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# Mid Derbyshire Motor Club

## Spotlight Newsletter

### December 2023



## Welcome to YOUR club newsletter

We are continuing to look for alternative dates and venues for the Twyford events that we had to cancel and will let everyone know as soon as we have anything to share.

Now that we have now secured a regular meeting place at the Spanker Inn, Spanker Ln, Belper DE56 2AT, feel free to join us at the dates shown below.

Finally, the club is also looking at being represented in various local car shows.

## Committee Meetings

Meetings are now held on the first Thursday of each month at The Spanker Inn.

## Vacancy

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If you would like to get involved please [contact us](#)

## Club Socials

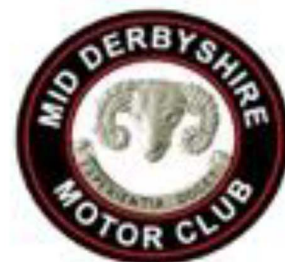
At previous committee meetings it was agreed that as we move on from the pandemic we need to start putting social events back into the calendar with this in mind please give some thought into what you would like to see happening, we can then get things organized.

All suggestions welcome.

Suggestions to [social@mid-derbyshiremc.co.uk](mailto:social@mid-derbyshiremc.co.uk)

## Club Events

### Donington Winter Series Autosolos and Production Car Autotests



November sees the return of the popular WinterSeries events, again being held at Donington Park, consisting of four AutoSolos using the vast smooth Tarmac Lake at Donington.

Ideal for novices and returnees alike, this will again be jointly run by Mid-Derbyshire MC and Loughborough CC.

**We still need competitors and timekeepers for these events to run smoothly**

- Saturday 20th January 2024
- Saturday 17th February 2024

\* Revised class structure\* & \*Reduced entry fee\*

Regulations can be found on the club website and entries are now live at the following link

[Donington Winter Series 23-24](#)

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## Winter Championship

The Winter Series dates have now been confirmed and are in the diary dates.

The regulations can be found on the club website or by clicking [here](#)

The next event takes place on Thursday 11th January at the Spanker Inn starting at 8:00pm. Please come along and join in.

For the rest of the dates, particularly Round 4 on February 8th, we still need volunteers to run Scatters, 12 Car and Table Top events so please get in touch as soon as possible.

[competition@mid-derbyshiremc.co.uk](mailto:competition@mid-derbyshiremc.co.uk)

## MDMC Diary Dates

**Please keep in mind that we require volunteers to organise and staff our events**

- 21st December 2023 - MDMC Christmas walkabout
- 5th January 2024 - Committee meeting @ The Spanker 8:00pm
- 11th January 2024 - MDMC Winter Championship Round 3
- 20th January 2024 - Donington Winter Series Round 3
- 1st February 2024 - Committee meeting @ The Spanker 8:00pm
- 8th February 2024 - MDMC Winter Championship Round 4
- 17th February 2024 - Donington Winter Series Round 4 (MDMC)
- 7th March 2024 - Committee meeting @ The Spanker 8:00pm
- 14th March 2024 - MDMC Winter Championship Round 5
- 6th April 2024 - PROVISIONAL MDMC Awards Night @ The Hollingwood
- 11th April 2024 - AGM and Committee meeting @ The Spanker 8:00pm

## Upcoming Events

Results and championship information

**Details will be added as events confirm in 202**

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## Webinar Recording : EV Guidance

A few weeks ago, Motorsport UK sat down to talk to Clubs and Organisers about Electrified Vehicles. In the webinar, the team at Motorsport UK covered the basics, answering questions about how EVs can be included in events and the safety aspects they may have to think about.

In case you missed it, you can watch back on our channels by clicking below and learn all about how your club can be more involved with EVs. Additionally, we have created a Q&A document which answers the questions received during the webinar, and you can also find the slides and information from the webinar below.

[EV Guidance](#)

## Motorsport TV

Motorsport UK has launched its own dedicated internet video portal, offering a single destination for the UK motorsport community and fans to access motorsport video content! Packed full of guides, highlights and live streams with more great content, the portal is available at [www.motorsportuk.tv](http://www.motorsportuk.tv). We have launched some simple explainer videos and other introductory content already with more to come!

## Motorsport UK Consultation Documents

The latest regulation changes affecting rallies have been released for consultation. These regulations can be found at the link below

[Proposed Changes](#)

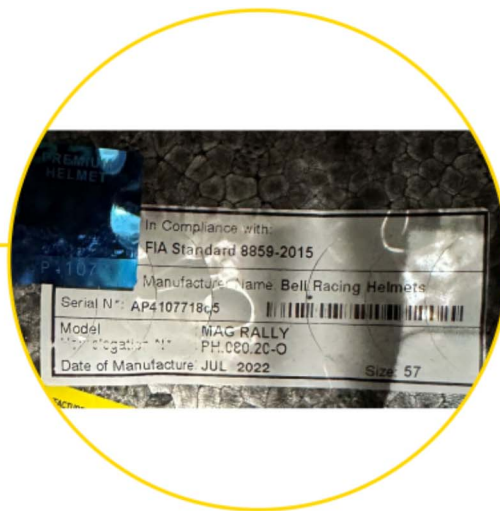
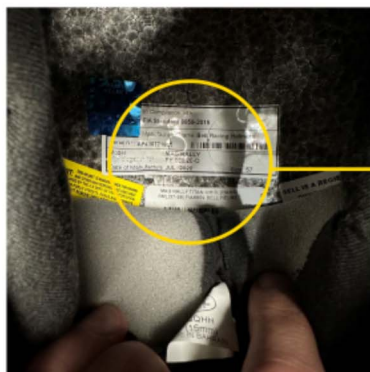
## Motorsport Helmet Validity for 2024

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Well, its time to carefully examine what you put on your head every time you step into your car, as it may no longer be homologated for international or national motorsport from January 2024.

Older helmets, such as Snell SA2005, SFI, and BS6658/Type AFR, are no longer valid for any international or national motorsport, and this has been the case for quite some time.

### Is my helmet still valid?



Find the Homologation label in your helmet and check against the below chart which shows the expiry dates for each standard:

Helmet Standard	MSUK Validity	FIA Validity
FIA 8858-2010 & Snell SAH2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
FIA 8858-2010 & Snell SA2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
FIA 8858-2002 & Snell SA2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
Snell SAH2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
Snell SA2010	Not Valid After 31/12/2023	Not Valid After 31/12/2023
Snell SA2015	Not Valid After 31/12/2023	Not Valid After 31/12/2023
FIA 8859-2015 & Snell SA2015	No Current Expiry*	No Current Expiry*
FIA 8859-2015 & Snell SA2020	No Current Expiry*	No Current Expiry*
FIA 8859-2015	No Current Expiry*	No Current Expiry*
FIA 8860-2010	No Current Expiry*	Not Valid After 31/12/2028
FIA 8860-2010 & Snell SA2010	No Current Expiry*	Not Valid After 31/12/2028
FIA 8860-2018 ABP	No Current Expiry*	No Current Expiry*
FIA 8860-2018	No Current Expiry*	No Current Expiry*

## The Alpha Concrete ANEMMC Stage Rally Championship 2023

Regulations and entry form for 2024 will be available in due course from the association website.

[www.anemmc.org/championship-calendar](http://www.anemmc.org/championship-calendar)

The final round of the championship, the NHMC Cadwell Stages Rally held on 19th November was won by Patrick O'Donovan and Jack Morton in their Hyundai i20 R5.

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## The Clubman Motorsport EMAMC Stage Rally Championship 2023

Regulations and entry form for 2024 will be available in due course from the association website.

[https://www.emamc.org.uk/index\\_registration.shtml](https://www.emamc.org.uk/index_registration.shtml)

The final round of the championship, Northside Truck and Van Donington Rally held on Sunday 3rd December was won by Michael Igoe and Will Atkins in their Citroen C3 R5.

The final championship standings can be found by following the link below.

[Results](#)

### MDMC members competing

### The Preston - Lee Burgess and Oliver Michaels



What a night. My bum still hurts. Get your mind out of the gutter! I'm on about The Preston rally.

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Thanks Simon.

The journey from Derbyshire to High Lodge in Thetford Forest was an uneventful one. Lee picked me up and then we picked Daz up who was helping out with marshalling and hoping to get some photos of the rally. We stopped nearby for a nice bit of grub at Bull Inn Barton Mills. And then it was on to the start venue.

Car unloaded and straight into the scrutineering queue. We managed to record 93db at the noise test, an unfeeable pass. The scrutineers had a good look around the car and once Lee found and presented a few bits and pieces we were good to go. We parked the car up and headed to sign on. Here we received our roadbook and were made aware of some amendments. It was all becoming very real.

Whilst waiting for scrutineering, the voltmeter on the dash was showing about 10V. Obviously, Lee and I concluded that the meter was faulty and there was nothing wrong with the car. Especially when Lee had just installed a new battery in the week leading up to the event. When we returned to the car and were planning to set tyre pressures, it surprisingly wouldn't start. Bugger.

After scratching our heads, we borrowed a couple of competitors and a quick bump start got the car going. We let it run whilst we set the tyre pressures and I got my head around the road book and time card.

The drivers briefing told us what we needed to know. We grabbed a drink from the café. And we caught up and chatted with friends whilst we waited for our start time.

22:13. We took our time and checked in at the start. Left the start venue. Joined the main road. And we were on our way to section 1, Bodney Airfield. 5, 4, 3, 2, 1, Go! We were off, the little 205 scrambling away at the dirt. Lee started off steady, having not driven the car for four years other than a test day at Blyton Park. I managed to give Lee some decent enough directions for us to successfully navigate the section. Our time wasn't too shabby and was the 17<sup>th</sup> fastest for the section.

The Preston is a little bumpy. Actually, I'll rephrase that. The Preston is maniacally bone-shaking. This meant that the spare wheels and tools that were at one point secured in the boot were now all over the place. We had to stop and reorganise things. Lee battled against a stubborn ratchet strap, whilst I worked out how to get to section 2. The spirit of rallying was truly alive when almost every single crew that saw us parked up stopped and asked if we were okay.

Sections 2 to 5 all went pretty well. Lee was getting more comfortable, or should I say confident, with the little 205. And I felt a little more poised with my navigating. Our times were improving too, our sections times went from 16<sup>th</sup> in section 2, to 12<sup>th</sup>, to 10<sup>th</sup>, and to 6<sup>th</sup> after section 5.

Both sections 6 and 7 were that bit rougher. Lee was now in full flow though, so there was no change in approach to driving. It was flat out, caution bump or not. This resulted in us being advised by the marshal at the end of section 6 that the nearside rear tyre had a puncture. There was less surprise about the puncture from section 7, the tyre was definitely off the bead. The cost of 5<sup>th</sup> and 6<sup>th</sup> fastest times on the sections. Given you can only carry two spare tyres, we knew the F1 pit stop practicing was over.

Remorsefully, section 8 was a bit shorter and a bit less rough. We made it through and it was on our way to petrol 1. It's amazing how quick 45 minutes goes in the middle of a rally when all you have to do is check in your time card, fill up with petrol and check the car over. We tried to revive our flat tyres, but our efforts were futile. The four wheels on the car were all we had now. We increased the pressure of the back ones in the hope they'd stay round for the rest of the night. We found out we were 4<sup>th</sup> overall at this point in the rally.

Just four sections between petrol 1 and 2. But I think they were the toughest. Sparrow Hall and Foxpin were the first two to

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were 8<sup>th</sup> and 2<sup>nd</sup> fastest. The approach was still of dust.

Next, Kings Forest. Sounds grand. "Lee, it looks straight on the map. And there's no controls. Drive as fast as you can from start to finish. Oh, it does say follow the arrows." Go! We flew from the start, it was straight-ish. What the diagram failed to tell us was how brutal the terrain was. It was only a few kilometers on the map, but it felt like it went on forever. I just held on and willed for the finish to come closer. We made it, but it felt like we'd just done a round with Mike Tyson in his prime. Everything hurt! Lee questioned why we did this for fun and suggested booking us in for a psychiatric test. Amazingly, the car took it all. We'd managed the fastest time on the section. We were touched to receive the Mike Taylor trophy at the end for this.

Berners Heath was an experience. It looked pretty straight on the map. "It's straight for a couple of kilometers, there's a control, a 90 right and then it's straight to the finish". It was a similar experience to the previous section, apart from the craters had a lot of water in. We were acting like a welly-ed child who'd found the best series of puddles ever. There were a lot of splashes. 3<sup>rd</sup> fastest on that section and time for petrol 2.

This time we had 35 minutes at petrol. Again, it flew by. After getting some more go juice, we realised that we were running 2<sup>nd</sup> overall. We started thinking about and discussing the chances of a win. We weren't going home without trying.

The next two sections Wretham Airfield 2 & Wretham Belts 2 were repeats of earlier sections but in different configurations. We lost a tyre on one of them earlier in the night. It felt like we flowed well through each section and we got to the end of each of them without casualty. 8<sup>th</sup> fastest and then 12<sup>th</sup> fastest. Some heavy bumps and big splashes meant Lee was starting to have concerns about the car's health now.

Lee was right. The car started to be less subtle about its problems and was more vocal about its firing problems. It was still driveable, but some of the horses had bolted. The next two sections were okay. Rather than winning, we were wondering if we'd make it to the finish now. The times were still very good, 6<sup>th</sup> and 10<sup>th</sup> fastest. But a downward trend had just started.

At the start of the penultimate section, I asked Lee what he was messing about at on the start line. It didn't feel like we were going anywhere. Not realising how poorly the car was. It was struggling to rev past 3k rpm under load due to misfires now. Lee managed to nurse it up to speed and it was all about keeping it going. 15<sup>th</sup> fastest on the section.

One section left and the journey back to the finish at High Lodge. Was it doable? Given we had lots of time in hand before being OTL, we decided to pull over and check the car over before tackling the final section. Lee noticed the temperature gauge was reading a bit low, so checked the coolant. There was a lot missing. Thankfully, we had water in the car. About two and a half litres later and the coolant was full again. It hadn't all gone, but some had definitely disappeared.

We fired the little 205 back up and it was still poorly, but it was running. To be considerate of other crews, we slipped in the queue behind another competitor and took the same start time as them. The idea being that the next car would be setting off two minutes later and we'd have a decent head start before they get a chance to chase us. The final test was a long one. We didn't even make it a third of the way round until the first car caught us. Just after the halfway point, Lee asked me where the finish was. We were considering going straight to the finish and taking penalties for the missed controls. I said I'd rather break down doing the full rally than missing part of it. We let another few cars by, but the little 205 made it. 22<sup>nd</sup> fastest. Rather than running, it was crawling now. At the section finish, we were congratulated by the marshals for completing the rally. We were pleased, but knew we had to get back to the finish.

The car limp crawled all the way back to High Lodge. We'd made it. The little 205 was parked up next to the trailer. We headed to the café and handed our time card in for the final time. After an exhausting night, the complimentary breakfast was delicious. Tiredness was starting to kick in, then there were murmurs about results and positions. Lee checked them online. Despite our challenging sections after petrol 2, the results were suggesting we were 4<sup>th</sup> overall. The provisional results were published and



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Lee and I were delighted with a 4<sup>th</sup> overall. 1<sup>st</sup> and 2<sup>nd</sup> overall were just 2 seconds apart. Commiserations to Ed Pead and Adrian Gladwin. And a massive congratulations to Keith Lane and Martin Lane! We'll get you next time.

Finally, thank you to the organisers and marshals of The Preston. Your event is truly a unique experience. And thank you to everyone that contributes to the sport, you all play your part. See you at events throughout 2024 and at The Preston next year.



If anyone has any reports, or photographs, of any event that could be included next month please send them to the new communication secretary [communication@mid-derbyshiremc.co.uk](mailto:communication@mid-derbyshiremc.co.uk) .

## Marshal Requests



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I would also encourage all members to get themselves accredited marshal status.

Please be reminded that if you have marshaled, update Kev Murphy urgently in order to have your marshal points included in the championship.

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### Rally stage team website

## Streetcar

Mid-Derbyshire Motor Club have opted to join in with this initiative from Motorsport UK. It is an attempt to get people in to motorsport using their everyday road car. It is relevant to our club as we organise events that can be done in standard road cars. For example, autotests, 12 cars and targas.



### Streetcar

### Streetcar FaceBook Group

## Club Merchandise

The club still has plenty of merchandise that was ordered shortly before the outbreak of Covid. However, should you want a personalised item e.g. a polo shirt or fleece etc, it is best for us to order these in bulk. This avoids single orders having to pay a large delivery fee. An order form is attached but please keep in mind these prices are the original charges from 2019-20. The club is endeavouring to find the current prices

### Club clothing and merchandise

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To make it easier to contact any of us at the club, the e-mail addresses are as follows:-

Chairman - Lee Burgess [chairman@mid-derbyshiremc.co.uk](mailto:chairman@mid-derbyshiremc.co.uk)

Vice Chairman - Jason Simms [vicechairman@mid-derbyshiremc.co.uk](mailto:vicechairman@mid-derbyshiremc.co.uk)

Secretary - Ken Worf [secretary@mid-derbyshiremc.co.uk](mailto:secretary@mid-derbyshiremc.co.uk)

Treasurer - Tracy Wood [treasurer@mid-derbyshiremc.co.uk](mailto:treasurer@mid-derbyshiremc.co.uk)

Competition Secretary - Mark Slatcher [competition@mid-derbyshire.co.uk](mailto:competition@mid-derbyshire.co.uk)

Social Secretary - Rob Stanesby [social@mid-derbyshiremc.co.uk](mailto:social@mid-derbyshiremc.co.uk)

Chief Marshal - Kev Murphy [marshal@mid-derbyshiremc.co.uk](mailto:marshal@mid-derbyshiremc.co.uk)

Publicity Secretary - Tony Mytton [publicity@mid-derbyshiremc.co.uk](mailto:publicity@mid-derbyshiremc.co.uk)

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Membership Secretary - Reg Walker [membership@mid-derbyshiremc.co.uk](mailto:membership@mid-derbyshiremc.co.uk)

Communications Secretary - Tony Cawthorne [communication@mid-derbyshiremc.co.uk](mailto:communication@mid-derbyshiremc.co.uk)

## Links

The following links can be used to take you to other Motorsport content.

**A comprehensive worldwide rally calendar 2023**

**WRC calendar 2023**

**A comprehensive rally calendar 2023**

**BRC rally calendar 2023**

**Link to all BTRDA events - targa, stage etc**

**Motorsport UK**

**Motorsport UK Revolution magazine**

**MDMC website**

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