph Cropper | U17MC | 15 |
| D Millward-Jackson | U17MC | 7 |



MOTORSPORT TAKES ANOTHER POSITIVE STEP IN LONGRUNNING INSURANCE THREAT



The Vnuk insurance issue threatening motorsport took another positive turn last week (13 February), as the European Parliament formally adopted a new proposal excluding motorsport from the Motor Insurance Directive (MID).

Vnuk is a 2014 European Court judgement, ruling that the requirement for compulsory insurance should cover any use of a vehicle, so long as that use is consistent with the normal function of the vehicle. This would require all competition cars in motorsport to have compulsory third party insurance. In January, the European Parliament's Internal Market Committee (IMCO) approved a report recommending that motorsport should not be impacted by Vnuk. Last week, the Parliament formally adopted the amended proposal by 562 votes to 36, with 19 abstentions. The amendment recommended the exclusion of "vehicles intended exclusively for motorsports, as these vehicles are

generally covered by other forms of liability insurance and not subject to compulsory motor insurance when they are solely used for a competition". The European Parliament also includes an appropriate distinction between vehicles used in traffic and vehicles used in nontraffic situations. The next stage will be negotiations in the Council of the EU, followed by a 'trilogue' process involving negotiations between the Council of the EU, the European Parliament and the European Commission.

Hugh Chambers, CEO of Motorsport UK, said: "This is more good news for motorsport in the UK, which has faced an uncertain future ever since the Vnuk judgement was delivered over four years ago. We'll keep working behind the scenes towards the common-sense outcome that secures the future of our sport. Once this has been achieved, our competitors will be able to carry on competing in the safe, fair and suitably insured environment that Motorsport UK provides." Motorsport UK has been lobbying to safeguard motorsport from Vnuk since 2014, working closely with the world governing body, the FIA, and taking the issue to the highest levels of government.

CORNWALL TO CELEBRATE A MONTH OF MOTORSPORT



Blue Hills Mine is among the many venues hosting events during Cornwall Motorsport Month

Cornwall will host a special new celebration of motorsport this September, in an initiative that Motorsport UK hopes will be adopted in other regions across the UK.

The inaugural Cornwall Motorsport Month will celebrate all kinds of fun on four (and two!) wheels with a showcase of the various types of motorsport available in the South West. From non-competitive classic car and motorcycle tours, to the thrill of a closed-road hill climb, there will be something for

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everyone with an enthusiasm for cars and competition. Cornwall Motorsport Month is being organised by a team of motorsport enthusiasts overseen by Kevin Moore, the Motorsport UK Regional Development Officer (RDO) for the South West. Moore said: "Cornwall is widely known as a famous sailing destination, but it also has a thriving motorsport community, which we wanted to shine a spotlight on. Initiatives like the Cornwall Motorsport Month provide the perfect platform to introduce the wider public to our incredibly engaging, exciting and adrenaline-fuelled world." There are already 31 events and 14 clubs involved in Cornwall Motorsport Month. Among them is Truro and District Motor Club. "It's very exciting to be able part of this project," said Dave Brenton, club Chairman. "The entire club committee is working tirelessly to ensure the debut event will be a success. Considering it's the first initiative of its kind in the country we have some exciting plans in the pipeline. There's a lot of work to do but we look forward to seeing everyone in Cornwall in September." A full events calendar available on the official Cornwall Motorsport Month website. As well as the competitive events, there will be movie nights, training workshops, celebrity evenings and car shows. For more information, including how to create similar initiatives in your region, email Kevin Moore on southwest@gomotorsport.net

MOTORSPORT UK ENHANCES ITS MEMBER BENEFITS

Motorsport UK has enhanced its member benefits package with subscription offers from leading motorsport magazines and discounts at Grandstand Merchandise.

All Motorsport UK members can now get closer to the action with the best available subscriptions to Autosport, the UK's best-selling weekly motorsport, Motorsport News, British's only weekly motorsport newspaper, and F1 Racing, the world's best-selling F1 magazine. Meanwhile Grandstand is offering members a 20% discount on its motorsport merchandise, including authentic team replica clothing and accessories for Formula One, WEC, WRC and sportscars. These offers are in addition to the existing range of benefits and discounts: *f* Complimentary competition personal accident cover with JLT *f* Discounts on competition and road car tyres, at Protyre, the fastest growing chain of fast fit and mechanical garages in the UK *f* 10% off competition insurances

and 15% off road car insurance with Adrian Flux *f* 10% off in-store at Halfords *f* 10% off Grand Prix Racewear's branded personalised overalls *f* 10% off outdoor apparel and equipment at the UK's leading independent outdoor & mountain sports retailer, Ellis Brigham *f* Discounts on ferry travel to the continent with DFDS Motorsport UK will continue to enhance the package to add value to memberships and help members make more of motorsport. Let us know the types of benefits you want to see by emailing

membership@motorsportuk.org



GT CLASS GETS GO-AHEAD

The MSN Circuit Rally Championship (MNCRC) in association with MSVR, featuring the Michelin Cup and the Protyre Challenge is delighted to announce that the Championship's GT Class is now live, and entries will be accepted.

In line with current changes to Motorsport UK legislation, and in a first for British rallying, the MNCRC will run a class specifically for all naturally aspirated production GT cars.

The announcement is made possible thanks to a change in Motorsport UK regulations which no longer require cars of this type to obtain an FIA homologation and permits cars such as Porsche 911's and BMW M3's to compete without the previous engine capacity cap of three litres.

The announcement comes ahead of round five of the season at Snetterton. Following the visit to Snetterton, the Championship heads to Donington Park and Anglesey before returning to Cadwell Park for its finale in April 2019.

Darren Spann, Championship co-ordinator, enthused: "We are delighted that after all our planning back in August, we are finally able to announce the introduction of this brand-new class for the remaining of the 2018-19 season and for the 2019-20 season. We've already received some interest in running this class and anticipate that it will be popular with both competitors and spectators alike. I can't wait to see

who the first competitor will be to take advantage of this brand-new class."

TECHNICAL

Updates, clarifications and advice.

Dual standard helmets



It is becoming increasingly common for a helmet to have dual standards, for example FIA 8860-2004 and Snell SA2005. Competitors are advised that where a helmet is approved to more than one standard, then as long as one of those standards is currently valid then the helmet is acceptable.

So, although the Snell SA2005 standard expired at the end of 2018, the FIA 8860-2004 standard remains valid until the end of 2020, therefore a helmet with both standards remains acceptable until then.

Kart overalls



Short circuit Kart competitors are reminded that any expiration date shown on the CIK-FIA homologation label is not relevant in the UK. Regulation (U)13.4.1. requires the overalls to be one of the two latest CIK-FIA standards, either N 2001-1 or N 2013-1 and either Level 1 or 2. Providing that the overalls bear these standards and remain in acceptable condition that can continue to be used even if the expiry date shown has passed.

Stitching and embroidery on overalls

The Motorsport UK Technical Team wishes to remind competitors that embroidery on overalls bearing the FIA 8856-2000 and 8856-2018 standards must be sewn on to the outer layer only.

If applying a badge, the stitching can go through all layers but the thread used must be flame-resistant like the backing of the badge itself. Scrutineers may ask for a sample of the thread used, so it is useful to carry some with you.

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Cheers
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