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Hi Everyone.

Chairman's Chat

First off this month is to thank all people who got involved with the Heroes Rally, marshals, officials, everyone, a personal thanks to Peter Wright who graciously took over the job of Chief Timekeeper when Alan went down with illness and could not make it on the day. I would like to wish him a speedy recovery.

Of the event, it was very nearly cancelled as at the rally meeting of the 10th we only had 29 entries, 1 less than the minimum, however someone from Garstang said they would make the shortfall of £250 to ensure the event ran.

From this meeting it became apparent that a couple of things need redressing for the 2019 event.

The first and foremost the minimum entry will need to increase to ensure we do not lose money!!! We have not got a sponsor for this event, that said one enterprising Garstang member actually

sold 6 stages for £50 a stage, their adverts were posted on a notice board and each stage carried the relevant companies name, well done that man !!! The next more important thing is to ensure the closing date of entries is at least two weeks before the event, in the last week I ended up taking 9 entries to make the total running number up to 38.

It is not that it is a hard task to switch the on line entry system back on to accept them, but once accepted it puts back the seeding and finals and the routes need emailing out.

That said the event started with 38 entries with some very quick stages. Steve the clerk had left or reduced the number of chicanes used, All was accepted as ok by the MSA Steward Derek Lee.

The first stage had a few incidents but the man to watch was car 1 Pete Jackson running first on the road, Jacko made it clear he was on a mission and was the quickest, same again on stage 2..was this going to be Jackos day ...unfortunately not ... his clutch parted company with the flywheel and escaped through the gearbox bell housing, further retirements occurred during the event with the overall result going to the Rally Track Day organiser at Anglesey Eric Roberts / Mefyn Williams in an Escort Mk.II running car 6 won overall..last years winners and 2019 Lee Holland Sponsor Mr Tilemaster, Mark Kelly decided against entering as he has an entry in for a rally on Jersey later in October .

Cars of interest to me..was car 40 ..Yes a late entry John Deegan he was in a Subaru Justy ..It looked like a Suzuki but this small car was flying so much so he finish 10th overall and first in class. It was in the 1600 cc class when I asked John what engine did it have he told a Honda Civic type R 2000cc but re stroked down to 1600cc but putting out 215bhp ..with loads of torque steer that kept putting him off into the undergrowth. All in all a successful event with lots of positive comments plus we managed to clear up and depart whilst it was still light...no queries/protests etc.

My job for the day using a formula given to me by Les to work out the time of a car at the next arrival control ... number of starters divided by two, plus 9 minutes (or whatever the stage time is) added to the departure time from stage start, keeping a record on a master timesheet ..something I enjoyed

doing and a task I had never done before. Many thanks to Les for showing me...a good day for all especially as the forecasted rain showers never appeared to give a dry and pleasant day

Again thanks to all, hope we can rely on your help next march for the Lee Holland.

On with the Lee Holland and the latest news ..a couple of things it appears that the North West Stages is due to be running one week later than our event, there reasoning is that Myerscough college ..where the vent is to be based is not available on any other weekend. It could be a good thing. Maybe if the entries are like the event down in Sussex or where ever it was the first closed road rally the entry was full quicker than the Neil Howard Stages...which means a lot of competitors would not get a run ..so could get an entry on our event ..speaking to John Stone, it appears "they still have a lot of hoops to jump through"

I wish them well but wished it was an earlier date. The next thing was the Motoring News Circuit rally challenge and as we are a round ...I think possibly the only non MSVR circuit we were invited to the press day on the 26th..in the past myself Alan & Mick Tomlinson have gone but with Alan being ill it was myself and Mick who went to Oulton..On arrival first things first a coffee and a couple of Danish pastries ok maybe 3...Then the introductions by Mr Woodford not my favourite person if i am honest!!.

He introduced al the suppliers to the event. Michelin ,Pro Tyre, Vital race equipment ,plus some new ones a new oil company being marketed by Vital equipment after the introductions .Darren Spann then made an announcement that Graham Coffey whose solicitors company sponsor the event was to be navigated by none other than Dave Richards.who last navigated for Ari Vatenen in the Escort Days..In actual fact on one RAC rally I was a clock marshal on a service area where Mr Richards booked himself out a minute early whether or not it was a ploy to get Ari to drive faster I will never know.

Anyway for the people who might be unaware of who he is ..His current job is the main man at the MSA ie the top bloke who has stated he is going to look at helping the "grass roots " of motorsport which he has done already

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within a couple of months of taking his position. The two that affect most competitors is the lifting of belts and seats. For these he has amended the regulation to allow for a two year extension. The provisos' being they must have a current homologation...the exact rule changes are in the current MSA news brief which should be with this newsletter..What a coo for Bolton..my mind is now racing away..Could we get Ari & Dave Richards in an escort for Anglesey or how about Jimmy McRae and Ian Grindrod in Jimmy's awesome Vauxhall rally car?

The mind boggles

With that its farewell for a few (11) days as we make our annual trek to Mull, this year it is Ian's turn to do the Targa rally with Chris our B&B owner ..So it looks like i could be McDonald Arms bound .. See you next month

Another snippet of recent news Charlie and I are hoping to put a touring assembly on. The date we are hopefully hoping for is JUNE 8th 2019.The route is due to go to the relevant Msa route liaison officer ..Chris Woodcock & John Richardson.

Watch this space for further details as I get them

Bye

Rodders

Heroes Rally.

Eric Roberts and Merfyn Williams took victory in last weekend's Heroes Rally at Weeton Army Camp.



Eric Roberts/Merfyn Williams Ford Escort Mk2

This was the second time a Ford Escort had won the event after Mark Kelly took the honours last year. However this was more down to good fortune as erstwhile leaders Martin Farrar and Andy Ward lost out due to driver sickness.

C of C Steve Kenyon had laid out 12 stages all devoid of chicanes leaving

the crews to show some respect to a place notorious for retirements. 39 crews lined up on a cool but glorious sunny day.



Mark Farrar/Andy Ward Subaru Impreza

Farrar took the lead from the start heading Peter Jackson/Craig Simkiss, Ford Escort by just one second after stage 1, Jackson took the lead after stage 2 but that was short lived on the following stage the Fords clutch gave up and retirement followed. So Farrar was back in front from the Darrian of Brendon Smith/Dylan Thomas. Farrar stretched his lead to 31 seconds by stage four and a comfortably victory looked on the cards. However by stage 7, Smiths Darrian was struggling with a sticking throttle and Roberts was homing in fast on both of them. Farrar held the lead until stage 9 when it was down to 3 seconds, but from then to the end Roberts stretched the lead out to a comfortable 46 seconds. Smith being a further 21 seconds back in third.



Brandon Smith/Dylan Thomas Darrian

James and Chris Ford in another Ford Escort came home forth ahead of the Mitsubishi Lancer of Dave Hornbrook and Ann Forster. Steve Harvey and Nick Coleman were sixth in their Impreza, a position they held all day. Rounding out the top ten were Chris McCallum/Stephan Clark, Ford Escort, Gareth Hooper/Sean Bilham Opel Manta, Darren Martin/Martin Steele in yet another Impreza and rounding out the top ten was PDMC member **John Deegan** in his Subaru Justy. This giving

them first in class B



John Deegan/Sean Smith Subaru Justy

Several other **Pendle** members made the event, **Marc Rodriguez/Joseph Van Vilsteren**, Nissan Micra **Miguel Angel Luque/Andy Johnson** they finished 3rd in class and 20th overall.



Miguel Angel Luque/Andy Johnson Nissan Micra

Finally **Geoff Simpson/Bruce Linsay**, Mitsubishi Lancer EVO6 retired after stage 4.

9Geria News



As there was a big Islamic holiday on the 22nd & 23rd August to allow us to kill unsuspecting rams and go for Haj, we decided to run production in our factory on the previous Saturday and give the workers a holiday on the following Monday, so much easier than working a single day and then shutting down for 2 days especially anything with a heat process as we have, so Saturday maintenance become a half day on

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Monday, but my start to the holiday was drive to the airport in time to catch the 1.00pm take off flight to Cairo to eventually arrive in Northampton after 4.00 in the afternoon the following day, what a boring way to start a holiday and 2 days lost to travelling, I miss the old days of a KLM flight midnight take off and be in Heathrow by 7.30 the next morning, but from then on it is expected to all get a bit frantic.

Sunday before the off to UK it was time to refit the all under tray to the GTM front sub frame and see what needed to be moved to get the emergency spare to fit into place, a spare wheel is a legal requirement.

The Craig Davis electric water pump had to be moved (again) slightly up and out to the right, still ensuring its water drain faced down, this will need some wiring extended and making yet another support bracket for the pump, then rethink the radiator outlet duct as I could not get the spare wheel in with the fixed duct in place, we now have a flexi plastic duct attached to the underside of the front cover that brushes against the spare when the front is closed down, also fitted clamps to hold the aircon pipe to the under tray, if the spare wheel were sitting on top of a pipe the front cannot close, it's tight but in there!

Tuesday 21st and off to the airport at 11.00am arrived Heathrow 1.35pm Wednesday, waited 1-1/2 hours to get my bag off the carousel, rode the Heathrow express into Paddington and caught a taxi to Euston, just missing the Northampton train by about 10 minutes, waited 50 minutes for the next train and now into the rush hour so a one way ticket costing more than the usual return for the pleasure of standing packed in like sardines, 2 days lost from my holiday just to travel what should be a 6 and a bit hour flight, arrived to the guest house where I stay at 7.00pm, have a bite to eat and get head down for an early start and long day tomorrow,

Thursday morning and into my storage container by 6.00am 1st light sorting out my race kit, warm clothing, water proofs and wellies, plus tools and spares all to be loaded into Nora the Defender and the race car plus wet tyres, sack truck and quick lift jack into the trailer, I didn't forget to check/pump all the tyres including the trailer and its spare, a check list on the wall does help! All complete and ready by 6.00pm and

another early night ready for an early long haul up to Scotland.

Forrestburn was easy to find apart from not having anything to say "I'm here" on the entrance, so drove by on this narrow road thinking I'm sure that must have been the place, next problem to find somewhere to turn around, about 1 mile along the road to go back, sure enough it was the place.

Paddock slots were still being organised, so after being told were the start was I went for a walk of the track, my 1st of 3 walks! What a track, so hard to memorise and commit, I have driven every hill in the championship rounds in England apart from Barbon and most of the lesser clubby venues, my favourite tracks were Wiscombe and Werrington Parks, both very challenging,

Forrestburn is another thing altogether with the blind over crest corners of Ty Croes race track, only more of them, swoopy downhill off camber bends and 2 hairpins.

The most challenging, hard to learn and committed track I have driven, highly recommended to all who like not to know where the next corner is coming from!

Put it on your bucket list.

My thanks to Philip for allowing me to come and play and all the other friendly people among the organisers, the tow truck driver who I got far too familiar with, my neighbour Colin who so kindly lent me his spare battery and charged mine overnight after I found my alternator cable was unplugged and so good to meet up with Ken and Douglas (Minitici) who I knew from being GTM owners club members

I most definitely want to try again

But would try to get there for the previous Wednesday evening practice, as I need seat time, but to make that viable can anybody recommend a fairly local B+B with enough parking space for my trailer for a few days. Ideally I would like to do Scam Dam the previous week, but what to do on the Sunday following Scam Dam in the Lancs/ Yorks area??

On the way back I stopped for a snooze in a lay by in Wigan, had a shower and breakfast on the motorway and met up with Craig who has fitted a similar

ZX10r engine to his Megapin and wanted to check out my dry sump installation as he is currently running a cut down sump, then back on the road and into the storage container yard just after 10am to off load clean up and start work on the wiring for the paddle shift connections, which is more or less what I did until Thursday when it all had to be loaded ready to go to Wiz for the 5 clubs weekend, Mrs B said she would like to go, so arranged with my usual B+B for the 2 of us, really it should not make any difference as she did not eat much and does not take up much room!

Coming down the M5 Friday afternoon there had been an accident on the north bound lane, this delayed us about 1-1/2 hours due to rubber necks gauping at the accident, the tail back must have been at least 35 miles going north, so going to Devon took about the same time as going to Scotland!

Young Ben B in the yellow Jedi was in great form in the 1100 class and blew us old fogies away on the Saturday, he then got a pasting from the indecently quick Adam Steel in the rather tatty but oh so effective Martlet who arrived just for Sunday, I thought Ben was on bravery pills, but Adam must walk on water for Sundays.

I much admired Ben's so modest Tee shirt, picture taken by Mrs B attached.



The other picture is Mrs B trying to blag a share drive, or maybe just posing?



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We had great weather, super organisation, a most enjoyable weekend, got the trailer parked up after 10 on Sunday night, then off for a snooze as plenty of jobs to be done before I leave,

Friend John who normally drops me off at the station was moving house on Wednesday, the day I was going to the airport, so we agreed I would leave Nora with him on Tuesday afternoon and he could drop me off in Wellingborough, as it was only a short walk from my B+B to the train station.

The Jedi and trailer were left with Jedi to make brackets to fit gear change and throttle blip actuators, and as I thought it could help I brought back to Kano the loom I had started making to connect the gear change box of tricks to the solenoid valves and various bits on the engine, I still have to work out how/where the wires fit into the 20 way terminal block connector that plugs into the box of tricks, I found it online so some where they must say how the wires are gripped into the connector?

That plus GTM'ing will keep me busy until my next planned visit in 2019

John Bunting



British Touring Car Championship produces epic day of racing at Silverstone

Sam Tordoff, Tom Ingram and Aiden Moffat shared the victory spoils on a fantastic day of Dunlop MSA British Touring Car Championship racing at Silverstone.

Standings leader Colin Turkington also scored well, but Ingram reduced the overall point's deficit to 34 ahead of the Brands Hatch showdown in two weeks' time.

Tom Chilton is the only other driver to remain in mathematical contention for Britain's most coveted motorsport crown after the Team Shredded Wheat Racing with Gallagher driver enjoyed a strong weekend in Northamptonshire. Tordoff led home a Motorbase

Performance one-two – the outfit's first since Thruxton 2010 – ahead of stablemate Chilton, whilst Ricky Collard completed a hugely popular podium in the opening race.

Team GardX Racing with Motorbase driver Tordoff made a good getaway from pole position, but immediately came under attack from the fast starting BMW of Collard. The young rookie pushed too hard on the run down to Copse for the first time, however, running his BMW 125i M Sport wide on the exit of the corner.

Collard dropped to fifth as Chilton slipped into second in the Shredded Wheat-backed Focus, with BMW Pirtek Racing's Andrew Jordan and WIX Racing with Eurotech's Jack Goff now in third and fourth respectively.

The final place on the rostrum changed hands on two occasions when power problem for Jordan's forced him out of contention, before Collard passed Goff around the outside to move into third in the latter stages.

The fight for victory was always close but Tordoff fended off the attentions from Chilton to grab his first win of the season, whilst Collard's maiden podium was met with huge celebrations from his Team BMW squad.

Speedworks Motorsport's Ingram produced one of his trademark drives through the field to win the second race.

The Toyota star has previously displayed his fighting spirit with efforts from the back of the grid to the podium at both Snetterton and Rockingham, and this one will also live long in the memory as he blasted from 15th to first in the blink of an eye. A ballast-free Avensis running of the softer Dunlop SportMaxx tyre compound is often a lethal combination, and so it proved around the 1.64-mile National circuit. Having already seen off a number of rivals, Ingram made a breathtaking move for second spot as he passed both Chilton's Ford and Adam Morgan's Mercedes in one go. He reeled in Tordoff's Team GardX Racing with Motorbase Ford Focus and nipped by with relative ease before pulling away to take his third win of the year. Morgan and Tordoff completed the podium.

The #16 Mercedes-Benz of Moffat became the 16th different race winner in this year's BTCC after the Laser Tools Racing driver topped a pulsating

six-way battle in the final race. Moffat – the youngest driver in BTCC history when he made his debut at 16 – dealt with intense race long pressure from some of the world's most experienced tin top drivers to claim a phenomenal lights-to-flag victory. The enthralling contest also included a brilliant scrap for second with the championship top two – Turkington and Ingram – vying for position. Ingram held second for the latter part of the encounter but he had Turkington's Team BMW 125i M Sport swarming all over him during the final laps. Minor contact ensued as Turkington went side-by-side with Ingram's Toyota, but the Speedworks Motorsport man held on to claw back more points on his main championship rival. With the penultimate event of the BTCC campaign now complete, Turkington, Ingram and Chilton will head into the season finale challenging for one of the most famous trophies in motorsport. BMW maintained its lead in the Manufacturers' and Teams' standings, whilst Ingram and his Speedworks squad boast a slender advantage in the Independents' categories. Halfords Yuasa Racing's Dan Cammish moved into an unassailable lead in the Jack Sears Trophy.

Round 28, 29 and 30 of the Dunlop MSA British Touring Championship will conclude the season at Brands Hatch on 29/30 September.

**Reports courtesy of Sean Leech
BTCC media**



SD34 News

What's on?

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

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

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

14 October, Airdale & Pennine MCC:
PCA 4, Rock & Heifer, Bradford.

20 October, 2300 Club:
Andy Mort Tour, Isle Of Mull

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21 October, Warrington DMC:

PCA 5 Wern Ddu, Ruthin

28 October, Preston MSC:

Autosolo 2 Preston MX

2/3 November, Bolton-le-Moors CC:

Neil Howard Stages, Oulton Park.

2/3 November, Matlock MC:

Dansport Road Rally, Drebyshire.

3 November, CDMC/Malton MC:

Malton Forest Rally

9/10 November, Manx Auto Sport:

Poker Stages Rally, Isle Of Man



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
Knowldale 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	81.34
Steve Johnson	U17MC	80.46
Scott MacMahon	U17MC	79.72
Chris MacMahon	U17MC	79.62
Jason Crook	U17MC	77.97
Lauren Crook	U17MC	77.82
Phillip Clegg	AMSC	70.16
Steven Smith	AMSC	63.75
David Graves	BLMCC	57.65

Steven Holmes	CDMC	52.45
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	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	185
Calvin Woods	WiDMC	158
James Swallow	BLMCC	106
Brandon Smith	CDMC	81

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	184
Connor Aspey	WiDMC	157
Lauren Hewitt	WiDMC	106
Bruce Lindsay	PDMC	53
Terry Martin	CDMC	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	82.14
David Goodlad	BLMCC	80.69
S Wilson	LDMC	80.63
J Wadsworth	LAC	80.38
R Holt	LivMC	80.14
C Duncalf	LivMC	79.22
W Champion	LivMC	76.48
Nigel Trundle	GPMC	70.29
J Early	LDMC	56.57
J Pinder	APMC	50.40
Steve Price	CDMC	47.86
D Weldon	LDMC	47.35
S Norton	LDMC	37.25
Jim Wright	PDMC	20.47
Richard Hargreaves	PDMC	20.10
Simon Nicholson	PDMC	9.80
D Robinson	U17MC	9.75
Mick Tomlinson	PDMC	9.20

SD34 Marshals Championship

Maurice Ellison	CDMC	287
Amanda Baron	AMSC	167
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

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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

MOTOR SPORTS ASSOCIATION
UNITED KINGDOM

MSA



WORLD-CLASS ENTRY FOR UPCOMING DAYINSURE WALES RALLY GB

Next month's Dayinsure Wales Rally GB (4-7 October) will feature an outstanding field of 60 International crews representing 19 nations, all lining up to tackle a new-look route featuring 23 special stages in North and Mid Wales.

The entry list is topped by the world championship winning M-Sport Ford World Rally Team, starring last year's winner Elfyn Evans and reigning champion Sebastien Ogier. It also includes Matt Edwards, who will be aiming to wrap up the Prestone MSA British Rally Championship title.

The introduction of new laws for closed-road motorsport has allowed event organiser International Motor Sports (IMS) to innovate with the four-day schedule. Thursday evening's curtain-raiser at the Tir Prince Raceway in Conwy County has been enhanced, while Friday's action is switched to new and extended tests set in North Wales. On 'Super Saturday' the crews face some serious mileage in Mid Wales before Sunday's finale sees cars competing on the streets of Llandudno for the first time. The winners of both the 2018 Dayinsure Wales Rally GB and the Prestone MSA British Rally Championship will then be crowned on the resort's famous seaside Promenade.

Competition for places on the WRC podium will be fiercely-fought as the world championship approaches its climax. The championship protagonists – Sébastien Ogier, Thierry Neuville and Ott Tänak – have scored three wins apiece so far this year, and with just two rounds left the title race could take a decisive turn in the Welsh forests.

Entries for the accompanying WRGB National Rally, which shadows the main event, closed on Tuesday (11 September). A few additional places have been made available for those wishing to join the 80-plus amateur crews already registered to compete alongside the best drivers in the world.



BRC ANNOUNCES 2019 CALENDAR

The UK's premier rally championship will feature six rounds in six territories next year, including the Quality Hotel West Cork Rally for t

The Prestone MSA British Rally Championship will celebrate its 60th anniversary with events in England, Northern Ireland, Scotland and Wales, plus Belgium and Ireland. The West Cork Rally features classic Irish stages and will pit the best drivers in the British Championship against the Irish Tarmac Championship runners. Meanwhile the Cambrian Rally is another exciting addition to the calendar, with unprecedented support from Conwy County Council.

"The announcement of the calendar shows our commitment in listening to what our competitors want - furious competition from the start but not overly demanding in the amount of time away from work or home life," said Iain Campbell, Championship Manager.

"It also brings us into head-to-head competition with the Irish Tarmac Championship on two occasions and also with the Belgium Rally Championship. This lifts the pace of everyone, as we all want the bragging rights as winners on these rallies

2019 CALENDAR

16 February – Visit Conwy Cambrian Rally, Llandudno, Wales

16/17 March – Quality Hotel West Cork Rally, Clonakilty, Republic of Ireland

27 April – Pirelli International Rally, Carlisle, England

28/29 June – Renties Ypres Rally, Ypres, Belgium

17 August – Ulster Rally, Antrim, Northern Ireland

14 September – The Armstrong Galloway Hills Rally, Castle Douglas, Scotland

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MSA TO OPTIMISE COST OF SAFETY EQUIPMENT FOR COMPETITORS



The MSA has committed to an in-depth review of competitor safety equipment over the next two years. This will explore a raft of initiatives, including strategies to reduce the burden on competitors of the unnecessary replacement of seats and harnesses, while ensuring suitably high standards of safety are maintained in the sport. A cornerstone of this new initiative will be to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined MSA minimum standard.

As a first step, the MSA will recognise an extended life for certain FIA-homologated seats and harnesses in the UK. The MSA Board has approved the following Motor Sports Council recommendations with immediate effect: In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life.

Across disciplines requiring a homologated harness, the MSA will recognise a ten-year life for harnesses homologated to the latest FIA 8853-2016 standard. This homologation is for six-point harnesses as a minimum, and is tested with higher loadings than the previous standard.

These regulation changes are detailed on the MSA website [HERE](#). The MSA will be publishing new guidance on installing seats and harnesses, while giving scrutineers further training in this area. The governing body will also be reiterating scrutineers' powers to retain or invalidate homologated equipment if they have serious concerns regarding its condition or know it has been involved in a major accident. Looking ahead, the MSA is investigating new

ways of tracking homologated components as well as evaluating more cost-effective accident data recorders (ADRs) for wider use.

David Richards CBE, MSA Chairman, said: "As the governing body, one of our principal roles is to grow motorsport at grassroots level while promoting safety within the sport at a realistic cost for competitors. I firmly believe the time has come for a wholesale review of our approach to safety across the entire motorsport landscape and this review will be delivered by 2020. It's therefore appropriate to allow our competitors to continue using their recently purchased seats at least until then, when the outcome of this review will be published."

BILL GWYNNE 1940-2018

The MSA offers its sincere condolences to the family and friends of Bill Gwynne, founder of the British Association of Rally Schools (BARS), who passed away last week (5 September).



Bill first started competing in motocross in the 1950s, before taking up road and then stage rallying in the '70s. He twice won the Motoring News Road Rally Championship and was crowned the 1977 Welsh Rally Champion. He then founded the Bill Gwynne Rallyschool International in 1983. Bill also achieved success as a navigator, winning the co-drivers' title in the 1985 FIA Middle-East Rally Championship.

The MSA extends its sympathies to Bill's wife, Brenda, and to his children, Helene, Paul, Pete and Ian.

BARRIE 'WHIZZO' WILLIAMS 1938-2018



Barrie 'Whizzo' Williams, one of UK motorsport's most well-known personalities, passed away last week (8 September) following a short illness. He was 79.

Barrie was famous for competing successfully in an array of disciplines over the course of six decades in motorsport. His exploits behind the wheel could be seen in karting, touring cars, sportscars, single-seaters and, more recently, historics.

Also rallying, Barrie won the 1964 Welsh Rally in a Mini Cooper S, this was the first victory for the Mini on an International event.

It was well known that Barrie held MSA Competition Licence number 1, and he was also President of the British Motorsport Marshals Club (BMMC).

Barrie is survived by his partner, Cathy. The MSA offers its condolences to all those who knew Whizzo; he will be missed.

TECHNICAL

FIRE EXTINGUISHER HOMOLOGATION WITHDRAWAL

Competitors are advised that – for safety reasons – the FIA has withdrawn the homologation of the following extinguisher systems with immediate effect:

Manufacturer. Fogmaker International

Model. Fogmaker

Homologation no.

EX.001.97 Therefore, these extinguisher systems can no longer be used in any

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case where compliance with the relevant standard is mandatory. An up-to-date list of extinguisher systems homologated to the FIA standard for plumbed-in fire extinguisher systems in competition cars can be found on the FIA website [HERE](#).

ROPS INSTALLATION



The images were sent by a scrutineer who was inspecting a car for a Vehicle Passport application. The scrutineer was concerned by the ROPS (Roll-Over Protection System) because the junctions between members were made using an odd-looking welded 'joint' style.

Competitors are advised that welded sleeve joints are not a permitted method of joining mandatory ROPS members. There is no way of telling how far the tubes pass into the sleeve; the individual tubes should all be one piece across their length. It is possible that the tubes are too short to complete the installation in this car (it may be that the ROPS is a kit designed for a smaller car) and these joints have been added to extend their length.



INADEQUATE TOWING EYE



There has been an increase in scrutineers reporting unsuitable or inadequate towing eyes on vehicles. The image shows an example of a

circuit racing car; the actual towing strap appears to be suitable and of the correct internal diameter as per (Q)19.1.3., however the metal eye that the strap is attached to is totally inadequate. The scrutineer who encountered this example suggests that the material thickness of the metal eye is 2mm or less!

A correctly installed and substantial towing point – required by (Q)19.1.3. – is of paramount importance, as failures in towing eyes and difficulties in recovery can pose a hazard to the recovery officials, potentially damaging to vehicles, and significantly delay an event's timetable.

WHEEL FAILURE

A scrutineer submitted these images of a wheel failure at a recent circuit racing event. The competitor admitted to having previously noticed hairline cracks in the wheel, making it a good example of an apparently minor issue resulting in catastrophic failure. Please do not ignore hairline cracks – get them checked!



SHOE REPAIRS

The race boot pictured was presented at pre-event scrutineering. It has clearly had some significant DIY repairs using some sort of solvent-cement, in an apparent attempt to reattach the sole to the rest of the boot.

Judging by the state of the material around the front part of the boot, its flame-retardant properties are highly questionable. This was a circuit racing event, where flame-retardant footwear is mandatory (see (Q)10.1(c)), and

therefore the scrutineer took an appropriate course of action by impounding the boots for the duration of the meeting.



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Cheers
Ray Duckworth.
