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#### Chairman's Chat

A very happy newsletter editor this month. The Lee Holland memorial rally entries went live at 8pm 25<sup>th</sup> January and guess what we have received 53 entries of which 51 have paid, something that has not happened ever!!! and with those numbers we are actually 3 more paid entries than the final tally we ran on the 2018 event. Of the entries received it shows the majority are all entries of competitors in The MSN championship, great news, all we need now is to make sure the events at Snetterton & Donnington run without cancellation.

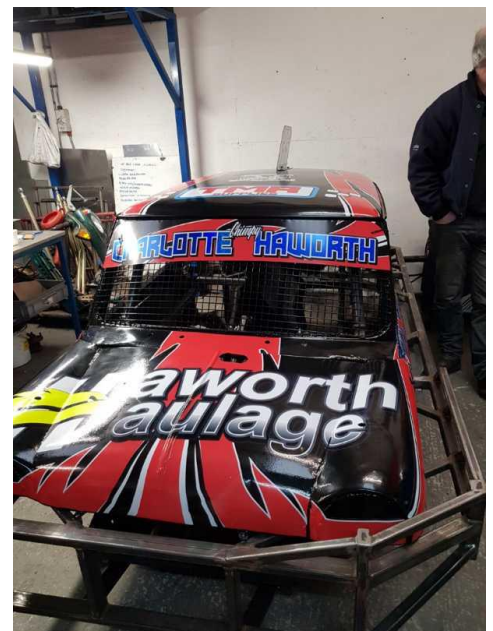
It also may mean we pick a few more entries up from those still waiting to see if they have got a run on the North West Stages, this event is vetting applications, something I think may be against the Motorsport UK rules, some people have entered and paid, but as yet do not know whether they have a run !!!, after 4 weeks something I do not think is, fair so we may be able to pick a few more entries up from those that do not get a run etc.

Some new cars are being used on our event Rob Hughes who last competed in a RWD Millington engined Ford Focus, has decided against using this car, .has bought an ex M Sport 4wd Fiesta R5 1600 cc Turbocar. On his first

run out he finished 4<sup>th</sup>. he knows the stages at Anglesey so should be one to watch.

We received 21 entries in 18 minutes after we went live, not quite the flood that the Neil Howard gets or Mull being full in an hour, but for Pendle an excellent and very encouraging result. Fingers crossed it stops that way. A change of event now and an event with speeds much lower, the new event we are going to run, the Touring Assembly, is now going to run on Saturday 22<sup>nd</sup> June I have now down loaded the programme which allows me to see the route. Basically we have got a route of 150 miles with an equal split of 75 miles in each half with a total of 33 code boards to be collected. No licence is required any road legal car etc. Choice of route definition either use the Road book with Tulip diagrams or for the more adventurous it will also be available in 6 figure reference method, this will be a totally self funded event, so unless the number of entries does not cover the cost of running the vent etc ..it will not happen. Again watch this space.

A past event to which the club was invited to attend was the TMR open day, this was the set up and Stock Car Company run by Pendle member Roger Mitchells sons for building Formula 2 stock cars at a unit in Barrowford. Myself and Mick Tomlinson went and was well impressed by the setup, everything you need for your F2 car, from a basic rolling chassis to a complete fully competitive car, or if you do not want to buy one, why not hire and drive. Just pay a fee turn up on the event and the car will be there ready for you to drive, a photo gallery they have is off ALL the cars they have built and their success.





## FEBRUARY NEWSLETTER 2019

A great showing of their successes and to know they are only on our "doorstep" another local success story.

An update now on my Clio, the engine has been on the rolling road and is returning 187 bhp at the wheels, a lot more power than before. Due to a strut leaking and becoming an advisory on last year's MOT I decided to get the Bilstein struts checked over etc. I spoke this week and was told they were going on the checking rig and would be told the result as soon as. So all is going ahead as good as can be expected watch this space for the latest news.

Well that's it for this week, a gentle reminder that subs are now due we need new application form completing to ensure we comply with the GDPR rules & regulations, we also have the facility to pay by BACS transfer all details on the application form

Rod

A number of items to pass onto you this month.

Subscriptions are now due for 2019. Registration form attached, please return this form, even if you are a current member, in returning this you give the club permission to contact you as per the GPDA legislation. You can fill it in online and make your payment directly to the bank, just follow the instructions on the form. (Don't forget you need your up to date club card to take part in a motor sport event.)

If you are competing during the season please register for the SD34 championship. It doesn't cost you anything just fill in the form and return to the secretary. The club will pay your £5. Registration form attached to this newsletter.

SD 34 Awards night at Blackburn Rugby Club on Friday 22<sup>nd</sup> February. Tickets are available from Maurice Ellison at [sd34news@gmail.com](mailto:sd34news@gmail.com). £5 pay on the door but you do need to contact him first.

We have 2 members who won awards last year, Bruce Lindsay first class B rally co-driver and Mick Tomlinson was first in class 5 in the Sprint and Hill climb championship.

Ray Duckworth

Report from Bruce CHONKA Lindsay on round 4 of the MSN Circuit Rally Championship.



And so my 2019 Rally year begins, seeded at car 25 alongside Paul Sheard in the MX5 1600cc our assault on the MSN Circuit Rally Championship continued.

The last couple of outings in the championship has seen us battle mechanical gremlins to grind out results leaving us top 1600 crew at the end of 2018. We hoped the gremlins had stayed in 2018 as we headed south to Brands.

The morning was very cold with frozen screens and dogs stuck to lampposts but the track didn't look to bad ... we were hoping for it to be green and moist in places and took a gamble and went out on wets, having not been to Brands Before it was all about finding my way about the place.... well the 1st stage saw us sitting 23rd oa and 2nd in class behind Abi Mahmood / Samantha Bartlett in the Suzuki Swift JWRC, we had lost 2 secs to Abi and knew that it was game on with the much more superior machine.

SS2 we went out on a soft inter hoping to attack the Swift. We still ended the stage 2nd 1600 to Abi but this time by only 1 second leaving us 3 secs behind overall.

SS3 it was soft slicks time and as I explained to Paul "it's flat out or I'm gonna stab you with my pencil", this idle threat seemed to of had some effect as when the times came in we had taken 6 out of Abi in the Swift.... "GAME ON"

SS4 saw Abi pinch a second back off us but from that point onwards we had only 1 thing in our sights Class B honours and it was going great until SS6 when we fell foul of the single venue curse a stalled mk2 escort on a tight hairpin we crossed the line some 12 slower and we truly thought that was it BUT it seemed Abi had also suffered a similar fate dropping 15 secs.

The next couple of stages saw us dominate class B extending our lead to 30 secs going into the final stage that unfortunately was run in the dark..... so after a pep talk along the lines "ok Paul it's ours to chuck away, a nice clean controlled stage and it's ours and if we fuck this up we deserve to be stoned to death"

We crossed the line of the final stage after a clean controlled run and sat waiting for the times to come through.... when the times came through we had done it taking class honours by 23 secs but surprisingly not from Abi in the Swift but from Ben Short in the other Class B MX5 who had sneakily been nibbling away at Abi all day who then finished 3rd in class a further 45 secs back.... A great drive all day by Paul who made it happen when it was needed....

This result now sees us class B leaders both driver and co-driver in the MSN CIRCUIT CHAMPIONSHIP and now leaves my 5th overall in the Championship....

A great start to 2019 with great signs for our championship hopes.....

Next up for me is a trip round the woods on the Riponian with Jan in the Subaru on the 10th Feb then the following weekend I'm on MSN CIRCUIT CHAMPIONSHIP duties at Snetterton with Paul in the MX5 in Saturday with a blast round Croft back in the 1400 Corsa with Nicky Cowperthwaite on the Sunday for the Jack Frost Stages .....

Keep an eye on facey B I'll keep you up to date.

CHONKA

News from 9geria



The last MotoGP, where it rained mostly in Spain, not on the plain, but on the riders at Valencia. In qualifying we witnessed Mark Marquez falling again and dislocation his left shoulder for the umpteenth time this year, then climbing onto a scooter and going to the pits, arm hanging limp and holding the shoulder with his right hand, in the pits they popped it back into place and within 5 minutes he was on his spare bike to set off again, heroic or what?? No other sport quite like bike racing for getting back on when injured!

Sunday it rained again and looked to get worse as the day progressed, but what a day for KTM, what a day for anybody who managed to stay on the

## FEBRUARY NEWSLETTER 2019

bike!! In Moto 3 we had a 15 year old Turkish 1<sup>st</sup> time Moto 3 rider winning the race comfortably on a KTM, In Moto 2 a KTM rider won again and in Moto GP KTM came 3<sup>rd</sup> for their best ever result with their developing Moto GP bike, the race was stopped part way through as the standing water was so bad, giving the marshals lots of sweeping to try to clear the water away before the restart, with super smooth Dovizioso on a Ducati winning, Rossi was in contention for 2<sup>nd</sup> place until sliding off only to remount and finish well down, leaving Suzuki rider Alex Rins to finish a well-deserved 2<sup>nd</sup>

Now my Farringdon steering wheel dash is filled with pretty coloured LED lights I had to import a "Lok n Mate" plug and socket 15 way connector, as the loom that came with the gubbins only had the plug bit, now I've been making the loom to plug it into 12volt supply and ground, wheel speed sensor, tacho pulse, gear position sensor, oil pressure, water and oil temperature sensors, It also has the possibility of fuel level, but think I can forget all about that in my Jedi, unless anybody knows if it can be reconfigured to something else that is useful ?? All of these should be visible on the dash, which is more than can be said for the bike dash currently fitted and obscured by the existing steering wheel??

20<sup>th</sup> November was another Islamic holiday for Eid el Maulud, for me just like another Sunday so must not complain, more time to get on and do bits with the GTM.

Before Christmas we entered into our "peak season" for cosmetic creams and had started 10hours per day production to cope with the increased sales, it's a long day when I'm in the factory just after 5.30 to open up and get things warmed ready to go and don't get back home until almost 6.00 in the evening,

This weekend is Sanitation Saturday and the last F1 race and I have just been given a memo asking for my next year 2019 holiday dates, all without next year's dates for events being posted, still I'm 99% sure of the 1<sup>st</sup> Wiscombe and Werrington dates, after that for my late August flurry it all gets a bit messy, do I do Scam Dam (if I can find something not too far away for the following Sunday) and do I go to Scotland for another attempt at Forrestburn the following weekend, If that all falls into place, logically I would not return to Northants, but find some

where to stay and fettle my car for the week on the way up to Scotland before coming back to Northampton to prepare for the Wiscombe 5 clubs event as my final fling before returning, it sounds funny talking about my last 2019 event, but it all has to click into place long in advance with hopefully nothing left to chance.

The F1 season rounded out with a good race from Abu Dhabi with Lewis controlling from the front, but plenty of action behind with both Red Bulls looking very racy

On the GTM front it was bleed the brakes and clutch time, I thought the Mini clutch had seized as the peddle was solid, but after jamming a piece of wood against the depressed peddle found it was the NOS slave cylinder with a sticking piston, which was soon sorted,

I have a dual master cylinder bias brake system with an hydraulic hand brake, the front brakes are fine, the hand brake is on with 2 clicks of the lever, but the rear brakes have too much travel when operated with the peddle, I will attempt next time to bleed at the hand brake, to see if that will sort it, or it goes back to the drawing board for a rethink! Hmm made up new Aeroquip hoses and instead of handbrake connected in series with the foot brake master cylinder it is now connected in parallel with the supply from the foot brake master cylinder T'd off at the hand brake master cylinder, so that both master cylinders supply a pressure direct to the rear brakes, but could I bleed them could I heck? This is almost standard issue on rally and drift cars with both systems being used, so how do they do it???

15<sup>th</sup> Dec and my Xmas pressy came early with good news from the Hagley & DLCC CompSec, I can have an entry to their 18<sup>th</sup> August Curbro' sprint, That allows me to do Scam Dam on the Saturday, he will make it open to BARC members, what a contrast to their previous CompSec whose reply to me when I phoned him, while I was still a Hagley member and pre internet days, when I couldn't get my snail mail postal entries back in time and was always on the reserve list, was "I should not live so far away" exit left one not impressed (soon to be ex) club member. It made it all the more galling when some years later I found out he was paid as a CompSec not even your usual club volunteer!

I just found out also on the 18<sup>th</sup> August is a Javelin sprint at Blyton, even nearer than Curbro' never been to Blyton before, or done a Javelin event, more un-trodden territory, will decide nearer the time, Blyton has another advantage as I'm not going south before heading up north to Scotland on Sunday night !

Brexit drags on and looking at the Sky news yesterday it looks more of a no go shambles every passing day with Mrs May's chances of it ever getting an approval vote getting less by the hour! The hard Brexit or no Brexit looks ever more probable!

Our factory had been working 10 hours a day and as of 6<sup>th</sup> December that increased to 12 hours, plus working Saturday 8.00 to 4.00 to cope with the pre Christmas rush until the factory production shut down on the 14<sup>th</sup>, unless that plan changes at the last minute as it did last year with us producing right up till the Christmas eve, leaving us with so little time to do our end of year strip machines and maintenance ready for 2019, just in case that happened I had already started overhauling and cleaning one of the steam boilers, it has gone back together and was fired up this morning. Already we are making new conveyors to revise our main cosmetic cream production lines to introduce the new Indian capping machine and an over wrapper shrink tunnel at the end of the line for the finished product that should remove the bottle neck at the end of the line and allow a little boost in output from around 150 jars per minute up to 180. That's a lot of bodies being rubbed with cream! Any young nubile ladies need a helping hand?

The Harmatan season has now started with its extremely dry and chilly climate, those who run air compressors will be surprised to hear that with the water drains open no water comes out at any time during the day! The temperature is now down to around 12-14c at night and will drop a little more if the Sahara dust hangs in the air blocking out the sun during the day, midday/early afternoon it struggles to get to the high 20c, but so much more pleasant to work in the factory, most days I don't bother to put my office a/c on and as the thermostat is set at 26c, probably would not have to do anything anyway

Christmas was spent working on the GTM trying yet again to bleed its rear brakes, all very frustrating so as a way



## FEBRUARY NEWSLETTER 2019

of relief found out where all the wires from my Toyota column switchgear goes to and what its bits do, as the wires had been chopped off short I extended them by adding coloured wire that matched the GTM and Mini wiring diagram colours I have, much easier to check with the diagram that blue with a white stripe is headlamp main beam, than trying to work out the Toyota equivalent colours. Christmas, boxing day and the following Sunday were spent soldering on bullet connectors and joining up the column switch wiring, some bits of the Toyota column switch are completely different to the old BL Mini-Metro metro switches that the GTM drawing was made for, so I'm just going to have to power up things like the wiper motor wire by wire to sort out how what does what to connect it.

John Bunting.



### SD34 News

#### What's on?

**3 February: Bolton-le-Moors CC**  
Autosolo 3 Sisters, Wigan

**3 February: Bolton-le-Moors CC**  
Autotest 3 Sisters, Wigan

**3 February: Bolton-le-Moors CC**  
PCA 3 Sisters, Wigan

**9 February: Clitheroe & DMC**  
Jack Neal Stages, Blyton, Lincolnshire

**10 February: Airdale & Pennine MC**  
PCA2, Rock & Heifer, Bradford

**16 February: U17MC (NW)**  
Autosolo, Blackburn Services M65 Jt4

**16 February: U17MC (NW)**  
PCA, Blackburn Services M65 Jt4

**16 February: U17MC (NW)**  
Marshal Training, Blackburn Services M65 Jt4

**23/24 February: Hexham & DMC**  
John Robson Road Rally.  
Northumberland

**2 March: Knutsford & DMC**  
Tour of Cheshire, Cheshire

**3 March: Warrington & DMC**

Questmead Stages. 3 Sisters Wigan

**17 March: Pendle DMC & GPMC**  
**Lee Holland Memorial Rally.**  
**Anglesey Race Circuit.**



The Organisers of the **Riponian Stages Rally** are pleased to announce that the rally will be back in 2019, running on Sunday 10th February, and the event will be once again sponsored by ABLE UK and we thank Peter Stephenson for his company's continued support.

The event will consist of four stages run twice, with the start and finish in Thirsk, with a central service mid-way between the Western and Eastern stages.

An innovation for 2019 is that the event will make use of the new closed road legislation to join two of the smaller forest stages used in the past to make a single stage where there will be ample spectator facilities

Regulations and online entries will be available from the beginning of December.

I have been asked to run a stage on next year's Riponian, but not Roppa since that stage is not being used this year. Next Year I have been asked to command 'Wass Moor' this being the normal Wass stage linked via a road closure to College Moor to make one stage. This is to be run twice, once in each direction, likely with myself running the morning pass with Chris Woodcock on the stop line, roles reversed for the afternoon run to save too many people having to move during the gap.

We will need plenty of marshals on this stage so if you can assist please let me

know, I should have further details of timings etc. shortly so will forward these as soon as they land with me.

My apologies if you have already received this information, just want to make sure we don't miss anyone who may wish to help.

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Regards

Andy Turnbull



### Lookout Stages, Melbourne Airfield

This event is to be held on **Sunday 7th April** and will be a round of EMAMC, ANEMMC and ANWCC championships.

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

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

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

## FEBRUARY NEWSLETTER 2019

If you are not registered or have, or have not, completed the online training please let me know, it is not a problem, you are still very welcome to assist as we will be able to buddy you up with more experienced Marshals. Again, could you please give details of any one attending with you under the age of 18. We would recommend that you complete the online marshal accreditation on the MUK website, go to:- <https://www.motorsportuk.org/MSA-launches-online-marshals-training-and-accreditation>

This should only take a short while and will give you trainee status.

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

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

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

Details of the venue and directions can be found at  
:- <http://www.trackrodmotorclub.co.uk/lookout/venue/>

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Best Wishes

Richard Hart  
Chief Marshal



**SD34 Motor Sport Group Interclub League 2018 supported by Gazzard Accounts**

### SD34 NoneRace/None Rally Championship

Joe Mallinson	A&PMCC	10.91
Andy Crawley	WaDMC	9.94

Stephen Holmes	CDMC	9.94
Jessica Crawley	WaDMC	9.07
Gary Ross	A&PMCC	8.45.

### SD34 Road Rally Championship Drivers

#### Navigators

### SD34 Stage Rally Championship

#### Driver

#### Co-Driver

### SD34 Marshals Championship Under 18

### SD34 Sprint & Hillclimb Championship

### SD34 Marshals Championship

Tim Millington	WaDMC	17
Maurice Ellison	CDMC	17
Leah Brown	CDMC	10
Alivia Corps	CDMC	10
Dan Fox	CDMC	10
Stephen Hardy	CDMC	10
Sam Mitton	CDMC	10
Paul Pendleton	CDMC	10
Sammy Ralph	CDMC	10
Elliott Shaw	CDMC	10
Phil Shaw	CDMC	10

### SD34 Individual Championship



### **LAST CHANCE: RESPOND NOW TO CLOSED ROADS CONSULTATION!**

Motorsport UK continues to urge the motorsport community to respond to a

Transport Scotland consultation on closed-road motorsport before it closes at midnight on 28 January.

The consultation can be found [HERE](#) and takes as little as two minutes to complete. Those wishing to provide more detailed responses can take a lead from Motorsport UK's own submission, which can be found [HERE](#). Closed-road events help organisers take the sport to new audiences and deliver an economic boost to local hosting communities. As the sport's governing body, Motorsport UK has spent many years campaigning for new laws to allow these events in all four nations of the United Kingdom. New powers enabling closed-road motorsport came into effect in England in April 2017, and in Wales in February 2018. Closed-road motorsport was already possible across Northern Ireland, where road closure orders have made famous events possible for decades.

In its consultation, Transport Scotland is seeking views on a possible event application process involving the relevant governing bodies and local authorities.



### **Countdown to Wales Rally GB under way**

**The countdown to Wales Rally GB (3-6 October) began at Autosport International with the official launch of the 2019 FIA World Rally Championship.**

The annual award is designed to recognise outstanding contributions towards environmental responsibility and the active promotion of sustainability in motorsport. Previous winners include Anglesey Circuit, Williams Hybrid Power and Lord Drayson.

R4W was established in 2016 amid uncertainty over the future costs of road repairs following events on the Natural Resources Wales (NRW) forestry estate. R4W, led by Jamie Edwards and Richard Ceen, emerged with a new 'self-repair' proposition and has since



## FEBRUARY NEWSLETTER 2019

provided cost-effective repairs to many forest-based events, with positive feedback from the sport.

Jamie Edwards, Managing Director of R4W, said: "Rally4Wales Contracts Ltd is delighted to receive this award. Our work in repairing gravel roads in the forests of Wales is vital in safeguarding the longer-term future of the sport. "Sustainability is a key driver in what we do. Our repair work ensures that the natural resources we use for gravel rallying are improved and developed to ensure they can be utilised by all visitors to the forestry estate in Wales and not just rallying."

R4W will receive the trophy at Motorsport UK's prestigious Night of Champions ceremony, held at the Royal Automobile Club in London on 26 January.



### Motorsport UK recognises R4W with Environmental Award

Engineering specialists Rally4Wales have won the Motorsport UK Environmental Award, in recognition of their work to repair gravel roads after forest motorsport events across Wales.

The annual award is designed to recognise outstanding contributions towards environmental responsibility and the active promotion of sustainability in motorsport. Previous winners include Anglesey Circuit, Williams Hybrid Power and Lord Drayson. R4W was established in 2016 amid uncertainty over the future costs of road repairs following events on the Natural Resources Wales (NRW) forestry estate. R4W, led by Jamie Edwards and Richard Ceen, emerged with a new 'self-repair' proposition and has since provided cost-effective repairs to many forest-based events, with positive feedback from the sport. Jamie Edwards, Managing Director of R4W, said: "Rally4Wales Contracts Ltd is delighted to receive this award. Our work in repairing gravel roads in the forests of Wales is vital in safeguarding the longer-term future of the sport. "Sustainability is a key driver in what we do. Our repair work ensures that the natural resources we use for gravel rallying are improved and developed to ensure they can be utilised by all

visitors to the forestry estate in Wales and not just rallying." R4W will receive the trophy at Motorsport UK's prestigious Night of Champions ceremony, held at the Royal Automobile Club in London on 26 January



### R.A.C. Rally unveils 300-mile route

The route for this year's Roger Albert Clark Rally (21-25 November) was revealed at Autosport International, featuring 32 stages covering 300 miles.

The event organisers said there was a "real buzz" across the rally community when the route was announced. They also reported strong overseas interest, 19 entries reserved by crews from the USA, Australia, Germany, Sweden, France and Belgium.

The route has created a real buzz across the rallying fraternity and the RACRMC stand at the NEC was a hive of activity as the team dealt with a constant stream of visitors.

Colin Heppenstall, the Rally Manager, said: "We've had far and away the biggest ever response to this scale of event. We took more entry deposits during the show and now have a total of 175 deposits. But I still expect that all those currently on the reserve list will get a place on the final entry list."

The provisional route includes 12 stages that are over 10 miles long, while two stages exceed 17 miles.

For more information, visit [www.racrmc.org](http://www.racrmc.org)

## Technical

### Snell SA2005



Competitors are reminded that the Snell SA2005 helmet standard was withdrawn from the list of acceptable standards at the end of 2018. Therefore, helmets with this standard can no longer be used for Motorsport UK events where a helmet is mandatory.

### Seat homologation extensions

With the motorsport season fast approaching, Motorsport UK wishes to remind the community of changes to seat and harness regulations.

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 (see full details in (R)48.10.6). For example, a seat with a homologation label validity that expired at the end of 2018 will continue to be recognised until the end of 2020.

There are still some seats in use with a homologation label giving a date of manufacture (month/year). In these cases, the two-year extension is applied by adding seven years to that date. For example, a seat with date of manufacture February 2013 will now be valid until the end of February 2020.

Motorsport UK has reiterated 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.

### Tyre List 1A

Please note that the Dunlop SP Sport Maxx Race tyre in List 1A in the Motorsport UK Yeabook should correctly be marked with an asterisk (\*), indicating that it may be removed from this list for 2020. This does not affect its validity for 2019.

### Stage Rally rear-view mirrors

There has been a report of an incident between two competing cars, where the car in front was shown to have been running with both side mirrors folded in and with no interior mirror.

Scrutineers have been advised to check stage rally vehicles carefully to ensure they have correctly fitted and functional rear-view mirrors. There are MOT requirements concerning which mirrors should be fitted and in working order depending on the vehicle's age. For full details, please see section 3.3. on the DVSA website.

### FIA 8856-2018 standard

The FIA introduced a new standard for protective clothing, FIA 8856-2018, last year and the first garment was homologated in December. The Motorsport UK Yearbook will be updated shortly to include this standard but, in the meantime, it is confirmed as being acceptable for use in Motorsport UK events with immediate effect.

The standard covers all items of protective clothing: overalls, shoes, gloves, balaclavas, undergarments, rainproof overgarments, cooling undergarments and socks. All garments will carry the relevant FIA homologation label, and all garments except for socks will also carry an FIA hologram – see specific details below:

#### Overalls



#### Socks



### All others



### Who's who at PDMC

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Cheers  
Ray Duckworth.