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Hi Everyone.

I start this month's chat which will be a bit bitter sweet. My youngest brother David, succumbed to cancer on the 12th August just a month and a few days after his 66th birthday. Me and Diane would like to thank all in the club that either attended the funeral or sent condolences, very much appreciated by all.

Isn't it very odd?, that the only time there is a gathering of families is at Births marriages and unfortunately Deaths. "Our kids do !!" saw our cousin come up from Sussex and her brother came from Nottingham, it was her mother's funeral last year !!!, And guess where I got her contact number from the British Horticultural Society, odd you might ask. Not really I knew he was a very keen on "gardening" it was his job after Uni but I did not realise just what a guy he is as ever I was taking the "p**s by saying I bet your going to tell me you're a judge a Chelsea Flower show ...how did you know that Rod?, says his wife my cousin Yvonne !!! crashed and burnt.

He also judges at Tatton Park etc. Well good ..his other claim to fame is in the 60's pop scene with a band who had a top ten hit with "mirror mirror on the wall" that peaked at number 9, followed by "Don't stop loving me baby" in April the same year 1966, which got as high as number 50, until his parents told him he was to get a job as an apprentice gardener. Which he did, well sort of, him and my cousin got together and got married having met at UNI. They were both involved with Horticulture and were responsible for planning and planting the gardens etc etc in the North East.

Anyway back to Funeral and although sad we all had some great thoughts of David, these were told at the Crematorium and talked about in Foulridge Club afterwards, but all Barry was concerned about was playing "shove half penny", cribbage, table skittles etc, accusing us of being behind the times. The only who knew what he was on about was Les, who had played?.

In the words of Michael Caine.. "not a lot of people know this " but David did a couple of rallies, winning the first one outright, albeit a 12 car rally organised by the now defunct Pennine Range MC where club member Alan Shaw, offered advice telling me to read the rules.." competitors NEED to get all 12 major controls and the 30 or so code boards will only be used as a tie decider, so off we set getting all 12 controls and maybe 3 or 4 code boards to show willing ha ha. My eldest brother navigated by Ray argued and argued but to know avail and we took the trophy....I think Ray finally accepted it ..but the next night at work ..Graham & David continued arguing as everyone asked they got, Graham saying...you did not win!!! to which our David pulled the trophy from his bag and said "if we aint won ..well what the effin ell is this!!!!.

Another event we did was Airedale and Pennines "Snowdrop" Rally this event was short lived as we hit the wall on a downhill 90 right ..in the same spot Alan Douglas had it ..a mile further on Mal Graham and Charlie had parked there's.

But to see my brother trying to straighten a track control arm with his hands will stop with me for ever. As will his last request, he bought a canoe/Kayak or whatever to use to recuperate sailing up and down the canal...guess what his wife has asked

me to take him (ashes) in this whatever and spread his ashes in the Leeds & Liverpool, no problem says I easy just go to Foulridge ..No it has to be Skipton!! Watch this space RIP our kid.

@ @ @ @ @

On to happier times. The annual Hillclimb at Scammonden, once again a low entry meant the club losing a small amount for what is an excellent days sport. As you will all read in Rays excellent report, and I am not going to outdo him, briefly the 40 year old hill outright record was broken at least 5 times during the day, not by one, but by two single seaters... my feeling is that this achievement might encourage more single seaters to come back to this testing venue That's it for this month. A plea for marshals for the Heroes Rally anyone willing to help etc please contact any of the committee and let them know ..

Many thanks in anticipation.
Rod

Records fall at Scammonden Dam

In the summer of 1975 Roy Lane, in a Chevrolet McRae GM1, set a new record for Scammonden Dam of **21.97** seconds on his way to victory in that years British Hill Climb Championship. That record has stood until Pendle District Motor Clubs August Hill Climb on Saturday 18th August 2018 when it fell, not once, but six times during the course of the afternoon

James Baxter, in the ex-Tony Marsh Gould GR55 Cosworth Opel, had got within two tenths of the old record on his first timed run, but has he crossed the line for the second time, with his arm raised, the clock stopped at **21.88**. That 43 year record had gone and he got even lower as the day wore on finally leaving the new record at **21.26, fantastic!!**



James Baxter Gould G55 Cosworth Opel

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Not satisfied with that he was faster than the old record on his next run with a 21.96 before lowering it once again on run number four to 21.51. He was really in the groove now and the next four runs produced runs of 21.46, **21.26**, 21.27 and another 21.26. James wasn't the only one breaking records. In class 5A, Racing Cars up to 1100cc was David Tatham in his OMS Hornet. David set a class record during the Mid Cheshire meeting in July of 22.85. He came to today's event with a purpose, apart from his first timed run, he beat his record on every one of the next seven runs. Not only did he set a new class record, but on two occasions he was below Roy Lanes old record. He finally left to class record at 21.81 on his final run. Another great performance.



David Tatham OMS Hornet

Not satisfied with this we had another class record set in Class 1B, Saloon Cars over 1400cc to 2000cc. Again the record had been set at the Mid Cheshire meet at 27.5 seconds and was held by Russell Thorpe, Renault 5 GT Turbo. It took John Pinder in his Ford Fiesta ST seven attempts before he set a new class record of **27.39** seconds.



John Pinder Ford Fiesta ST

Other notable performances came from, David Goodlad Renault Clio 172 Cup, winner of Class SB, standard Saloons over 1400cc up to 2000cc at 29.34 seconds.

John Wadsworth, Mazda MX5 mk3, Class SC-Standard Sports Cars up to

2000cc, he stopped the clocks at 30.64 seconds.

Jim Howarth in his Mini took Class 1C honours with a time of 30.02 seconds.

There was a close battle in Class 1D where the Honda S2000's of Raymond Worrell and Michael Thomson battled for honours. Worrell finally taking it by just 0.09 seconds with a time of 27.19seconds.

James Meehan Audi TT just pipped Paul Collier Bmw Z4 Coupe to take Class 1E 2 & 4 Seater Sportscars over 2000cc with a time of 29.48.

In Class 2A Road-going Kit, Replica & Space framed Cars up to 1700cc (car derived engines), was taken by Michael John Bellerby in his Sylva Striker in a time of 29.24 seconds.

Robert Holt in his Lotus Elise S2 111R always a player in the Pendle events and the current class record holder, could repeat the time but still won the class with a time of 29.33seconds.

Nigel Fox Caterham 7, another Class record holder, but he too failed to find that bit extra, but his time of 25.33 seconds kept **Simon Nicholson** Westfield Sei at bay his time being 25.33.

Pendle member **Richard Hargreaves** in his Ford Escort Mk11 took the honours in Class 3C - Modified Saloon Cars over 2000cc his time 25.71 seconds.

Class 4A Sports Libre Cars up to 2000cc & Hill Climb Super Sports was contested by the sharded Pulsar 919 of Andy Back and Michael Chittenden, Andy coming out on top by just 0.3seconds.

Unfortunately are own **Michael Tomlinson** and past winner didn't have the speed to live with record breaker David Tatham and had to settle for second in class.

The only downside to a great day was the clubs new gazebo came to grief in the wind, fortunately Michael Tomlinson managed to grab a hold of it before it continued to wards Huddersfield.

Special thanks to members of Huddersfield MC who provided us with refreshments throughout the day, and of course those marshals, no event can run without them and Chief Marshal Barry Wilkinson supplied them with

food and ensured several of them went home more than happy after winning in the marshals raffle.

Scammonden Dam Hillclimb.

Living just 6 miles away, Scammonden has always meant a lot to me. My Grandparents are scattered there in Dean Head Valley, and Grandad wrote a lovely poem about it which our family still treasure. I grew up in pre-war cars and over time broke every Pre-war record in a Frazer Nash single seater and laterly an ERA. Because the Vintage Sports Car Club never went to Scammonden, I never got to drive the hillclimb course until I went "all modern" and bought a Gould.

A new car and new hill would be too much on my plate so I first borrowed my brother's road-going TVR to learn the hill in 2017, besides which I was still rebuilding the Gould from initial purchase, in many bits, from Tony Wiltshire in 2016. I hope I never have to pour it into my trailer like that again! Scammonden in the Chimaera was great fun, but as a car, too big and heavy for the nimble and precise sport of hillclimbing. The hill though, despite being relatively short did not disappoint.

Entering the Pendle event was spurred on by David Tatham getting perilously close to the record at the earlier July meeting. But to be honest, I didn't think it was yet my time to be winning FTD's and records and I still haven't had the car long and having served my time in earlier pre-war cars. When I posted a 23 secs on my first practice run it was a true surprise and 3 seconds faster than I had hoped for. 43 years have passed since the great and hallowed Roy Lane visited, and set the record at 21.97 on this same actual tarmac when the hill formed part of the British Hillclimb championship.

Everyone knew the outright record was a sitting duck but few of the presently competitive big boys could afford a weekend off to dedicate attention to this humble little hill, nestling under the trans-Pennine M62 motorway. On the other hand few competitors will have completed a course walk before carrying a leaf blower clearing one side of the track on the way down and the other side on the way back up. They probably hadn't invented, let alone needed leaf blowers in 1975.

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Admittedly the Gould is a lot of work to prepare and run, but when you are giving it full clout off the line it makes it all worthwhile. The corners at Scammonden are all great fun, particularly the final one!

The track is obviously full of sharp bends, but also with huge surface twist, which was exacerbated by my car having mono-shock front suspension and very stiff chassis. Most corners turned the car into a three wheeler with much force coming through the steering wheel needing me to resist and hold it straight,

I had to do a significant brake entering the final right hander, turn in then survive the sharpest part. The corner then opens up, but the trouble with 450hp is that you can add more speed than the track will take. The corner doesn't open up fastest enough, for the increase in speed, so as you feed in the power you are nearing the limit of the tyre grip, praying for the finish line, hoping the car wont let go before you get there. Its always difficult to gauge how close to the wind you are sailing in this sport, and I guess that's the art of the sport besides the attraction.

The timing and start line marshals were very accommodating of a big car, turning round in the bottom paddock. Slick tyres will Hoover up absolutely everything in their path, so I would recommend as I did to have a pair of chaps to clean off the front wheels is essential on single seater cars. Rears can be spun up of course to clear them.

The course record fell on my run before lunch, and it was nice to repeat the similar times on subsequent runs, to prove it wasn't a fluke but mainly to grow my confidence and prove to myself I can do this sport in such a big and powerful machine.

Myself and all the competitors at Scammonden, as at every event, owe a huge debt of gratitude to the marshals and organisational crew, on this occasion Pendle and District, assisted by Huddersfield Motor Club. I hope we the competitors helped to suitably entertain and make the day worthwhile.

I also hope I helped to prove that big and fast cars are highly suitable at this small but highly exciting track, which for most people takes one second less than Shelsley, but with more twists and

turns.



My cup runneth over. Long live Scammonden Dam Hillclimb.

James Baxter

A little magazine from 9Geria



The rain started around 4.30 this morning so by the time I came out an hour later the roads were well flooded and if not for being familiar with our many potholes and knowing which were the biggies and best avoided are, would probably be stuck mid door high in muddy water, I got thinking of all the strange silly things that having been here so long you don't think about them anymore, this is a country without infrastructure, lacking water, electricity, law and order, plus many other thing I will think of later.

Water is the easiest example," Mai Ruwa" or water boys who sell water to the many houses that don't have any, load open frame angle iron push carts fitted with a pair of Chinese chicken chaser motor bike wheels, these normally carry 10 x 40lt jerry cans of water, so quite a bit of weight to push, they ply their trade from before dawn until they are too knackered and can push no more, these are the uneducated human donkeys having no respect for their own safety or the rules of the road (if that applies in Nigeria) so it is quite normal to find a slow moving heavy push cart coming towards you the wrong way around a

roundabout in the dark !!

All cars, trucks, motorbikes etc look pretty similar to what you would see in the UK, maybe a little older, but nothing outwardly different, But they are specially built for the Nigerian market, with a delete option for rear lights, indicators, headlight dip switches some even have no working headlights, on the other hand horns are double strength, without a horn a car is immobile, It is quite normal to be trundling along early morning in the dark and almost running into the back of a slow moving unlit truck, sometimes finding its way with a hand held torch light, I have seen motorcyclists, the ungifted ones that is, who can't see in the dark, holding a torch light in their mouth, hate think what would happen if a bump in the road caused an unwanted swallow? (Enlightened Nigerians??)

Next in the list of road users is the "Oga" or boss, arrogant, self-important in a large SUV, the worst of these are the "Big Oga" who is important, has a tax payer paid police or military escort who clear his path by beating the crap out of anybody who did not get out of the way, Big Oga's are mostly politicians which is another word for crooks, but as they granted themselves immunity from prosecution they cannot be a criminal, like a herd of elephants on the move nothing stops them with sirens/horns blowing and lights flashing, armed police and military lashing out at anybody who did not get out of the way, I would imagine it is several hundred year since this policy was dropped in the UK? Where your dignitaries move quietly and un-noticed, far better for their security too!

Not really surprising we have such poor standards of driving and vehicle maintenance, although our license and vehicle test certificates are Pukka and information stored on central computers much like in the UK, where we differ is in our lack of testing, you want a license, go apply, get your finger prints and mug shot taken, pay the fee, come back after a month and collect your new license all without testing, the same goes for vehicle road worthy testing, pay the Fee and get the test certificate without anybody even kicking the tyres,

We are then regularly stopped and asked by vehicle inspectors and road safety police to see our "particulars" but not to ensure we are complying or safe, more in the hope we do not have that

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bit of paper, or it is out of date so they can collect a bribe, while they threaten us with impounding the vehicle and arresting us.

Then we have the tuk tuk's, swarms of them, they outnumber cars in the city by about 6 to 1 and are mostly driven by graduates from the same school as the water boys, rules?? there are no rules and tuk tuks can turn on a sixpence, so expect the unexpected, they can completely block the road ahead of you, driving 3 abreast all trying to get in front to catch the next unwary waiting passenger, they turn across in front of you at junctions, hardly ever signal unless in the wrong direction just to fool you, challenging to say the least! I think all cars should be fitted with a big snow plough type of scoop to push them out of the road; all the surrounding villages had idiots live there, now they have relocated and come to the city to drive tuk tuks!!

Must be getting old (what already? There should be a clause in the contract to say it's too soon!) as I reminisced and thought of when I was a junior school kid in the 1950's, I was living in Christchurch (then Hampshire now Dorset) with my father working at the army Signals, Research & Development Establishment, also there was one armed and somewhat eccentric, (according to my father) Major A Mallock who was already building specials to drive on the road and race at weekends, I think my father got to know him as he was very much into motorsport photography, mostly bike racing and regularly selling picture and sometimes a race report to the "Green Un" and "Blue un" bike magazines,

He used a hulking great big pre-war Leica plate camera, remember when snappers used to cover themselves and the camera with a black cloth to change the plates ready for the next shot, I've taken decent pictures with a 35mm camera, but don't know how he managed to take some of his super pictures, which I still have, with this great lump of a thing.

Anyway I have always liked Mallock cars, with their evolution and development rather than making a new one every couple of years, I also like the centralised weight with the engine almost alongside the driver.

The Mallock philosophy is very much the same at Jedi where almost

everything from a late model could be retro fitted to an early car, hence my car now being a mk4-6 with some mk7 bits, the last time I was at Jedi they were showing me their ideas for the wide track mk8 front suspension, but as I still have a lot of unfinished business to complete on my car that is pending, I only looked without placing an order. Oh and not forgetting those bits that are unique to my car?

Watched the German F1, what a turnaround for Lewis after his very dejected qualifying on Saturday, carved his way up towards the front and looking like he could be in the top 6, the team took a gamble that paid off and Sebastian made a small error, so a well-deserved win and back into the championship lead. Whoever wins the championship it will have been a good battle! I just wish that we could see a head to head battle with the 2 main contenders, instead of a tactical behind the scenes or in the pits.

GTM'ing continued, with fabricating the radiator air outlet ducting, wiring in the screen washer pump, removing both front hub flanges as they have short wheel studs, OK for steel wheels, not so OK for all wheels, funnily my rear hubs, (all Toyota Corolla) have the longer all wheel studs, now to see if the gofers can find 8 studs for me?

My entries are in for the Wiscombe 5 Clubs events, hope to get my Oop T'North Forrest burn entries in this Monday morning but no internet at work, maybe later when the sparrows have woken up and farted a few times? Long after sparrow fart the net came back only to find when I logged on the promised open entry to members of HSA, BARC etc was not accepted, plus the only payment option was PayPal, who I will never use after taking my money for a purchase, not paying the seller and failing to answer any email from me, luckily not a big amount, but no more business through me, so waiting a reply from the comp sec on "planB" to get my entry accepted.

After a quick evening phone call "planB" with postal entry download forms filled, scanned and mailed back completed; now waiting bank details to make my payment. But later told bring a cheque or cash and pay on the day

Tomorrow is last Saturday of the month, "sanitation Saturday" when most stay in bed instead of cleaning our compound and surrounding gutters, I

shall be out at 1st light in my play house with the GTM (that did not work to plan as it was raining so did house chores instead) until just after 9.00 when I would have come in to have a quick cupper and then go into work at 10.00 when the roads are open again, for the factory maintenance chores and reconcile my weekly production figures and materials usage, Sunday morning and no rain so 1st light go and press in the longer wheel studs the gofers had found to fit into my Toyota front hub flanges and reassemble, then just after 7.00 back into house to get romper suit off and jeans and tee shirt on to go and see the recently arrived back into country company owner for our 8.00 appointment, waited ½ an hour and he never came out of the house, he did phone later to say sorry he was not feeling too good, too much of his own French vineyard produce the night before?? So back to house soldering a 9 pin D plug on to the loom for my Jedi 7 LED shift light before the F2 races came on from Hungary, to be followed by Lewis rather surprising runaway win in F1, have to feel sorry for Valtteri playing rear guard and getting duffed up for him though!

I tend to think of weekends not by their date but by what is on or what happened, so before Moto GP from Brno I was out at the crack of doom GTM'ing a little more before my second and successful meeting with the company owner, he commented how hard and costly it was to get small engineering jobs made in our Liverpool factory unlike in Kano where most things are scavenged and made from scrap materials and the only cost is often just our labour, he then suggested I pay a visit as I've not been there since the factory has been running to see what could be done, this has hidden benefits as it could be extra event weekends, but could only be worthwhile if these small bits of engineering could actually be made in my short visits, so here's hoping I can have a short notice extension to my holiday?

All 3 MotoGP races from Brno were cracking, not knowing who would be in front until they crossed the line

I'm also thinking soon I will be hopping onto a plane now I've got my tickets, fingers crossed it's still nice and warm for me in the UK. You lot may be suffering in your heat wave, but I could quite look forward to a bit of that. So this will be the last of 9geria news the next edition starting after landing at

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Heathrow will be about my exploits up to Scotland and more southerly places after that.

See you soon

John Bunting

MORGAN: 'IT TOOK SIX LONG YEARS BUT WE GOT THERE'



Adam Morgan converted what was his very first Dunlop MSA British Touring Car Championship pole position with a lights-to-flag victory in Round 19 – the highlight of a strong showing at Rockingham this past weekend.

The Mac Tools with Ciceley Motorsport A-Class showed itself to be the car to beat on Saturday as the Lancashireman steered to P1 on the grid. This proved to be the perfect tonic for a frustrating couple of race weekends which had culminated in a double-DNF at Snetterton.

"It's been six years but we got there," said Morgan. "This pole position feels like a win and bearing in mind that we normally race better than we qualify, we knew it'd put us in a great position going into race one."

Morgan fired off the line well in the opening 16-lap encounter and led the pack through Deene Hairpin for the first time. Scuffling in behind the Mac Tools-backed racer meant Morgan had an opportunity to break away and that he did – building a lead and controlling the pace from the front on the way to victory.

"It's always a good feeling to get a lights-to-flag victory, and to do it in the BTCC, even more so," said Morgan. "I made a great start and I knew if I led out of the Deene Hairpin I would be okay."

"I led in, and when I came out I looked in the mirror and saw there had been drama, so I just got my head down and

pushed on. After about five laps it became a bit slippery and then it dried up so I just concentrated on maintaining the gap."

Maximum success ballast was on-board his Mercedes for race two but Morgan coped admirably. Ash Sutton's fast-starting, lighter, Subaru Levorg blasted clear at the off but Morgan slotted in behind and stayed there until the chequered flag fell. That meant he notched the Independent win in Round 20 and another big haul of points.

"I knew Ash would be strong off the line so I just had to do my best with the weight," Morgan continued. "There were battles behind me, so I could build a gap over the pack and thankfully the flag dropped before Tom Ingram could catch me. With 75 kilograms in the car, second place was a great result."

From row five in the Rockingham finale, Morgan charged through the drama at Deene to gain ground and emerge in third place. As Morgan chased the leaders, on a greasy track, he made a small mistake at Yentwood and slithered wide a few laps later.

That left Adam in a race-long duel with Ollie Jackson's Audi S3. The two cars scrapped for the bulk of the race, chased by Dan Cammish's Honda but the slippery Volkswagen CC was able to jump ahead, relegating Morgan to eighth place.

"A win and a second was a great effort for the weekend," said Adam. "For the last race we ran the championship regulation hard tyre and our pace was steady but not great."

"We probably need to be more aggressive on the set-up, but the pole, win and second were fantastic."

"We have had two frustrating weekends, so to come here and rack up the successes is a real boost to us all. We came here ninth in the championship and are now up to sixth and I have had more wins than all bar one driver, so there is a lot to be pleased about."

Morgan's efforts over the weekend netted Mac Tools with Ciceley Motorsport the Teams' Trophy for the weekend with the most consistent trio of results, the first time the team has scooped the award.

Morgan is now up to sixth in the Drivers' standings and fourth in the Independents' Trophy, with Mac Tools with Ciceley Motorsport eighth in the Teams' running and fifth in the Independents'.

CHILTON PUTS MOTORBASE BACK ON THE TOP STEP



Team Shredded Wheat Racing with Gallagher saved its best until last at Knockhill, with Tom Chilton claiming a maiden race win of the season for the Motorbase-run squad with a commanding lights-to-flag drive in the final Dunlop MSA British Touring Car Championship round of the day this past Sunday.

The relentless rainfall did little to dampen Chilton's spirits with the Gallagher-backed racer battling his way from a mid-pack start to take his first BTCC race win since 2011, and second Independent win of the season.

The weekend was a slow-burner for the Team Shredded Wheat Racing with Gallagher duo. Following a super-competitive qualifying session that saw over half of the grid beat the previous lap record, Chilton was the highest-placed Motorbase driver in 15th – in spite of being less than half-a-second off pole – with James Cole placing 22nd for the first of Sunday's three races.

Passing Lloyd's Honda on the opening lap in the extreme wet conditions, Chilton held his nerve in the safety car interrupted race and continued to scythe his way through the mid-field to eventually take 12th at the flag. With a tough task ahead of him on the notoriously difficult circuit, Cole endured a tough battle from a less-than-ideal qualifying place, picking up damage to bring the number Focus RS home 24th.

Race two was a dramatic affair, eventually red-flagged after just 20 laps given a first-corner off for Sam Smelt in the AmD Audi and worsening conditions. Chilton made an excellent start and had managed to work his way

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into the top ten by the first tour of the circuit, moving up to eighth by lap 12 before the race was ended. Cole was embroiled in the mid-pack scrap and struggled to progress but managed to make up four places to finally cross the line in 20th.

With the leading two cars excluded from the race results due to ride-height infringements, Team Shredded Wheat Racing with Gallagher's drivers were promoted to sixth and 18th. Chilton's amended result proved to be the turning point of the weekend, placing the number three Ford Focus RS onto pole position for the final race of the weekend.

Determined to capitalise on his fortuitous position, Chilton stormed off the line and had built up a decent lead over Adam Morgan in the opening laps. A fast-charging Colin Turkington made it beyond the Mercedes man and had closed the gap to Chilton to less than half-a-second by the mid-way point of the race. A defensive masterclass followed, with Chilton holding off the two-time BTCC champion's BMW for the final six laps. The 33-year-old's determination and race-craft delivered the perfect end to the day for the Motorbase squad – claiming the first outright race win for the Ford Focus RS in its debut season.

Unfortunately, Cole's woes continued with the 30-year-old entangled in the back-marker traffic he dropped back a couple of places to end the day in 22nd.

The weekend's results helped to reinstate Chilton's championship fight, moving him into sixth place overall and closing the gap on the Independent Drivers' standings lead. Team Shredded Wheat Racing with Gallagher has also consolidated its fourth position in the overalls Teams' running – as the highest-placed Independent team – and it has closed the gap to the current Independent Teams' standings leaders to just four points with six rounds remaining.

Team Manager Oly Collins said: "That was a fantastic result which pays back the whole team for all the hard work behind the scenes. Tom was mega in the wet today and that first win for our Focus RS was exactly what he and the team deserved. We've had a strong car all year but for whatever reason we've just not been able to convert it to a win until today.

"It's a super competitive championship and you just can't underestimate what it takes to win races. It keeps us in the hunt for the title. Now we're hungry for more with six races left!"

"I knew I had to get the perfect start because I had Turkington behind me in the rear-wheel drive and I did!" said Chilton. "Thankfully I didn't make the same mistake from Rockingham and I kept the lead for the whole race. I knew that I had the car underneath me and with the experience from all of my years racing here it paid off. It was a really big fight at the end, with Turkington coming through but we had such a good car.

"All credit to the team giving me the car to do the job. Starting from 15th on the grid was tough but it just shows you that if you keep your nose clean and with a little bit of luck you can come through to take a win."

James Cole added: "Congratulations to Tom on his win. It was a fantastic effort from the whole team and he drove really well to take that win. I think overall the result doesn't show it, but we have found some improvements in the car which we can take forward to Silverstone. Some more consistent running is what we need, and to have two days of the same weather would be lovely. We're upbeat for Silverstone, it's a great circuit that should suit our car really well and it can't come soon enough."

Meanwhile our own Adam Morgan finished with points in all three races, 4th in race one was followed by a 5th and another 4th

**Reports courtesy of Sean Leech
BTCC media**



SD34 News

What's on?

1 September, Liverpool MC:
Autumn Sprint, Aintree, Liverpool.

2 September, Longton & DMC:
Sprint, 3Sisters, Wigan.

7/8 September, Wallasey MC:
Promenade Stages, New Brighton.

8/9 September, Ilkley & DMC:
Coleman Tyres Road Rally, Yorkshire.

15/16 September, U17MC:
PCA, Event City, Trafford Centre
Manchester

16 September, Warrington & DMC:
PCA, Wern Ddu, Ruthin.

22/23 September, Clitheroe & DMC:
Taybridge Clitheronian Rally,
Lancashire & Yorkshire

23 September, PDMC & GPMC:
Heroes Stage Rally, Weeton Barracks.

7 October, Longton & DMC:
Sprint, Anglesey Race Circuit.

7 October, Wigan & DMC;
Adgespeed Stages, 3 Sisters Wigan.

12/13/14 October, Mull Car Club:
Mull Rally, Isle of Mull

Pendle District Motor Club & Garstang & Preston Motor Club

Heroes Stages Rally



Weeton Barracks

Sunday 23rd September 2018

**ANWCC 2018 Stage Rally
Championship, All-rounders Stage
Rally Championship, ANWCC Ladies
Stage Rally Championship.
ANCC 2018 Stage Rally
Championship
SD34 MSG 2018 Stage, Individual &
League Championships
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Marshals required contact Andy Collinson/ Karen Whittam

marshall.heroes.stages@gmail.com

Radio Crews required contact Les Fragle heroesradiocrew@gmail.com



SD34 Motor Sport Group Interclub League 2018 supported by Gazzard Accounts

Clitheroe & DMC	1051
Bolton le Moors CC	813
Under 17 MC	798
Liverpool MC	724
Longton & DMC	636
Preston MC	427
Accrington MSC	371
Warrington & DMC	302
Wigan & DMC	272
Airdale & Pennine MC	264
Garstang & Preston MC	239
Pendle DMC	184
Blackpool South Shore MC	173
Matlock MC	159
Lancashire AC	113
Stockport 061 MC	98
Wallasey MC	94
Knowldale CC	72
Manx AS	71
Hexham DMC	29
CSMA	19
High Moor CC	15
Lightening MSC	10

SD34 NoneRace/None Rally Championship

Steve Johnson	U17MC	89.29
Jamie Foster	U17MC	84.47
Warren Nichols	BLMCC	83.36
Andy Williams	U17MC	83.05
James Williams	U17MC	80.94
Scott MacMahon	U17MC	79.49
Chris MacMahon	U17MC	79.22
Lauren Crook	U17MC	77.82
Jason Crook	U17MC	77.20
Phillip Clegg	AMSC	59.71
David Graves	BLMCC	57.65
Steven Holmes	CDMC	42.26
Steven Smith	AMSC	33.41
Ben Holmes	CDMC	31.12
Louis Baines	PMC	20.11
Kris Coombes	PMC	19.99
Steve Price	CDMC	18.81
Sam Coombes	PMC	18.77
Peter Sharples	PMC	17.83
David Robinson	U17MC	10.79
Martin Fox	WiDMC	9.85

SD34 Road Rally Championship

Results following the Memorial Rally

Drivers

Matt Flynn	CDMC	79
Stephen Holmes	CDMC	61
Chris Hewlett	CDMC	45
Dan Sedgwick	CDMC	43
Kris Coombes	PMC	43
Tony Harrison	CDMC	39
Ian Swallow	BLMCC	38
Steve Flynn	CDMC	32
Dan Fox	CDMC	32
Mark Dixon	CDMC	29
Mark Standen	GPMC	27
Mark Johnson	CDMC	25
Jem Dale	GPMC	22
Dominic McTear	CDMC	20
Charles Andrews	PMC	20
Paul Pendleton	CDMC	18
Pete Sharples	PMC	17
James Taylor	CDMC	16
Phil Shaw	CDMC	9
Andy Williams	U17MC	4
Russell Starkie	CDMC	3

Navigators

Rob Jones	CDMC	69
Ben Holmes	CDMC	42
Grace Pedley	CDMC	41
Sam Ambler	CDMC	41
Louis Baines	PMC	39
Matt Hewlett	CDMC	37
Matthew Broadbent	CDMC	25
Leah Brown	CDMC	25
Steve Butler	CDMC	23
Paul Taylor	CDMC	21
James Swallow	PMC	21
Ian Graham	CDMC	20
Jonathan Webb	HDMC	16
James Chaplin	GPMC	12
Harris Holgate	CDMC	12
Elliott Shaw	CDMC	11
Sam Coombs	PMC	8
Steve Frost	GPMC	7
Lauren Cook	U17MC	3

SD34 Stage Rally Championship

After Keith Frecker

Driver

Andrew Morris	CDMC	158
Calvin Woods	WiDMC	132
James Swallow	BLMCC	79
Brandon Smith	CDMC	53
Stephen Johnson	U17MC	52
Peter Sharples	PMC	27
George Merrills	S061MC	27
Steve Kenyon	GPMC	27
Robert Jones	GPMC	27
Michael Tomlinson	PDMC	26
Peter Jackson	GPMC	26

Co-Driver

Chloe Thomas	CDMC	158
Connor Aspey	WiDMC	131
Lauren Hewitt	WiDMC	106
Bruce Lindsay	PDMC	53
Stephen Butler	CDMC	52
Louis Baines	PMC	27
Matthew Broadbent	CDMC	27
Kris Coombes	PMC	27
Sam Coombes	PMC	27
Terry Martin	CDMC	26
Phil Merrills	S061MC	26
Karen Whittam	GPMC	26

SD34 Marshals Championship

Under 18

Matthew Nicholls	BLMCC	89
Alexander Baron	AMSC	68
James Robinson	U17MC	20
Elliott Shaw	CDMC	20

SD34 Sprint & Hillclimb

Championship

Nigel Fox	CDMC	84.46
R Holt	LivMC	80.14
R Thorpe	LivMC	61.22
David Goodlad	BLMCC	50.63
J Wadsworth	LAC	50.48
Nigel Trundle	GPMC	39.97
J Pinder	APMC	39.92
Steve Price	CDMC	38.35
J Early	LDMC	38.27
W Campion	LivMC	38.26
D Weldon	LDMC	37.35
C Duncalf	LivMC	29.34
S Norton	LDMC	28.42
Jim Wright	PDMC	20.47
Richard Hargreaves	PDMC	10.00
Simon Nicholson	PDMC	9.80
D Robinson	U17MC	9.75

SD34 Marshals Championship

Maurice Ellison	CDMC	237
Amanda Baron	AMSC	87
Tracey Smith	AMSC	77
Bill Gray	LivMC	71
Sean Robertson	LivMC	67
John Harden	LivMC	57
David Hunt	LiMC	57
Robert O'Brien	WaDMC	57
William O'Brien	WaDMC	57
Barry Wilkinson	PDMC	54
Geoff Maine	LivMC	50
David Barratt	AMSC	40
Alan Shaw	PDMC	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
Les Fragle	GPMC	37
Steve Smith	AMSC	37
Paul Flynn	CDMC	30

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Stephen Holmes	CDMC	30
Rod Brereton	PDMC	30
Ian Mills	PDMC	30
Peter Wright	PDMC	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
Peter Schofield	PDMC	20
Peter Wilkinson	PDMC	20
Ben Coombes	PMSC	20
Grant Smith	PMSC	20
Amanda Anderson	U17MC	20

SD34 Individual Championship

Nigel Fox	CDMC	127
Steve Johnson	U17MC	98
Andy Williams	U17MC	98
Stephen Holmes	CDMC	87
Rob Jones	CDMC	77
Ben Holmes	CDMC	66
Louis Baines	PMC	61
Steve Smith	AMSC	58
Lauren Cook	U17MC	57
Kris Coombes	PMC	52
Lauren Hewitt	WiDMC	44
Tony Harrison	CDMC	40
Steve Butler	CDMC	39
Peter Sharples	PMC	29
Sam Coombes	PMC	24
Dan Sedgwick	CDMC	21
Sam Ambler	CDMC	19
Steve Kenyon	GPMC	13
Steve Price	CDMC	11
Elliott Shaw	CDMC	7

MOTOR SPORTS ASSOCIATION
UNITED KINGDOM **MSA**

LLANDUDNO GETTING READY TO MAKE MOTORSPORT HISTORY

Llandudno is getting ready to make history as the first place in the UK to host world championship level motorsport on closed roads, when it hosts a stage of Dayinsure Wales Rally GB on 7 October.

The UK's round of the FIA World Rally Championship concludes with a run through the iconic Great Orme and on to the roads of the resort town for a

dramatic finish on the seafront. The cars will drift around the 'Dayinsure Donut' in front of the public grandstand on Gloddaeth Street, before arriving at a specially constructed jump close to the famous pier on Llandudno's promenade



Spectators will also be treated to parades of historic rally cars, plus stunt driving by the legendary Paul Swift. While general admission to the Great Orme Llandudno stage is free, visitors are offered upgrades to secure the best vantage points.

Grandstand seats overlooking the Dayinsure Donut cost £20 in advance for adults (£10 for children) while Rally Xtra offers an enhanced hospitality package and dedicated viewing, priced at £125 for adults (£90 for children aged 6 to 15).

All spectators will hear live commentary along the competitive route and there will be several big screens showing live action. Those in the town will also be able to witness the podium ceremony on the promenade.

"This will be the first free of charge WRC stage in the UK for 20 years and we're expecting an incredible atmosphere," said Ben Taylor, Managing Director of event organiser International Motor Sports (IMS). "The town really lends itself to this kind of major event and the support from Conwy County Borough Council has been exceptional to make it all happen." Llandudno will be alive with rally fever all weekend. Trials champion and Red Bull YouTube legend Kenny Belaey will bring his bike display team to town, while event sponsor Dayinsure will provide a free Family Fun Zone featuring climbing walls, bungee trampolines and other activities for young families.



EDWARDS TAKES TO THE SKIES TO PROMOTE SLATE MOUNTAIN

In a break from the norm, a rally car sped down a zipwire at the Llechwedd Slate Caverns to promote a new stage of Dayinsure Wales Rally GB.

Located high up in Snowdonia just to the north of Blaenau Ffestiniog, the venue also is home to Zip World Titan, the largest zip zone in Europe. Edited for social media audiences, the 90-second #SKYDRIVER video stars Preston MSA British Rally Championship leader Matt Edwards, plus a brief cameo by Elfyn Evans.

"The stunt sounded absolutely crazy when I first heard about it and, believe me, it was even crazier to witness," Evans said. To see the "drive" go on utube and #skydriver

OLDER STAGE RALLY CARS EXEMPTED FROM ROLL CAGE CHANGES



The MSA has relaxed impending changes to roll cage rules in stage rallying to address concerns regarding their compatibility with older cars and difficulties in retrofitting the additional parts.

Regulations due for implementation next year would have required all vehicles first issued with a Vehicle Passport after 1 January 2019 to comply with new roof and windscreen pillar reinforcement measures.

However, those requirements have now been restricted to models first conceived after 31 December 2005, on the basis that older cars have less

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raked A pillars that negate the need for reinforcement bars. Additionally, any vehicle issued with a Vehicle Passport or Competition Car Logbook prior to 1 January 2019 will be exempt from the new requirements.

The regulation changes recommended by Motor Sports Council and ratified by the MSA Board are as follows:

48.10.1. Have, as a minimum, ~~safety roll-over bars~~ a ROPS complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles first not issued with a Vehicle Passport or Competition Car Log Book prior to ~~from~~ 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:

a) Roof Reinforcement complying with K.1.3.5(c) and Section K Appendix 2 drawing number 10(a), (b), (c) or (d).

b) Windscreen Pillar Reinforcement complying with K.1.3.5(e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200mm.

Reason: Relaxation, to address concerns raised, for example older cars where addition of windscreen pillar reinforcement may cause issues with vehicle egress, and where typically less raked windscreen and A pillars permit a similarly less raked front hoop negating the necessity and purpose of the reinforcement bars themselves.

FIA regulations apply roof bars to cars homologated from 2005 onwards, and windscreen reinforcement pillars to cars homologated from 2006 onwards. MSA regulations do not specify homologated cars, however the model conception date in the proposal is deemed suitable to cover both members as it reflects the latter of these dates. Also includes a clarification that these regulations will not apply retrospectively to cars that have already had a VP or CLLB issued before 2019

TECHNICAL

HARNESS BARS

Competitors are reminded that MSA regulations concerning the installation of harness shoulder straps onto a ROPS (roll-over protection system) member – a harness bar – stipulate minimum tube dimensions of 38mm x 2.5mm or 40 x 2.0mm. This is

applicable to any harness installation on a ROPS member for any discipline.

FIRE EXTINGUISHER REGULATIONS

Competitors are reminded that the new Section (K) regulations for fire extinguishers take effect from 1 January next year for any new-build cars. It is important to note that the current regulations can continue to be used for existing cars. There is no need for existing cars to have been issued with a new Vehicle Passport to use this exemption from the new regulations – old Competition Car Log Books or previously issued Vehicle Passports are acceptable if they remain valid for that car. The new regulations come into effect for all cars (where a fire extinguisher is mandatory) from 1 January 2022.

CATEGORY TWO STAGE RALLY VEHICLES

The MSA Technical Department would like to remind competitors of what constitutes a Category Two stage rally car. First, there is engine capacity. As per MSA regulation (R)48.2.6, if a vehicle is fitted with an engine that increases capacity by more than 25 per cent then Category Two authorisation will be required. For clarity, the capacity increase is measured against the largest engine available as standard for the particular model of car.

The next indicator of a Category Two vehicle is modifications to the chassis/unitary construction. The only modifications permitted to the chassis in Category One are those homologated by the FIA, or localised alterations to accommodate the fitting of an alternative engine/gearbox/differential/axle/seats or exhaust.

Localised alteration would allow modifications such as minor reshaping of the existing panels. Any significant modifications such as replacement transmission tunnels, cutaway bulkheads and other structural modifications are likely to require Category two approval. Suspension modifications are also relevant. Except where homologated by the FIA, any modification to the operating principle of the suspension or movement of the suspension mounting points will require Category Two approval. An example would be a car originally supplied with a beam axle being modified to use independent wishbone suspension. Anybody who is unsure whether their car requires Category Two approval

can email technical@msauk.org for guidance.

FAKE CMR2007 HELMET LABEL



These recent images show a helmet with an apparently fraudulent Snell-FIA CMR2007 label (and possibly an incorrect BS6658:1985 Type A label – this has not been verified). The full list of Snell-FIA CMR2007 certified helmets is available on the CIK website [HERE](#). Note that none of these helmets is dual-certified to Snell-FIA CMR2007 and BS6658:1985 Type A. Competitors are advised to inspect helmets carefully before purchase and only to buy from reputable sources.

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Cheers
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