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Where to begin this month lots of things going in the club and lots of things been done!!

By the time you receive this newsletter the Quiz may have been!! But everyone was notified by emailed on Sunday evening so no excuses. Results will be available after Thursday night. I have ordered 35 pies so we could have a big turnout Bolton Le Moors, Clitheroe & Garstang and Preston are all fielding teams. I must thank Alan who has made my job very easy, he supplied the quiz sheets and answer sheets, with all that remains is to photocopy sufficient sheets.

Next on our agenda is mine and Charlies Dales Automotive Summer Tour, and progress is coming along great. We have as of today 30th April got 7 entries of which 5 have paid, good to see 5 entries from club members, mostly out for a relaxing day after all the hard work put into the Lee Holland and preparing themselves for more hard work on the Heroes in September. If anyone is still not sure about these events we are all here to make sure you enjoy the event. No hassles, no tricky navigation, straightforward tulip

diagrams or if you do want to go back to the dark road rally days there will be a sheet of six figure references, either way you select which option you want or take both. 75 miles in the morning and 75ish in the afternoon with the start, halfway and finish at the Stone Trough. Maps 98 and 103 latest versions are required if you wish to plot the route, so long as your car is road legal then you are good to go. No Motorsports UK competition licence required and plenty of navigators around to help out if you are struggling. Or I have a job for someone, I could do with a course closing car to do as it says but also bring back the 33 code boards that will be put out in order 1 to 33 along the route. To ensure YOU are on the correct route.

As I say if anyone wants to have an entry the on line entry and regulations are on the Pendle website along with an updated "unseeded" entry list www.pendledistrictmc.co.uk

A very big thanks must go to Ross Butterworth and Nathan Darbyshire. Whose business Dales Automotive, is supporting the event at first I just asked if he could pay for the road books, but when someone mentioned the cost of the commorative rally plates, Ross asked how many, and when we suggested 25 maximum he said "I will get those also"

I said 25 thinking if we get that many for a first attempt we will be well suited. Any volunteers to help at the start, marshalling cars etc please get in touch.

.....
Congratulations are now in order for Skoda driver and club member Tom Preston with co-driver Carl Williamson for winning the 2nd running of the Corbeau Seats closed road rally down at Clacton, well done. Maybe Tom will venture out on the Jim Clark rally or even the Tour of Mull, yes you read that correct both of these events have been given the green light and are now heavily involved in proceeding forward. I believe the Jim Clark is to run on the same weekend as one of the Pokerstars events running on the Isle of Man, so good news from those events.

Another event for which I get a complimentary ticket is the MSN annual presentation awards held at Oulton Park. I go early Saturday morning and help Darren set the room and trophies up etc etc and any other labouring jobs he has for us. Anyone interested in going, the tickets are not cheap, something Darren and his team have no control over as it is run by the MSV

circuits and they charge Bolton Le Moors/Championship fund for the meal !!! Basically a meat feast of a barbeque dessert etc plenty of it, but the tickets are £50, if anyone is interested please let me know or contact Darren on the championship website. Where you can also vote for the "event of the year" let's see if Pendle can come out winners. Whilst on with the Championship Pendle & Garstang are holding there "wash up" meeting, now that the last bill has been paid, it will be on the 13th May, where hopefully Les will come with good news that we have made a profit At that meeting the championship co-ordinator (Darren) will be in attendance, in which he will give constructive criticisms of the Lee Holland, not from himself but from comments raised by the competitors, he will also be giving us news of date changes and rule changes, so Pendle will be the first to know. Of his comments received he has assured me there is nothing derogatory, but things we need to look at to ensure our event goes from strength to strength etc. After being at the Donnington round I can tell you which the better event was even though Donnington had an oversubscribed entry.

Watch this space!!

**THE HOWELLS GROUP
TOUR of the PEAKS**

Having missed out on the Mini Miglia in March, due to it running on the same day as the Lee Holland. Charlie and I were entered in the Tour of the Peaks. This event starts over in Yorkshire at the Carding Shed, Washpit Mill, with a Huddersfield postcode. Again a touring assembly with only a tulip road book to describe the route an example of which will be put here.

Morning Section 1 - Bolsterstone			
Distance	Direction	Tulip Arrows	
Total	Inter		
07.20	00.70	13	
07.80	00.60	14	
07.90	00.10	15	
08.60	00.70	16	
09.40	00.80	17	
10.00	00.60	18	
10.50	00.50	19	

The day started off very badly the trusty Talbot decided to let us down, The wipers threw their hand in twice, so we had to return to Charlie's to drag out his 64 plate Ford Focus Estate, which as it happened made my life a lot easier. It had sat nav etc etc.

I am not sure whether these are allowed on these events, but it was a case of tough luck !!!.

Anyway we were allowed to start at our number car 21, in front of us were a couple of MGB's and then a superb looking E type Jaguar, at least 3 or 4 SAAB 99 two strokes all making the nunnery up to 36 runners. As well as code boards they had several "checks" at certain Code boards were your "target time" was given on the road book, to ensure you maintained the correct average speed for this first leg it was 23.87 mph with a target time of 45 minutes. This is the usual format where they sometimes include a "comfort" stop of 10 minutes at toilets etc. Everything was going great we had not missed a code board, but then on the second section we went from code board 10 to code board 12 "effing hell" no code board 11!!! and discussion took place about it ...because last year a board was not there, well 34 cars did not get it but the winner did ??????. We decided to carry on to the half way and lunch, and good news was that code board 11 had "blown" away etc etc so we were still effectively "clean".



Half way and lunch was taken at Chatsworth House in the restaurant with Humus wraps 3 cheese sandwiches and beef sandwiches with all the salad trimmings, That is when Charlie told me the entry, £75wow says I makes our £45 look brilliant with proper food for

lunch. It appeared that several crews had missed code board 1, not us, we realised it was on a triangle and went the correct way.

The second half started off very much the same except this time there were 3 boards missing 25, 32 & 33, at one of the comfort breaks we soon discovered 25 was not put out, so decided to carry on, got to the finish and asked the clerk of course about the missing boards, he said the two MGB's and the E type got them all. I said "HOW" we were following them in convoy all around the second half. Well I reckon a visit is on the cards to Neil Byes to get my eyes tested, Charlie likewise. No arguments very disappointed but we were joint 3rd along with about 6 others. We received a nice button badge and a finishers award so it was ok it would have been nicer if the rain had stopped.

I mentioned earlier using the sat nav, it shows the lane to go on with what is written down in the road book, it also shows the minor lanes/roads etc. The biggest plus to ordinary car drivers who do not have a specialised Rally Trip meter.is to use the total mileage at every junction.

Instead of keep resetting after every intermediate instruction. Even if you go wrong you just take the extra mileage from the wrong slot and add it on to the next total. That is what you might be doing, but it is the first time I have not had the luxury of the rally Trip meter. Like I say any one with difficulties just get in touch and I will help out.

Regards
Rodders

What a great end to the month for 2 of our members. **Tom Preston** with Carl Williamson in the co-driver's seat took his Skoda Fabia R5 to Clacton and was car 1 on the Corbeau Seats Rally. It consisted of 12 special stages on 55 miles on closed public roads. Tom won the event by 5.6 seconds from Michael O'Brien/Mark Glennerster, FORD Focus WRC 2008, these 2 being the class of the field, third place car being 1min 30 seconds back. **Congratulations Tom great result.**

Ken Skidmore also ended the month in similar fashion. His Autotek Team were in Jordan for the second round of the FIA Middle East Rally Championship. Yet again he teamed up with Nasser Al-Attiyah and the Volkswagen **Polo GTI R5** this is what happened.

DEAD SEA (JORDAN): Nasser Saleh Al-Attiyah survived a suspension scare on the first run through the Amar special stage and went on to secure a record-breaking eighth successive and 13th outright victory in the Jordan Rally on Saturday.

Seemingly coasting to victory with a massive lead of over five minutes in their Autotek-run Volkswagen Polo GTI R5, Al-Attiyah and French co-driver Matthieu Baumel were forced to limp through two stages with broken suspension and sufficient repairs were made to enable the duo to reach the finish with an eventual winning margin of 4min 08.2sec on this second round of the 2019 FIA Middle East Rally Championship (MERC).



The result marked Al-Attiyah's 71st MERC win in the 212-event history of the regional series since its inception in 1984. Baumel has now won 19 MERC rallies.

Al-Attiyah said: "Today was a special day for us. We had a few problems but we managed to fix everything. I am so happy to win and to lead the Middle East Championship after winning in Qatar and now here in Jordan. The suspension issue was a worry. We had three gravel shocks (shock absorbers) and one tarmac one and the balance was completely different. It was not easy to have all the parts because this was a new car."

Fellow Qatari Abdulaziz Al-Kuwari and British co-driver Marshall Clarke were waiting to pounce if Al-Attiyah's troubles worsened and the Škoda Fabia R5 crew finished second and maintained the pressure on their rivals in the title race. Their consolation was winning day two and collecting an additional championship point.

Yet again congratulations to Ken and the team

**EARBY CRRICKET CLUB
THURSDAY MAY 2nd
FREE ENTRY AND A PIE & PEA
SUPPER**

No Quizmaster as such, all the questions will be in a picture form a bit like the Roy Walker tv show

"CATCHPHRASE"

Sheets will be given out and teams just fill in the answers, simple no getting the wrong answer on the wrong place etc etc.

Usual gangster clubs invited, Bolton Le Moors, Clitheroe & District, Garstang & Preston. In spite of having good teams Pendle have never won !!! let's change it please !!!

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

Ray

More news from 9geria



The 1st F1 race from Oz and SBK from Thailand, looking forward to a good weekend with feet up and close racing so I don't fall asleep!! Oh dear I did fall asleep in the middle of F1, but as we worked a full production day on Saturday and I went into the factory before 6.00 on Sunday to do our

"Saturday maintenance" and still felt shattered on Monday, thought I had a pretty good excuse!

Well done to Valteri who dominated the F1 throughout and the same for Alvaro Battista who has most certainly got himself an advantage with the new SBK Ducati, disappearing into the distance in both races, so apart from falling asleep, watching racing, a little cooking to stock up my deep freezer and reading a machine instruction manual to try to understand a funny fault signal and a lost heating system, (I still do not understand the funny fault signal), but think it's as a result of not running for a while and its PC memory battery having only half its required 3volts.

So no time for GTM'ing that weekend and was not able to check if its oil pump is now primed and ready to give pressure.

Booked a morning track session at Curborough on 24th April to check out the revised suspension and radial tyres, Frazer from Jedi is coming with me to have a drive, he is very familiar with GSXr engine cars so it will be good to have a little of his feedback, he is also bringing a pyrometer to check tyre temps across the width to make any small adjustments to camber settings if needed.

Heard from JC at Jedi on 18th March, my car now has its revised suspension pickups and the panelling is back on the chassis, front and rear suspension assembled with the new 53 tooth diff sprocket and longer chain to cope with the taller diameter tyres, my new wider wheels are being assembled to suit the slightly wider Pirelli's, then the tyres can be fitted and balanced, the only other thing remaining to do is fabricate the mounting for the throttle blipper cylinder, which was delayed by the removing of chassis panels to fit revised pickup points.

I'm not sure what my car should be called now as it is so far removed from its original Mk4, I had called it a Mk4-6 for some years as it has been fitted Mk6 high nose bodywork and wings, we now have bits of Mk7 and 8 plus bits totally unique to my car and its radial tyres and Kawasaki engine installation.

Saturday 23rd March and no vehicle movement on the road from 6.00am to 6.00pm as they are re-holding the Kano state governor elections again, hopefully a few less voters this time to

make it at least believable. So more time in my little workshop GTM'ing and see if we can get oil pressure and maybe a running engine after all the years lying idle. Hmm still no oil pressure, the oil I put down the disconnected hose where it joins the remote filter is leaking on the aluminium adaptor boss made to replace the normal BL filter housing on the block and to round off an almost wasted morning the rubber hose from my brake fluid pot split and dumped its contents onto the floor under the peddles!!!

On Monday I had not heard anything about the election results but was told there had been some rioting, but soon dispersed with "Mopol's" and a little tear gas in the Sabon Gari/No Man's Land/Brigade regions of Kano, these are a very high density housing and small business areas having a mixed ethnic and religious population, if anybody will have fallout they will!!

I'm looking forward to the beginning of April, it has been a rough month with Tunde my right hand man on leave and all the elections and re-election disrupting our weekend maintenance with either no vehicle movement and factory closed, or Saturday production to catch up our lost days when we decided to close the factory immediately after the elections in case there would be problems in and around Kano, hurried maintenance on Sunday mornings to get back in time to watch racing left me feeling like there had been no weekend to relax and have a break

So April at last and expected to "top" 40c today whooo, 2and bit weeks away to my escape back to UK and already the "plan" has been altered as the toe chopping is delayed from Monday 15th to the following Thursday giving me a little less recovery time and I'm booked for a test day on 24th Not a lot of time to practice hobbling around??

Watched MotoGP Bikes from Argentina and F1 from Bahrain, the bikes were all close apart from the main race where Marcos ran away on his own, but the following bunch were close together, good to see Rossi come 2nd and Lewis and Mercedes must have been surprised at being gifted in the F1, but a wins a win no matter how it comes. Have to feel sorry for Leclerc as he did everything right, good he did get onto the podium, if not for the last minute pace car he would have been swallowed up.

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GTM'ing and I cured the oil leak on the block to filter adaptor, but still my 20 years or so un run 1400 A series engine is not having any oil pressure, even though I have been trickling oil into the pipe from the remote filter pipe back into the block and it must go through the pump to the sump, now making a little adaptor to use a tyre pump to blow oil into the pump

Just a few weeks ago we had comfortable midday temperatures in the mid to high 20c now it's just above 40c and very hot inside my factory with all the machines running, soon will be mid 40c when it all gets painfully unbearable to be outside.

Under the only in Nigeria heading – Friday evening I was told that there were big delays on the road around Gidan Murtala roundabout fly over area, this is the main road from the industrial area to cross Kano to where most of us live, as there was an Islamic conference being held close by, so took the eastern bypass road around Kano, longer but I was home at 5,45, others did not get home till after

8.00, Saturday morning not thinking about the Islamic gatherings took my normal route across town to go over the Gidan Murtala flyover, this is around 5.30 and no traffic, but bodies laying all over the road, this is where they had slept for the night! Slow down to walking pace, run over a few and clear the road, I did get through but waiting to hear how other will manage later at a more normal time.

This coming weekend its SBK superbikes from Aragon, my sofa has a reserved sign on it already, all classes had good close racing with the exception of Alvaro Boutista running away from the chasing pack on his new Ducati, funny other Ducati works riders are not as quick as him

GTM'ing we now have front, rear and hand brakes bled and working after replacing split hose from the fluid pot to the master cylinders.

We still don't have any oil delivered to the oil filter though, even after removing the pipe and dribbling oil in to top it and then with a small tyre inflator blowing the oil into the pump, enough to show a little pressure on the gauge, cranking the engine no oil comes out????

This will be my last drivel from Kano as next stop UK where the sun will be

shining (I hope) and nice warm spring weather?

Looking forward to seeing Wis, Werrington and Stoneleigh Parks again and all those familiar faces.

John

I was fortunate to have tickets given to me for the opening round of the British GT Championship at Oulton Park on Easter Monday. The weather was fabulous and as it turned out, so was the racing.

Here's what happened

Race 1



Ian Loggie, Mercedes-AMG GT3 leads Ryan Ratcliffe Bentley Continental GT3 from the start

RAM Racing's Ian Loggie led the 34-strong field away under sunny skies in Cheshire but only remained out front for a lap-and-a-half before Team Parker's Ryan Ratcliffe hit the Mercedes-AMG approaching Hislops. RAM's race was run there and then while Ratcliffe limped his Bentley as far as Warwick Bridge. The entry also featuring Glynn Geddie will remain stationary for an additional 15 seconds during its Race 2 pitstop as punishment for the incident. Parfitt, who passed Sam De Haan's Barwell Lamborghini at the start, thus inherited the lead after the ensuing Safety Car period ended with 45 minutes left on the clock. And the 2017 champion duly extended his advantage before the GT3 pit window opened seven minutes later.

Co-driver Morris re-joined in clear air ahead of Barwell's other Huracan peddled by Keen. The pair were never together on track despite the gap ebbing and flowing throughout. 3.6s separated them at the finish.



Seb Morris and Rick Parfitt won race 1 in their Bentley Continental GT3

Instead, the most entertaining battle centred on the final podium place. Wilkinson's excellent opening stint helped Optimum's Aston Martin pick up five places, which ultimately became third after Ellis climbed aboard. De Haan's co-driver Jonny Cocker re-joined behind and spent the remaining 30 minutes searching for a way past the V8 Vantage. But Ellis stood firm to claim his first British GT3 podium since Snetterton 2008.

Century's BMWs completed the top-six after its Pro and Am contingent ran nose-to-tail during both stints. Adrian Willmott's move on Dominic Paul was particularly eye-catching, but it was the team's #3 crew that claimed the bragging rights when Ben Green took the chequered flag less than a second clear of Jack Mitchell.

TF Sport's Graham Davidson and Jonny Adam were uncharacteristically subdued en route to seventh ahead of Team ABBA Racing's Richard Neary and Adam Christodoulou. Beechdean AMR and TF Sport's delayed #2 Aston Martin rounded out the points scoring positions.

Race 2



Phil Keen Lamborghini Huracan GT3 Evo and Callum Macleod Mercedes-AMG GT3 lead the pack at the start of race 2

An early Safety Car period to recover Michael Broadhurst's Fox Motorsport

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Mercedes-AMG punctuated a lively start that saw Phil Keen convert pole position into a comfortable lead ahead of Adam Christodoulou, Seb Morris and Callum Macleod, who dropped back from second on the grid. Barwell's #72 Lamborghini re-established its advantage once racing resumed after 13 minutes but couldn't extend the lead beyond the seven seconds required to negate Race 1's Pitstop Success Penalty.

Instead, Richard Neary duly inherited the lead ahead of Sam De Haan, whose co-driver Jonny Cocker was part of the top-nine's nose-to-tail scrap for second before the pit window opened after 22 minutes. Macleod's RAM Racing crew mate, Ian Loggie, also benefited from Barwell and JRM's success penalties by emerging third, while Adam Balon, Andrew Howard and Rick Parfitt Jnr completed the top-six.

Another Safety Car at half-distance to recover Mark Farmer's beached TF Sport Aston Martin reduced the gaps once more, and when racing resumed with 15 minutes remaining it was anyone's guess who would prevail.

Neary initially rebuffed De Haan's approaches but eventually succumbed to the mounting pressure by running wide at Hislops. The Lamborghini swept around the outside before bolting to a two-second victory over the Mercedes-AMG. It was De Haan's maiden British GT victory and Cocker's first since 2007 at Thruxton.

Loggie also came unstuck in the closing laps when he ran wide at Cascades, which allowed Howard and co-driver Sorensen to climb the final step on the podium. The pair finished 1.8s behind Neary and just two tenths clear of Balon who spent the final 10 minutes swarming all over the Aston Martin's rear bumper.

Dominic Paul and Ben Green made it two fifth places in as many races after again dicing with Century Motorsport team-mates Adrian Willmott and Jack Mitchell, while Optimum's Ollie Wilkinson and Bradley Ellis made ground in the race to complete the top-six following Parfitt Jnr's spin in the closing stages.

Award, Team Parker's potential top-six also came to naught on the final lap when Ryan Ratcliffe picked up a puncture, which helped RAM Racing salvage seventh ahead of Michael Igoe and Adam Wilcox's WPI Motorsport GTC-spec Porsche. Willmott and Mitchell rounded out the top-eight.

De Haan's performances across both of today's races earned him the Blancpain Driver of the Weekend while

Barwell team-mate Phil Keen won Sunoco's Fastest Lap trophy.



Race 2 winner Sam De Haan and Jonny Cocker Lamborghini Huracan GT3 EVO

Report and pictures, courtesy of Tom Hornsby SRO

Ray Duckworth



SD34 News

What's on?

4 May: MGCC (NW)
Sprint Anglesey Circuit, North Wales.

4 May: Stockport 061 MC.
Targa Road Rally, Buxton.

5 May: MGCC (NW)
Sprint Anglesey Circuit, North Wales.

9-11 May: Manx Auto Sport.
Manx National & Chris Kelly Rally
Isle of Man

11 May: Knutsford & DMC.
Plains Rally, North Wales

12 May: Wigan & DMC.
Cetus Stages, 3 Sisters, Wigan.

18 May: Longton & DMC.
Sprint, Blyton Park, Lincolnshire

19 May: Longton & DMC.
Sprint, Blyton Park, Lincolnshire

19 May: Airedale & Pennine.
Yorkshire Dales Classic Trial, Pateley
Bridge

19 May: MGCC (NW)
Hill Climb, Scammonden Dam
Huddersfield.

19 May: CSMA.

Autosolo, Lymm Services, M6 Jt 20

19 May: CSMA.
Autotest, Lymm Services, M6 Jt 20

19 May: CSMA.
PCA, Lymm Services, M6 Jt 20

26 May: Warrington & DMC.
PCA, Wern Ddu

8 June: Liverpool MC.
Hill Climb, Barbon Manor, Barbon.

15/16 June: Garstang & Preston MC.
Memorial Road Rally, Lancs-Yorks.

15 June: Longton & DMC:
Sprint, 3 Sisters, Wigan.

The 2019 John Overend Memorial Stages Rally (the 22nd running of the event under this title) and the third Melbourne Junior Rally will take place on 12th May 2019 at Melbourne Airfield, East Yorkshire.

The John Overend Memorial Stages Rally is named after an active and popular NHMC member who tragically died whilst setting up a rally stage in 1994.

The John Overend Memorial Stages Rally is a round of

- the Roadrunner Phoenix Awards ANEMMC Stage Rally Championship,
- the Wemix Concrete Ltd EMAMC Stage Rally Championship 2019,
- the ANWCC Stage Rally Championship 2019,
- the Yokohama Tyres Senior F1000 Championship 2019, and
- the Melbourne Rally Challenge 2019.

The Melbourne Junior Rally is a round of the Junior 1000 Rally Championship.

Significant work (over £70,000's worth) is taking place on Melbourne Airfield immediately before the Lookout Stages to improve the venue.

The landowner has now stipulated that only tarmac tyres may be used on the venue.

Please use the contact details below

John Newlove

MAY NEWSLETTER 2019

Chief Marshal

JOMSR and Melbourne Junior Rally

North Humberside Motor Club

John Newlove 01904 608524

Email: jomsr.marshals@northhumbersidemotorclub.co.uk



2019 SD34MSG Inter-Club League

Bolton-le-Moors CC	457
Clitheroe & DMC	380
Warrington & DMC	324
Garstang & Preston MC	238
Liverpool MC	216
U17MC	213
Knutsford & DMC	205
Airdale & Pennine MCC	173
Stockport061 MC	114
Longton & DMC	114
Matlock MC	106
Wigan & DMC	102
Blackpool South Shore MC	90
Accrington MSC	86
Pendle DMC	71
Wallasey MC	67
Hexham & DMC	49
Preston MC	40
Lancashire AC	34
Manx AS	21
Knowl Dale CC	12

SD34 Stage Rally Championship

Drivers

James Swallow	BLMCC	86
Paul Murro	GPMC	82
John Darlington	WigDMC	59
Adam Williams	WarDMC	57
Peter Jackson	GPMC	56
Neil Wearden	GPMC	55
John Richardson	BLMCC	54
Mark Roberts	WarDMC	54
Brandon Smith	CDMC	53
Simon Bowen	BSSMC	33
Steve Johnson	U17MC	28
Kaemen Walsh	CDMC	27
Richard Bromley	WDMC	27
Miles Gleave	GPMC	26
Steve Kenyon	GPMC	26
Tony Garrett	CDMC	26
David Mitchell	LiMC	20
Dan Woods	CDMC	26
Chris Marshall	WigDMC	26

Ian Daws CDMC 26

Co-Driver

Lauren Hewitt	WigDMC	116
Jonathan Kennedy	WarDMC	111
Lewis Griffiths	CDMC	81
Terry Martin	CDMC	81
Jack Mather	BLMCC	80
Rachael Atherton	WarDMC	57
James Squires	CDMC	56
Stephen Landen	WarDMC	54
Steven Butler	CDMC	54
Andy Robinson	BLMCC	53
Eric Wilcockson	BLMCC	53
Jonathan Craig	GPMC	52
Richard Robinson	BSSMC	32
Andy Baker	GPMC	28
Marcus Kennedy	WarDMC	27
Robert Bryn Jones	CDMC	27
Dan Woods	CDMC	26
Tony Garrett	CDMC	26
Dylan Thomas	CDMC	26
Victoria Swallow	BLMCC	26

Road Rally Championship

Drivers

Kris Coombes	PMC	25
Stan Featherstone	CDMC	24
Dan Sedgwick	CDMC	23
Danny Cowell	GPMC	19
David Pedley	CDMC	16
Mark Johnson	CDMC	12
Jem Dale	GPMC	11
Paul Pendleton	CDMC	10
Ben Mitton	CDMC	10
Dominic McTear	CDMC	9
Charles Andrews	PMC	7
Stephen Holmes	CDMC	7
Chris Hewlett	CDMC	6
John Gribbens	CDMC	4
Ian Swallow	BLMCC	3

Navigator

Louis Baines	PMC	24
Sasah Heriot	CDMC	23
Sam Ambler	CDMC	22
Gary Evans	MMC	16
Rob Jones	CDMC	15
Grace Pedley	CDMC	15
Steve Butler	CDMC	11
James Chaplin	GPMC	11
Mark Shepherd	PMC	10
Levi Nicholson	CDMC	10
Jonathan Webb	HDMC	9
John Turton	CDMC	8
Danny Cookson	PMC	7
James Squires	CDMC	6
Matt Hewlett	CDMC	5
Terry Martin	CDMC	4
James Swallow	BLMCC	3
Harris Holgate	CDMC	1

SD34 NoneRace/None Rally Championship

Jessica Crawley	WaDMC	64.08
Andy Crawley	WaDMC	59.55
Scott McMahon	U17MC	40.31
Chris MaMahon	U17MC	39.56
Joe Mallinson	A&PMCC	32.18
Andy Williams	U17MC	30.32
James Williams	U17MC	30.13
Lauren Crook	U17MC	29.29
Stephen Holmes	CDMC	29.23
Gary Ross	A&PMCC	26.57
David Goodlad	BLMCC	19.89
Ian Daws	CDMC	19.77
Steve Johnson	U17MC	19.5
Gary Sherriff	BLMCC	19.13
Elliot Shaw	CDMC	17.79
Phil Clegg	AMSC	16.96
James Robinson	U17MC	10.71
Andrew Robinson	U17MC	10.41
James Swallow	BLMCC	10.16
Warren Nicholls	BLMCC	10.07
John North	BLMCC	10.01
David Graves	BLMCC	10.00
Alex Tunbridge	BLMCC	10.00
Adrian Fruzynski	AMSC	9.7
Ian Swallow	BLMCC	9.65
Lauren Hewitt	WiDMC	9.39
Rob Bryn Jones	CDMC	8.34

SD34 Marshal's Championship

Tim Millington	WaDMc	77
Amanda Baron	WaDMC	64
Jack Mather	BLMCC	60
Tracy Smith	AMSC	47
Maurice Ellison	CDMC	37
Robert O'Brien	WaDMC	37
William O'Brien	WaDMC	37
John Harden	LiMC	34
Dave Barratt	AMSC	30
Dave Graves	BLMCC	30
Brian Wagg	LiMC	30
Phil Howarth	LiMC	27
David Hunt	LiMC	27
Geoff Maine	LiMC	27
Judith Pedgram	LiMC	27
Sean Robertson	LiMC	27
Alan Shaw	PDMC	27
Peter Wright	PDMC	27
Steve Smith	AMSC	20
Alex Brown	BLMCC	20
Jo Evers	BLMCC	20
Gary Sherriff	BLMCC	20
Robin Turner	BLMCC	20
Eric Wilcockson	BLMCC	20
Stephen Mather	BLMCC	20
Melanie Morgan	BLMCC	20
Gary Sherriff	MLMCC	20
Ian Swallow	BLMCC	20
Robin Turner	BLMCC	20
Les Fragle	GPMC	20
David Doidge	LiMC	20
David Gee	LiMC	20
Mark Jagger	LiMC	20

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Kevin Jessop	LiMC	20
David Mitchell	LiMC	20
Mathew Pegram	LiMC	20
Tom Roche	LiMC	20
Les Eltringham	PDMC	20
Peter Schofield	PDMC	20
Barry Wilkinson	PDMC	20
Peter Wilkinson	PDMC	20
Gary Marriott	WaDMC	20
Graham Williams	WaDMC	20
Paul Smith	LiMC	20
Ian Claire	LiMC	17
Adrian Lloyd	LiMC	17
Andy Fell	LiMC	17
Bill Gray	LiMC	17
Robert Rankin	LiMC	17
Brian Wragg	LiMC	17
Andy Crawley	WaDMC	14
Jessica Crawley	WaDMC	14
Martin Beamish	BLMCC	10
Steve Beamish	BLMCC	10
Victoria Swallow	BLMCC	10
Leah Brown	CDMC	10
Alivia Corps	CDMC	10
Maurice Ellison	CDMC	10
Dan Fox	CDMC	10
Stephen Hardy	CDMC	10
Stephen Holmes	CDMC	10
Sam Mitten	CDMC	10
Paul Pendleton	CDMC	10
Sammy Ralph	CDMC	10
Elliott Shaw	CDMC	10
Phil Shaw	CDMC	10
Lewis Brindle	GPMC	10
Anthony Brindle	GPMC	10
Jonathan Cragg	GPMC	10
Barry Hewitt	GPMC	10
Yvonne Robinson	GPMC	10
Martin Williams	GPMC	10
Ian Curlett	LiMC	10
Mike Parden	LiMC	10
Steve Price	LiMC	10
Mike de St. Pace	LiMC	10
Rod Brereton	PDMC	10
Steve Dixon	PDMC	10
Ray Duckworth	PDMC	10
Toby Fisher	PDMC	10
Ian Mills	PDMC	10
Harry Tinkler	PDMC	10
Mick Tomlinson	PDMC	10
Ian Mather	SMC061	10
Lindsay Mather	SMC061	10

SD34 U18 Marshal's Championship

Jessica Crawley	WaDMC	66
Matthew Nicholls	U17MC	29
James Robinson	U17MC	20
Joseph Cropper	U17MC	15
D Millward-Jackson	U17MC	7



Technical

Updates, clarification and advice

ROPS material specification

The photo below shows a main hoop in a car recently inspected by a Scrutineer. The ROPS tubing was found to be a seamed tube, the seam on the tube can clearly be seen, even through the coat of paint. Remember the ROPS regulations require construction to be from CDS – seamless steel tubing.

It is reported that the competitor in this example had the cage fabricated and requested that it be made with CDS. The fabricator has looked at the Motorsport UK Yearbook and apparently misread the minimum specification, using Blue Band steel tube thinking it was stronger, so would be compliant (note this is not for Cross-Country, where Blue Band is permitted for certain vehicles).



Tyre List 1A – Michelin

We can confirm that the following tyres, which were re-moved from List 1A, have now been reinstated. These tyres are permitted under List 1A for 2019:

- Michelin Pilot Sport PS2
- Michelin Pilot Exalto PE2

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Tom Preston

President & Secretary

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Cheers
Ray Duckworth.

