



November 2010
Issue 1

Welcome to the first edition of Longton & DMC's E-Bulletins!

At long last we are ready to go!

As you are well aware, the Club has not distributed any of the old style bulletins this season, although the Committee has been considering the best way to keep in touch with members and competitors.

By moving to email Bulletins we hope to maintain regular up to date, contact with you all and eliminate out of date articles, stationery and printing costs, and ever increasing postage costs.

The Club's thanks go to Paul Hiles and Moya Leighton, who have prepared the old style bulletin for you all for a number of years.

We have also increased our Committee numbers to a full complement, so the work load which previously has been in the hands of just a few is now spread, leading to a better service to everyone!

So that we do not miss anyone, the first few bulletins will be sent to everyone who has supported the Club in the past via their email address, including not only Club members, but also marshals, competitors and championship compilers. If you know of anyone associated with the Club who has not advised us of an email address recently, please contact us with their details, and in turn ask them to contact our Membership Secretary, Eric Leadbetter on ericleadbetter.yahoo.co.uk or telephone him on 01772 421996 – details can then be added to the Club's database.

2010 has become more difficult for Clubs as the year has progressed, mainly due to financial reasons. Across the whole spectrum of motorsport entries have declined by varying degrees. Unfortunately, some Clubs' events have been cancelled due to lack of entries – so it is important that clubs work together and use each others events in Championships and by doing so this action will maintain decent entry numbers to events.

Competitors can help by entering events early to avoid clubs being put under pressure in the two or three weeks before an event. The events most at risk are those where venues are hired by clubs, as the costs involved can be crippling. Just to give an example of how costs have escalated, recent contact was made with a venue in the hope it could be viable for our Club to consider as an addition to its calendar. For a Saturday event the hire fee would be £25,600, to which has to be added the costs of timekeepers, scrutineers, rescue unit, medical cover, regulations and postage. The costing on say 100 entries for a sprint meeting gives a minimum entry fee of £295!! *So please support the events included in our calendar whenever you can!*

J. Graham Malcolm
Chairman

LONGTON'S NORTHERN SPEED CHAMPIONSHIP 2010 – A REVIEW

We all knew that 2010 was going to be a 'quieter' year than 2009. While the economic situation certainly had an effect during 2009, it really seemed to 'bite' this year, as the money to go & enjoy motor sports seemed lacking everywhere, and not just for Longton & DMC. Like other speed championships, registrations were down, as were event entries, so this made for 'thin' classes at times. This situation may create good value for competitors by virtue of more timed runs per event, but it doesn't help the organising clubs' bank balances. Surely many clubs ran events at a loss in 2010, and this situation cannot continue for ever. Let's hope that things pick up for 2011.

Even so, the Longton's Northern Speed Championship continued to produce a good competition and a worthy champion. To be really successful, you needed to be in a class which was well supported, but not everyone enjoyed that luxury. Then you needed to be winning that class often – but if the class was very competitive, good points tallies were hard to come by. Wins in 'thin' classes are less productive by virtue of the points system. Although the number of rounds dropped from 18 to 14, the number of scores to count remained at 10, which perhaps discouraged a few competitors from sticking with the series to the end. It's significant that only 4 competitors actually dropped scores this year – last year 13 did so – so some drivers just aimed for the minimum 10, and had to count all of them, good or bad. If you had a problem in those 10, you were out of the running. Perhaps a lower number of scores to count would have kept more drivers in the hunt up to the end. For much of the season the likely championship winner looked familiar right from the 'off'. Last year's champion **Martin Rowe** in the Peugeot 106 Rallye banged in 3 strong scores from the start, and although he 'wobbled' a bit mid-season with a non-start at Barbon (driveshaft), he soon recovered his form. However, a surprising no-show at the September 3 Sisters (transmission failure) cost him dearly. By the time he arrived in Anglesey for the finale, he was by now only an outsider for the repeat title. And with no dramas for the new leader, Martin had to be content with **runner-up** this time.

Craig Powers and his OMS 2000m ZZR continued his improvement again this year, and indeed headed the championship mid-season by virtue of several class wins (and Martin Rowe's 'wobble'), but his is a tough class, with many good race cars & drivers around, so a string of 2nd places late season blunted his challenge for a while. Even so, a strong showing at the late 3 Sisters & a good haul at Ty Croes did the trick and delivered his **first LDMC title**. Craig has supported the series for quite a few years now, not always with top-line success, but this year he was the only competitor to take part and score on every round and his victory is both popular and well-deserved. Congratulations, Craig.

These two were well clear of the rest. Championship regulars **Eve and Barry Whitehead** continued to wrestle with the (occasionally recalcitrant!) RBS 7 to good effect and scored better than last year, so ran in the top 3 or 4 for much of the season. However, when the scores came to be dropped at season's end, they slipped back somewhat, but both still made the top 10 for the first time. Eve of course remains our leading lady, finishing **6th** overall, Reverend Barry in **7th**.

There was quite a scrap for the 3rd to 5th positions. The evergreen **Dr. Russell Thorpe** continued to push 'Doris' – his ageing Renault 5 GT Turbo – to the limit. Sometimes beyond, as a solid visit to the 3 Sisters tyre barrier in August confirmed! This quick little car continued to either win comfortably or get beaten, depending on the course or level of competition. **3rd overall** was a remarkable result on limited resources – well done. The innovation of the year by the Northern Group of Clubs was the introduction of the 'Standard Production' category. Like many classes in 2010, this was not strongly supported, but was often close-fought by a variety of cars. Former champion **Phil Short** returned to the championship top 10, using a Honda S2000 in this category to good effect, though events missed due to WRC work limited him to just 10 outings. Even so, **4th overall** was good encouragement to anyone wanting to go down the Standard Production route in the future. This category is a great way into the sport.

Andrew Steel's Westfield SE pushed hard throughout, but was also hampered by frequently 'thin' classes, reducing his points haul. **5th overall** was nevertheless fine reward for swift and consistent driving.

John Moxham has supported this championship for many years in his Mod Prod Peugeot 205. Class wins were hard to come by, but good regular performances brought him into the scrap for 3rd to 6th. However a late season illness meant that John had to miss the Anglesey final and was forced to drop down to **10th overall**.

What about those top runners who didn't feature this year? Well, last year's 'dark horse' **Richard Hargreaves** in the Mitsubishi Evo 6 RS started his year with characteristically dominant performances, but seemed to lose interest during the season, partly as a result of 'thin' classes. Certainly there were fewer of the Japanese 'rally rockets' around this year – a sign of the economic times?

John Graham also looked strong early on but a serious transmission problem with the Lotus 2-11 at Harewood in August pushed him out of the reckoning for a while, and with only 10 rounds possible for him, he could not reach a full score. However John returned for the Anglesey finale and gained enough points there to claim **8th overall**.

Champion of 2 years ago, **Mark Teale**, along with boss & mentor **Bobby Fryers** in the Peugeot 206 GTi, fell foul of scrutineering issues at the July 3 Sisters. The MSA is tightening up on the interpretation of the level of modification permitted in the Road-going classes, and our scrutineers are obliged to reflect that increased strictness. There was sympathy for the competitors, who merely sought to prepare the car much as before, but 'rules is rules' and they were moved into the parallel Mod Prod class – which they promptly won! Nevertheless this knocked our two regulars back for the rest of the season, and a shunt at the wet 3 Sisters in September didn't help.

Mark Wallwork (9th) & **John Chacksfield** – both former champions – also made welcome but occasional appearances, as did **Chris Hardman**, who damaged his Westfield SEiW at the August 3 Sisters enough to curtail his season, the repairs not being completed in time for the finale. Unfortunately Chris' father **George Hardman**, a popular Northern Speed regular over the years, passed away early in the season. Championship regular **Roger Fish** started the Carcraft Cyclone at the April 3 Sisters but an engine failure proved terminal for his championship programme. He re-appeared in time for Anglesey though.

We were pleased to see regular turn-outs by **Bryan Hartshorne** (Sylva), **Simon Bingham** (Ford Capri), **Alan Wood** (Jedi Mk 1), **Geoff Ward** (Westfield) and **Graham Briscoe** (Ford Fiesta XR2i). Well done all, for your results.

And well done too to all our marshals, who supported the Longton's Northern Speed in all weathers throughout the season. Without them, our sport simply couldn't take place and as competitors we fully recognise and applaud their superb efforts, much as we do the championship & event organisers.

So now we can look forward again to the excellent LDMC Prizegiving in January, and of course the next season, when – thanks to some changes in format - hopefully more people can take part again, the championship can become better supported & more competitive, our cars can have fewer mishaps, we can all go faster, make fewer mistakes, and the weather can be kind to us on event days!

Phil Short

LONGTON'S NORTHERN SPEED CHAMPIONSHIP 2011

10 events from 21 to count

ADVANCE DATES NOTIFICATION!

<u>Date</u>	<u>Club</u>	<u>Venue</u>
17 April	Longton & DMC	Three Sisters
30 April	Liverpool MC	Aintree
1 May	Auto 66	Oliver's Mount
14 May	BARC (Y)	Harewood
5 June	BARC(Y)	Harewood
18 June	Westmorland MC	Barbon
25 June	Liverpool MC	Aintree
3 July	Longton & DMC	Three Sisters
10 July	Auto 66	Elvington
6 August	Lancashire AC	Three Sisters
7 August	Chester MC	Three Sisters
13 August	Hagley & DLCC	Loton Park
14 August	Hagley & DLCC	Loton Park
21 August	Auto 66	Oliver's Mount
28 August	BARC(Y)	Harewood
3 September	Liverpool MC	Aintree
11 September	Longton & DMC	Three Sisters
17 September	Nottingham SCC	Thoresby Park
18 September	Nottingham SCC	Thoresby Park
8 October (<i>new date</i>)	Longton & DMC	Anglesey (National Circuit)
9 October (<i>new date</i>)	Longton & DMC	Anglesey (International Circuit)

NEW!

LONGTON SPRINT SERIES

NEW!

4 Events from 5 to count!

Separate Trophies & Awards!

17 April	Three Sisters – Layout 1
3 July	Three Sisters – Layout 2
11 September	Three Sisters – 2 Lapper
8 October (<i>new date</i>)	Anglesey (National Circuit)
9 October (<i>new date</i>)	Anglesey (International Circuit)

FULL REGULATIONS WILL BE PUBLISHED ON THE CLUB'S WEBSITE www.longton-dmc.co.uk on receipt of MSA Championship Permit No.

To register your interest email Eric Leadbetter (Championship Co-ordinator) on ericleadbetter@yahoo.co.uk