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Hi Everyone.

Chairman's Chat

Well the new 2019 MSN rally championship started on the 03rd November with the first round taking place at Oulton Park with the Neil Howard Stages. Pendle Members Andrew Potts / Dave Wilkinson were out in the very smart 1600 BMW Mini seeded at car 90. However problems on stage 4 cost them 30 mins, not sure what exactly happened but I am led to believe bent / broken suspension bolt ...however they "robbed" another one the same size from the sub frame, and at least they got a finish on this rather tough event. Well done.

My interest this year was twofold, I am the official decal man, my responsibility to ensure ALL the cars are liveried up with the various sponsors decals of the event, with a forward facing windscreen sunstrip, a rear ward facing sun strip, a rally plate for the bonnet, event sponsors decal above the white number square. All the major sponsors on one sheet to be fitted fore or aft of the front

door on both sides of the car, and finally the Michelin circular decal. The car rally number has two types one set black on a white background and the other a Day-Glo orange set for the rear quarter window for the night stages. It did amaze me how little crews read the important documents, like positioning of these items, all the information is in the final instructions. Crews coming and asking for their numbers, "What car are you?" I cheerily asked. "I don't know have you not got an entry list?", came the reply!. "sorry NO ! says I. Not just an odd one but quite a few who should have known better!!!

After 2 previous and consecutive wins. It was a fairly safe bet to think Kevin Proctor in the FORD FIESTA WRC, would run at 1 behind him in another FORD FIESTA was multiple winner Steve Simpson. The big surprise of the top 5 was car 3 of event sponsor Graham Coffey co-driven by none other than David Richards yes the David Richards, the main man at the MSA. The second reason for me being there...of that later. Car 5 was the Peugeot 306 Maxi Car of Chris West...now recovered from having dropped some boxes on his feet earlier in the year, and arrived at the presentation in a wheel chair...a new championship and a new engine...a full house 2500 Smith & Jones. He was very quick in his old 2300 specially built Peugeot engine. Probably the star of the top ten was John Stone, who it seems has given up with the Ford Fiesta 2500, and invested in a Fiesta WRC which I believe he got last Wednesday, so had very little time in the car to practice, maximum of about 3 hours at 3 Sisters at Wigan the full results and happenings can be viewed on www.rallies.info

Now on to the second part of my appearance at Oulton Park..this was the fact that the top MSA person was to co-drive on the event to see first-hand what "Clubman's" rallying is all about, I say Clubman's with tongue in cheek, when you look down the entry list at the many WRC cars competing, many are well out of the pockets of the working population. It will be a good thing if he publishes his comments in the next issue of MSA NEWS. I digress slightly from my main comments for him. I went walkabouts and spotted him outside the cars garage, no airs and graces or fancy motor homes for him to retire too, but open to anyone to talk too. I believe he was very good with anyone that approached him...I thought that maybe not many people knew exactly who he

was!!! except the older (my) generation but there were never crowds milling around .Sooner than stand chatting etc, I apologised to him, that I had brought my comments to his leisure time..to which he said I am always on the front line. So I handed him a letter to read at his leisure, which he immediately put in his brief case, I will see what the outcome will be. He asked what I thought of his ideas with regards seats and belts, and replied it was a life saver to a lot of true clubman's budget. I explained about the letter and the content.

Whereby myself and Ray had sent a letter to the MSA on some club business in March !! When I rang in April with regards to the content and was told we have not received any such letter. Oh that's funny Ms so and so has signed for it. I sent it first class recorded???? Dear oh dear where Mr. Richards comments, I continue, I then sent the letter via email another month and this time the letter was on the pile to be looked at, finally in August we (Pendle) got a reply hardly the one we were expecting. So I will have to wait and see the outcome.

.....
A very important request now, after umpteen years our long serving secretary and newsletter editor has decide that at 7?? He will be sanding down at the 2019 AGM, so we will need a replacement, I am sure Ray will be available to help the new person or persons out to ensure we get a smooth and efficient transition. Anyone that is interested PLEASE, PLEASE get in touch with me or anyone else on the committee. This is a very important job and the vacancy must be filled asap. Anyone with any questions about what is required, please get in touch
Thanks
Rod

On Sat/Sun 6/7 October, Longton & DMC ran their annual sprint at the Anglesey race circuit. Running on the National circuit on Saturday and the full international circuit on Sunday proved to be a hit with the competitors, over 70 taking up the challenge. One of which was our own member **Mick Tomlinson** in his AFE. Entered in class 5A, racing cars up to 1100 cc, Mick finished 4th in class on both days, and a creditable 14 and 15 overall. The class winner on both occasions was David Tatham in

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his OMS Hornet setting a new class record on both circuits. You'll remember that David broke the class record at our August event at Scammonden Dam so his good form is continuing.

More updates on Ken Skidmores Autotek team.

The final round of the ERC took place in Latvia on 12/13/14/ October, Eyvind Brynildsen driving. The event didn't end in the best of circumstances, Lying in fifth place Eyvind had a massive accident on stage 10, rolling several times after dropping the rear wheels off the road. Although the car was extensively damaged, ending up on its side against a tree, both driver and co-driver escaped uninjured.

Two weeks later Ken was in Kuwait running Nasser Al-Attiyah in the Ford Fiesta in the FIA Middle East Rally Championship. This was round 4 of 5 in the championship and Nasser did what he always does, won the event for the 7th time, and the championship for the 14th time. Well done the Autotek team.

9Geria News



Since my 6th September return not much GTM progress, my 1st Sunday back it rained so although I was all set to go, there was nothing I could do outside on the wee beastie, so spent the day soldering iron in hand working on my dining table (another workshop cum office, it has never been used as dining table, so making wiring looms to connect the magic box of tricks to control my Jedi paddle gear shift, I was able to do more than what had been achieved throughout my UK stay and as I had a long draw wire I could pull wires through 2m long protective sleeves, I'm just waiting for a couple of

questions to be answered from the box of tricks maker, regarding a few wire connections that I'm not too sure of in my installation and that will be ready to pop into my bag for my 2019 return. The following weekend I had tweaked my back pushing things around in the factory so an easy Sunday was planned studying the Farringdon wiring connection schedule I had to connect steering wheel with dash and data logger, it had previously been hooked up to a Hyabusa, but now needed to be connected to my Kawasaki engine, The loom that came with it was very nicely made, with all its auxiliary sockets labelled eg CH 1,2, 3 & 4 but did not tell what they actually do, or a socket labelled ECU, without knowing what bit of the ECU it was supposed to connect to did not help me and needed quite a bit of detective work to suss some, if not all of it out, there was also a 15 way plug with very vague and conflicting information between the 2 information sheets I had, so every wire had to be traced through from a 44 way plug and socket on the data logger to positively identify all the connections at the other ends, now that we know the 12v live and earth connections we should be able to power it up, but that failed and it looks like we have a glitch in the system, so waiting to hear from Farringdon if they can check and repair. One step forward 2 steps back.

I get Sky and Beeb news here and "the" daily #1 topic is Brexit, being of an age old enough to have known the UK pre EEC and had travelled by car through France, Switzerland and Italy when each country crossing had border controls I know as long as the paperwork was correct it was not too difficult, if you travel to a none EEC country you need a visa, but unless you are undesirable you will get your visa and be free to go, when in transit in Cairo I buy an entry visa in the airport to go through immigration control to stay in my overnight hotel, where ever I have gone I always got a visa to enter without too much hassle, so don't worry there is no country that does not like you to spend your money there!

Then we have the scare mongering! UK made goods and cars will not be sellable in the EEC, what a load of cobblers, that would start a trade war between UK and EEC, a lot more EEC vehicles are sold in the UK than the other way around, would you cut off your nose and say UK made Nissans, Minis, or Triumph motor bikes cannot be sold in the EEC, just to have the UK

say no Mercedes, Peugeot, Citroen, BMW etc to cross the channel in the other direction, all the European manufacturers have huge investment in manufacturing, distribution and dealer support networks, are they going to close their doors overnight? I think not.

A friend in the transport industry with around 70 trucks in their fleet informed me the UK is the second biggest market for Mercedes trucks after Germany, would they want to lose all of that, I don't think so either! For sure there will be tariffs involved but most auto component companies have factories worldwide so instead of being forced to buy EEC made components, we could be buying the same thing from Mexico or Malaysia etc and quite probably cheaper, I would suspect every other industry has similar situations and alternative strategies. The seasonal fruit pickers coming from former Eastern block countries could be given short term work visa's with the employing farmer responsible for their accommodation etc, which as I understand it, that is how it is being done now apart from the work visa.

I don't really see any problem with a Brit working in Europe after Brexit, if a company needs your particular skills, you go for interview, get the job, the company then arranges your work permit and off you go, Just as I did so long ago pre EEC with an interview in Germany and the same applies to working in Nigeria, come in on a business visa or a temp work permit, which is later converted to a residence permit. The only real obstacle to a Brit working overseas is you wanting it too easy and expecting other countries to lay out the red carpet for you!

Our own EEC factories, fully Nigerian owned with Kano technology products and Nigerian developed manufacturing systems, are operating in Liverpool and a smaller factory in France, the Liverpool factory exports to Asia, Far East, South America, where they have malaria, dengue and zika sickness mosquito problems, the French factory sells to southern Europe where they also have a malaria mosquito problem, interestingly the European mosquitoes adapt to the climate and are slowly coming north every year, no doubt aided by climate change!

So whatever the final Brexit outcome, business will adapt to accommodate the conditions. Personally I think the UK will eventually be better off without the

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Euro unelected parliament red tape and silly rules. 27 member states all pulling in different directions are too many, the original 6 or 7 member states were OK.

Still on politics but now the Nigerian corruption and oil company graft, **Two sentenced in Eni, Shell corruption case**

Meanwhile, an Italian court on Thursday sentenced two men to four years in prison in the first ruling of a corruption case involving oil giants Eni and Shell in Nigeria, a judicial source told French news agency AFP.

The main trial of Eni and Shell for corruption started in Milan in the spring, and both oil companies deny the charges.

Italian magistrates suspect the two oil groups used bribes to obtain rights in 2011 to OPL245, an offshore oil block estimated to hold 9 billion barrels of crude oil, for \$1.3 billion. (Of course they did or the business would not take place)

Of that number, \$1.092 billion is believed to represent bribes paid to a London bank account that were redirected to various Nigerian politicians, including former Petroleum Minister Dan Etete. The Nigerian government received only \$210 million.

So for stealing US\$1.1 billion they got 4 years prison sentence, maybe out in 2 years for good behaviour and still have the assets of their crime to come out too, not a bad for such a big theft?

This Sunday Spanish MotoGP from Aragon was brilliant; a real close fought no holds barred until the last lap affair, if only F1 could be as close fought instead of the race of the pit stops!

Between watching MotoGP, charging and installing new batteries in my TV/HiFi UPS power supply and cooking, my Jedi paddle shift loom was completed and ready to fit when I return, with a little extra length on the long wire runs to hook up with gear shift actuator, solenoid valves, engine revs and gear position sensors, these can be trimmed back or coiled up whichever is easier and neater, every wire end is labelled as to function and plug pin position, as I'm sure to forget between now and next April.

Now to look more closely at the Farringdon steering wheel/data logger I bought to see if I can work out its problem? 1st October is our "independence day" holiday so we have a long weekend to play with plus SBK bike racing from France and F1 from Russia

I see in the latest copy of "Woolly Mag" my driveline has now been awarded a map of Africa with Nigeria highlighted in green by our esteemed editor, the only thing missing is a dotted line from Kano heading north back to London, then I can show it to the Captain of the Egypt Air flight and try and persuade him to fly direct, not the big detour with an overnight stop via Cairo!

Oh and thank you President Colin's for your kind words in the October Woolly mag, though I did a double when I read his bit and thought he said "he did not know how I reconcile my 2 wives and always keep smiling" you got me worried for a moment there Colin!!

It has been a hectic week with a few niggly breakdowns and the arrival of 2 new machines just as we are coming into our peek season for cosmetic creams, one of the machines is to fit and tighten caps to cosmetic cream jars from an Indian company, a 1st for us, but has proven very frustrating and annoying as it has so many things to correct in its assembly and to make it function properly, the design and mechanical bits are sound, but assembled by a village idiot. Grrr Talking of village idiots!!!!

I notice in this month's MSA coffee table mag the frightening headline "Motor Sports Digital Future" I don't play games on a phone or PC, but do know there is a world of difference between a motorsport game on a home PC and the same track on a proper simulator, I have no doubt the simulator is a most useful learning tool to get seat time and hone your skills on new tracks, but one thing I'm sure of even the best simulator cannot do, is make that sharp intake of breath as you go light over bunnies leap or across the cattle grid at full chat at Werrington, On a simulator if you get it wrong, press reset and go again, no mess on the seat, pounding pulse or big hole in the wallet, not even trembling hands at the end of what you think is a good run, those up in their "ivory tower in Colnbrook" should come down to real world level where it actually happens!! Oh and as a way forward for

club motorsport entry?? I don't think so! What is the cost of a good home game system (forget about professional simulators) compared to a road going class car you could be using as your daily transport.

There will be those who want to play games in the virtual world and fool themselves thinking how realistic it is and us who live in a real world with real challenges!

That's my contribution till the next dose of driveline

John Bunting



SD34 News

What's on?

2/3 November, Bolton-le-Moors CC:
Neil Howard Stages, Oulton Park.

2/3 November, Matlock MC:
Dansport Road Rally, Drebysshire.

3 November, CDMC/Malton MC:
Malton Forest Rally

9/10 November, Manx Auto Sport:
Poker Stages Rally, Isle of Man

11 Nov, Airedale & Pennine MCC:
PCA, Rock & Heifer, Bradford.

24 November, Clitheroe & DMC:
The Hall Trophy, Blyton Airfield, Lincs.

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

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

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

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

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

Malton Forest Stages 4 November

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Please find below a marshal request from David Thompson who is running the Langdale stage on this year's event. If you are able to help could you please contact him as per his details below.

I have been asked to run the Langdale stage again this year, and as ever need your support in staffing this stage.

If you could be available you will be greeted warmly and maybe just maybe some cake available at signing on.

We did a great job last year and that's why we've been asked again.

Signing on is 8.40 - 9.40 and further details are now available to anyone who can make it.

Regards
David Thompson

Chairman
Trackrod Motor Club Ltd

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SD34 Motor Sport Group Interclub League 2018 supported by Gazzard Accounts

Clitheroe & DMC	1249
Bolton le Moors CC	951
Under 17 MC	923
Liverpool MC	829
Longton & DMC	743
Preston MC	466
Accrington MSC	387
Warrington & DMC	387
Wigan & DMC	370
Garstang & Preston MC	318
Airdale & Pennine MC	264
Pendle DMC	227
Blackpool South Shore MC	222
Matlock MC	178
Wallasey MC	139
Lancashire AC	128
Stockport 061 MC	106
Knowl Dale CC	101
Manx AS	71
Hexham DMC	29
CSMA	29
High Moor CC	15
Lightening MSC	10

SD34 NoneRace/None Rally Championship

Jamie Foster	U17MC	84.66
Warren Nichols	BLMCC	84.28
Andy Williams	U17MC	83.40
James Williams	U17MC	81.54
Steve Johnson	U17MC	80.46
Scott MacMahon	U17MC	80.09
Chris MacMahon	U17MC	79.63
Lauren Crook	U17MC	78.56
Jason Crook	U17MC	77.97
Phillip Clegg	AMSC	70.16
David Graves	BLMCC	66.61
Steven Smith	AMSC	63.75
Steven Holmes	CDMC	62.80
Ben Holmes	CDMC	31.12
Louis Baines	PMC	30.30
Sam Coombes	PMC	28.66
Martin Fox	WiDMC	20.13
Kris Coombes	PMC	19.99
Steve Price	CDMC	18.81
Peter Sharples	PMC	17.83
David Robinson	U17MC	10.79

SD34 Road Rally Championship

Results following the Memorial Rally

Drivers

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

Navigators

Rob Jones	CDMC	72
Sam Ambler	CDMC	55
Ben Holmes	CDMC	51
Louis Baines	PMC	50
Grace Pedley	CDMC	45
Matt Hewlett	CDMC	38
Steve Butler	CDMC	38
Jonathan Webb	HDMC	36
Leah Brown	CDMC	35
Matthew Broadbent	CDMC	32
Ian Graham	CDMC	29
Paul Taylor	CDMC	28
James Swallow	PMC	23

James Chaplin	GPMC	18
Harris Holgate	CDMC	17
Steve Frost	GPMC	16
Elliott Shaw	CDMC	11
Sam Coombs	PMC	8
Lauren Cook	U17MC	4

SD34 Stage Rally Championship

After Promenade Stages

Driver

Andrew Morris	CDMC	211
Calvin Woods	WiDMC	185
Brandon Smith	CDMC	136
James Swallow	BLMCC	132
George Merrills	S061MC	53
Stephen Johnson	U17MC	52
Peter Sharples	PMC	27
Steve Kenyon	GPMC	27
Robert Jones	GPMC	27
Michael Tomlinson	PDMC	26
Peter Jackson	GPMC	26

Co-Driver

Chloe Thomas	CDMC	210
Connor Aspey	WiDMC	183
Lauren Hewitt	WiDMC	158
Terry Martin	CDMC	80
Bruce Lindsay	PDMC	53
Stephen Butler	CDMC	52
Louis Baines	PMC	27
Matthew Broadbent	CDMC	27
Kris Coombes	PMC	27
Sam Coombes	PMC	27
Phil Merrills	S061MC	26
Karen Whittam	GPMC	26

SD34 Marshals Championship

Under 18

Matthew Nicholls	BLMCC	109
Alexander Baron	AMSC	68
James Robinson	U17MC	20
Elliott Shaw	CDMC	20

SD34 Sprint & Hillclimb

Championship

Nigel Fox	CDMC	84.47
R Thorpe	LivMC	82.58
S Wilson	LDMC	80.85
David Goodlad	BLMCC	80.69
J Wadsworth	LAC	80.38
R Holt	LivMC	80.14
C Duncalf	LivMC	80.12
W Champion	LivMC	76.48
Nigel Trundle	GPMC	70.29
J Earley	LDMC	56.77
S Norton	LDMC	56.60
J Pinder	APMC	50.40
Steve Price	CDMC	47.86
D Weldon	LDMC	47.35
Mick Tomlinson	PDMC	27.49
Jim Wright	PDMC	20.47
Richard Hargreaves	PDMC	20.10
Simon Nicholson	PDMC	19.31

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D Robinson U17MC 9.75

SD34 Marshals Championship

Maurice Ellison	CDMC	287
Amanda Baron	AMSC	177
Tracey Smith	AMSC	147
Sean Robertson	LivMC	87
Barry Wilkinson	PDMC	84
Bill Gray	LivMC	81
Robert O'Brien	WaDMC	77
William O'Brien	WaDMC	77
John Harden	LivMC	67
David Hunt	LiMC	67
Steve Smith	AMSC	67
Geoff Maine	LivMC	60
Alan Shaw	PDMC	60
Les Eltringham	PDMC	50
Les Fragle	GPMC	47
Rod Brereton	PDMC	40
Ian Mills	PDMC	40
Peter Wright	PDMC	40
David Barratt	AMSC	40
Colin Baines	PMSC	40
Danny Cookson	PMSC	40
Kris Coombes	PMSC	40
Sam Coombes	PMSC	40
Jamie Elwell	PMSC	40
Terry May	PMSC	40
Paul Flynn	CDMC	30
Stephen Holmes	CDMC	30
Steve Lewis	CDMC	30
Louis Baines	PMSC	30
Lee Birkenhead	PMSC	30
Kim Coombes	PMSC	30
Robert Grimshaw	PMSC	30
George Portlethwaite	PMSC	30
Joe Ring	PMSC	30
Peter Sharples	PMSC	30
Craig Shooter	PMSC	30
Alexander Baron	AMSC	27
Chris Hewlett	CDMC	20
Phil Shaw	CDMC	20
Jez Tuner	CDMC	20
Ian Farnworth	GPMC	20
Steve Kenyon	GPMC	20
Peter Schofield	PDMC	20
Peter Wilkinson	PDMC	20
Ben Coombes	PMSC	20
Grant Smith	PMSC	20
Amanda Anderson	U17MC	20
Tim Millington	WaDMC	20

SD34 Individual Championship

Nigel Fox	CDMC	145
Andy Williams	U17MC	119
Steve Johnson	U17MC	107
Stephen Holmes	CDMC	99
Rob Jones	CDMC	99
Ben Holmes	CDMC	75
Louis Baines	PMC	72
Kris Coombes	PMC	63
Lauren Hewitt	WiDMC	63
Steve Smith	AMSC	58
Lauren Cook	U17MC	58
Calvin Woods	WiDMC	57
Tony Harrison	CDMC	53

Chris Hewlett	CDMC	41
Steve Butler	CDMC	39
Dan Sedgwick	CDMC	36
Sam Ambler	CDMC	32
Peter Sharples	PMC	29
Mark Johnson	CDMC	27
Sam Coombes	PMC	24
Mark Broadbent	CDMC	19
Steve Kenyon	GPMC	13
Steve Price	CDMC	11
Michael Tomlinson	PDMC	11
Elliott Shaw	CDMC	7



History at Dayinsure Wales Rally GB



History was made on Dayinsure Wales Rally GB (4-7 October), as Sébastien Ogier became the event's most successful driver ever, and competitive action was held on closed public roads for the first time.

Ogier may have won 44 times in his career to date but few of his victories have been more hard-fought than his record fifth in Wales. Going into Sunday's stages in Snowdonia and around Llandudno's iconic Great Orme, the top four competitors separated by just 13.5 seconds.

Jari-Matti Latvala stormed through the Brenig Power Stage to depose Ogier from the top of the timing screens, but the Frenchman hit back immediately with a stellar run through the first Great Orme Llandudno street stage, cutting the gap to two tenths-of-a-second. This was the first time that world championship motorsport had run on closed roads in Britain, following an MSA campaign for a change in the law to allow it to happen.

Ogier's commitment in the second and final run through Great Orme Llandudno was incredible and yielded another victory in Wales alongside co-driver Julien Inghrassia.

"It's a great honour to win in Wales for the fifth time," said an elated Ogier. "Everybody knows how tough this event is and how it's one of the most iconic rallies in the World Championship. I'm

very proud to be on top of that list ahead of such big names in the sport.

"It was certainly an intense weekend! We lost a lot of time due to gearbox issues on Friday, but we never gave up and kept on pushing. Jari-Matti gave me a hard time right to the end – we knew we had to be at our absolute best to beat him, and I think we managed that. It was an amazing battle."

Event boss Ben Taylor, the Managing Director of International Motor Sports, paid tribute to those who made it all possible. "Llandudno looked amazing today and it was wonderful to see so many spectators coming out to experience the WRC," said Taylor.

"As ever, the work that went into staging the rally was nothing short of phenomenal. On behalf of the sport, I must thank everyone involved for their extraordinary efforts in putting on an absolutely fantastic sporting spectacle."



EXCLUSIVE DISCOUNT TO AUTOSPORT INTERNATIONAL

The MSA has teamed up with Autosport International (10-13 January 2019) to offer competition licence holders, licensed officials and registered marshals an exclusive £5 discount on trade tickets.

Now in its 29th year, Autosport International is regarded as the world's largest motorsport show, held at the NEC in Birmingham. It is the traditional season-opener, covering all areas of motorsport from the grassroots right up to F1.

Featuring the very latest in motorsport, automotive and performance engineering technology, alongside stars, cars and exhibitors from every level of the sport, this must-attend event caters for the industry and motorsport fans alike.

The MSA member offer is valid on tickets for the show's two trade days on 10-11 January, designed for members

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of the motorsport industry to meet, network and do business. These cost £30 in advance or £32 on the door but the MSA and show organisers Motorsport Network are pleased to offer MSA members £5 off.

To claim your discount to Autosport International, please [CLICK HERE](#) and register.



RICHARDS PAYS TRIBUTE TO WRGB MARSHALS

The MSA Chairman, David Richards CBE, has paid tribute the volunteers who made Dayinsure Wales Rally GB such a great success, saying they “deserve as much recognition and applause as the victors”.

In a personal letter sent to all of the event’s registered marshals, Richards wrote: “Throughout the course of the event, I had the privilege of meeting a number of marshals and it never ceases to amaze me how enthusiastic and cheerful you remain in spite of all that the weather can throw at you.

“So while we congratulate all the competitors and particularly Sébastien, Julien and M-Sport on their great achievement, for me the real story of the rally was that our world-renowned volunteers came together to deliver one of the finest events in the WRC, and certainly the best British round of the last decade.

“Already, I have received a number of compliments from foreign guests and competitors on the show that we put on, however the credit is not mine, but yours and on behalf of the MSA I’d like to thank you personally for your contribution in making this year’s event such a great success.

Technical Updates, clarifications and advice HELMET STANDARDS

Competitors are reminded that as per (K)10.3.1(a), there are two helmet

standards that will no longer be valid after the end of this year. The Snell SA2005 and SFI Foundation 31.1A/31.2A are both withdrawn with effect from 01 January 2019.



ROPS WELDING

As part of an ongoing review into current Roll Over Protection Systems (ROPS) regulations, the MSA recently carried out testing to establish the differing effects of full and partial tube welding in ROPS. For the test, three samples were used – a 180° weld, a 270° weld and a full 360° weld – as shown below pre-testing. All three samples were prepared using the same material batch, MIG wire and fabricator for consistency. They were then tested to failure, with the failure load recorded for each as below (post-test photo below):



Sample	Failure Load (Tonne)
180°	4
270°	8
360°	12+



From the test result it would appear there is a direct correlation between weld coverage and achievable load. i.e.:

360° weld gives 100% achievable load

270° weld gives 66% achievable load

180° weld gives 33% achievable load

The MSA has always stressed the importance of ensuring that ROPS welding is carried out around the whole of the circumference of the tube, and the results from this test back this up in showing the level of reduction in performance that may be encountered if welds are incomplete. The MSA wishes to thank Custom Cages for carrying out this testing and production of the report.

Who's who at PDMC

Honouree President's

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Cheers
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