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## **CHESTER MC CANCEL THREE SISTERS TWO-LAPPER - BUT LONGTON'S AUGUST 1 EVENT GOES AHEAD**

The two-lap sprint at Three Sisters on Sunday August 2 has unfortunately been cancelled by Chester Motor Club at short notice. The Longton event at the circuit on the Saturday of that weekend will go ahead as planned and needs your support as entries are low so far.

Longton's Competition Secretary, Craig Powers, has contacted competitors with the following message: 'As you may be aware Chester MC have cancelled their August 2 sprint at Three Sisters. This happened without warning or communication from CMC. We found out when I visited their website. We are unsure what is happening within CMC but assume that their competitive motorsport efforts are dwindling now that Bob and Jan Chesters have retired from event organising. Lancs Auto Club, who help promote the event, were also unaware of the cancellation of the event.'

'This is a great disappointment to Longton DMC because we deliberately positioned our August 1 Three Sisters sprint to be on the same weekend in the hope of attracting a more healthy entry. This was done with the full knowledge and agreement of CMC.'

'We apologise for this cancellation which was totally out of our control. Had we known earlier, perhaps LAC and LDMC could have worked together in salvaging the event but with just three and a half week's notice this was not viable. Having already lost the Teeside round the Longton championship will therefore become the best 10 out of 20 rounds as per championship reg 1.6.14.'

Longton's own Three Sisters event is unaffected and will be on Saturday August 1. Please support us if you can because entry levels are low this year.'

*Continued .....*

# GOOD MORNING! FOUR TIMED RUNS AT THREE SISTERS BEFORE LUNCH ... AND THE RAIN



*FTD went to Bradley Dickerson in his Jedi*



*Colin Duncalf took the win, and class record, in SA*

## Report and pictures by DENISE MOORE

A warm, dry morning greeted competitors for the second Longton sprint meeting at Three Sisters on July 5, although parts of the track were dirty and dusty with a lot of 'marbles' left from the previous day's round of the Drift Cup, necessitating more than a little broom work by the marshals.

The weather forecast indicated a strong possibility of rain from mid-afternoon onwards so the decision was taken to try to fit in as many runs as possible early on and with a field of only 56 competitors, seven of whom were double drives, this was not an overly ambitious plan.

First practice passed without incident bar the usual squirrely moments from a few overexcited drivers. The second practice saw a couple of minor incidents, Dave Welton in his TVR Tasmin spun out on the paddock hairpin and ended up facing the wrong way and, a little later, Eve Whitehead in RBS8 lost it coming off the hill into the pit lane bend and finished sideways on before continuing on her way.

There was further excitement for a couple of drivers in the first timed run – Louise Claxton in her black and pink Peugeot 106 Rally had a spin on top of the hill but gathered herself up and drove on and shortly afterwards Peter Ibbotson did almost exactly the same thing, ending up in a cloud of smoke and dust in his Sparton FF81.



*Best Lady: Eve Whitehead in the 'Barry-built' RBS8*



*Pretty classic: Mathew Eady in his Ginetta G4*

*Continued .....*

A real battle was developing between the three cars in class 4A, Robbie Birrell in the Radical ProSport, Craig Moore in the Rage R200RT, and Peter Tattersall in his modified Ford Escort, the latter two throwing their cars around the course with a certain amount of abandon which was highly entertaining to watch.

The second timed run ran smoothly, as did the third, apart from a red flag for Mike Roe in the TVR Vixen S4 who had an incident in the Esses and ended up with a DNF. The final timed run before lunch was also incident free.

Runs restarted at 2.15pm by which time the forecast weather was almost upon us and although the fifth timed run started in the dry, the rain arrived within a few minutes and even the more adventurous had to slow down. The Clerk of Course called for a 15 minute weather evaluation period and then the heavens opened and thunder and lightning began at which point racing was declared over for the day.



*Kerb hopping: Simon Bingham's Ford Capri*



*Hot Honda: Martin Rowe won the S2000 battle*

In spite of all this, three new class records were set, Class SA, Colin Duncalf in his MG ZR, Class CM, Matthew Eady in the nippy Ginetta G4, and Class 1G, Jeremy Coughlan in his Lotus Elise.

There were also several closely fought battles, notably in Class 1B where Alex Thornton in the Honda Integra and Russell Thorpe in his Renault 5 GT Turbo battled back and forth with Russell mostly in the lead until his best time was pipped in the fifth timed run by 00.02 seconds! Class 1D had a slightly curtailed bout between Martin Rowe and Roger Fish in their Honda 2000's as Roger's car was having clutch problems. Martin won by 00.09 seconds. Finally in Class 5B, Phil Nelson in the Hawk DL2B claimed first place over Geoff Ward in his Swift SC93F by just 00.05 seconds.

### **CLASS WINNERS**

SA: Colin Duncalf, 59.33; SB: David Goodlad, 56.08; CM: Matthew Eady, 48.34; 1B: Alex Thornton, 51.84; 1D: Martin Rowe, 50.53; 1E: Darren Jones, 53.84; 1G: Jeremy Coughlan, 54.24; 2B: Sean Bourn, 49.22; 3B: John Moxham, 50.41; 3C: Jim Carter, 49.95; 3E: David Welton, 53.99; 4A: Robbie Birrell, 43.85; 4B: Chris Thomas, 50.05; 5A: Bradley Dickerson, 40.39; 5B: Phil Nelson, 47.25; 5C: Peter Jones, 42.31; 5D: Brian Walker, 43.70.

<b>FTD &amp; Best LDMC</b>	Bradley Dickerson	40.39
<b>Best Lady</b>	Eve Whitehead	43.95
<b>Best Novice</b>	JimCarter	49.95

*Continued .....*



*Apex hugging Darren Jones in his Porsche 944*



*Apex seeking Stehen Norton in the MG F Trophy*



*Oops: A sideways Peter Tattersall in his Escort .....*



*and David Welton takes to the grass in his TVR*



*Class win: John Moxham's Peugeot, victorious in 3B*



*Class record: Jeremy Coughlin set the pace in 1G*



*Three-wheeling: Alex Thornton's Honda Integra*



*'Big' Jedi: Peter Jones in his 1350cc single-seater*

*Continued .....*

## CHAMPIONSHIP LEADERS AFTER THREE SISTERS

Eve Whitehead leads the Longton Northern Speed Championship with 795.63 points after the Three Sisters meeting in July. Stephen Norton is just under 50 points behind, followed by Bradley Dickerson, Charles Hargreaves and Robbie Birrell.

The Sprint and Hillclimb Series is presently led by Darren Jones (107.5 points), followed by Phil Nelson (106.3) and Rob Holt (104.5). However, as we are less than half way through the season, there is plenty of opportunity for positions to change in both championships ....

## EVENT REPORT – AINTREE SPRINT, JUNE 27

Sunny skies and four timed runs, despite a large entry, ensured a good day of competition at Liverpool Motor Club's Aintree Sprint on June 27.

Kicking off the runs in Class SA were the Longton duo of Colin Duncalf and Mark Smith in their MG ZRs. The win went to Colin (65.66 secs) with Mark on 77.9. In 1B Russell Thorpe only managed the first run in his Renault 5 Turbo but still took the class win at 53.85. Peter Gates was just pipped to third place with a best of 56.74.

The now traditional Class 1D battle between Roger Fish and Martin Rowe in their Honda S2000s saw victory for Roger on 53.37 with Martin taking second place just under half a second behind. Stephen Norton in his more modestly-powered MGF Trophy was fifth with 59.85.

Martin Walker (whose previous Aintree victory went unreported in the Bulletin – sorry!) was out in his Porsche Boxer and took fourth in Class 1E on 55.25 with Darren Jones in his Porsche 944 fifth on 56.82.

In the 'Lotus Elise' Class Rob Holt had to settle for second with a best of 56.4. Nigel Fox's Caterham was up against some stiff Westfield competition in 2B but took second on 48.11.

The popular Class 3B for modprods up to 2000cc, brought an interesting result with victory going to the classic Ford Escort Mk2 of Richard Hargreaves on 50.13, pushing the 'usual' winner Andy Larton in his Peugeot 106 back to second by less than 0.1 secs. William Jarman took fifth (55.01) and Peter Spencer sixth (56.06). Encouragingly this class attracted three women drivers and Longton's Louise Claxton took ninth (57.64). Final place in the class went to Colin Vawdrey at 64.05.

David Welton was alone in the big modsports class and set a best of 52.7 in his TVR Tasmin. Robbie Birrell continues to relish his switch to a Radical and won the Sports Libre Class on 43.8, well under the old class record. Geoff Beddard's Marlin 5X was seventh (60.56).

Current Longton Champion Bradley Dickerson romped to a seemingly effortless victory in the small singleseaters with a best of 42.47. Eve Whitehead took second in RBS8 on 45.21 in an event that also saw the return of dad – and car designer and builder – Barry to the paddock.

Geoff Ward limped in fifth (53.1) in the Formula Fords with a fuel problem. John Graham was alone in the big singleseaters but was putting in quick times all day to take FTD with two runs at 37.25.

And finally .... an interesting addition to the classic racing class was the attractive and purposeful Singer Special of Geoff Purnell who took third with a run of 71.67.

*Continued .....*

## **EVENT REPORT – BARBON HILLCLIMB, JUNE 13**

Longton contenders were back on the hills again for Liverpool Motor Club's event at the narrow and bumpy Barbon venue on June 13.

Colin Duncalf in his MGZR had the doubtful honour of getting things going as competitor number one and ended the day second in class SA on 37.44. In a close class 1B, Russell Thorpe was pipped to second (30.07) with Michael Thornton third (30.18) and Peter Gates fifth on 33.56.

For once Martin Rowe didn't have Roger Fish breathing down his neck and won class 1D with a best of 29.79, with Stephen Norton sixth on 33.54. The mighty 4.5 litre TVR Chimaera of Andrew Lynch must have seemed a lot of car to get up Barbon and he ended up third in class 1E on 33.66. Rob Holt had the 'Elise class' to himself and recorded 33.82.

Michael Bellerby took first in 2A with 26.85 in his rapid little Sylva Striker. In 2B Sean Bourn had the usual Westfields and Caterhams to deal with in the Carcraft Cyclone and ended up fifth (29.52). Neville Astbury was third in class 3A with 33.58.

Richard Hargreaves was again setting the pace in the up to 2 litre modprods, winning the class on 28.31, beating Andy Larton into second by just six hundredth. Angela Jones was third on 31.16. David Welton was alone in his TVR in class 3E and recorded 31.66.

In class 3K William Jarman in an Escort Cosworth took the win with 27.78. Eve Whitehead had to settle for second in the small singleseater (26.67), as did Brian Walker (26.34) in the larger engine class. There was a strong and varied field in the classic racing cars and Geoff Purnell took sixth in the Singer Special with 40.26.

## **EVENT REPORT – HAREWOOD HILLCLIMB, JUNE 7**

On June 7 the Longton Championship moved to the fast and challenging Harewood hillclimb in Yorkshire. In Class 1B Stephen Norton in his MGF Trophy was up against a large field and finished twentieth in 79.64.

Martin Rowe in his Honda S2000 won his class with a best of 67.79. Michael Bellerby was also victorious (61.74) in the smaller roadgoing kit cars with Andy Taylor second on 66.39. In the bigger kit class Sean Bourn took fourth on 68.69.

The rapid Richard Hargreaves in his Escort RS2000 took an emphatic win (64.07) in modprods with Colin Vawdrey eighth (79.55) in his small-engined Escort. David Welton took second in the bigger modprods on 72.38 whilst Robbie Birrell put in another strong performance in his Radical to win Sports Libre with a best of 58.32.

In the small single seater, Eve Whitehead was fifth in RBS8 on 62.78 whilst Brian Walker won the bigger racing car class in his unique rotary-engined Brytec at 59.97.

*Continued .....*

## **HARD LUCK ANDY LARTON – JUST GLAD YOU WEREN'T HURT**

Commiserations to popular Longton contender, and former champion, Andy Larton who totalled his immacutely-prepared Peugeot at Barbon in July. Thankfully, he emerged unharmed from a spectacular series of rolls after clipping the bank half way up the venue.

The gossip is that the Morecambe engine-builder is already hard at work preparing a new shell and hopes to be out at the Longton's Anglesey event in October.

## **A PLEA FOR HELP WITH STORING THE CLUB'S EQUIPMENT**

Can you help? Longton and District Motor Club urgently needs a secure and accessible storage area for the club's equipment, such as marshals overalls, signs and other equipment used at our sprints.

Presently these are scattered around the garages, backrooms, etc., of volunteer officials and that is not really sustainable. The club has investigated renting storage units but the quoted prices have been prohibitive, as such extra outlays would have to be ultimately paid for by competitors in entry fees.

All that is required is a relatively small and secure space (50 sq ft minimum) in an area roughly between Preston centre and south to Wigan and with access for authorised officials a handful of weekends and a few other times during the year. A secure single garage, or a safe shared place in another storage area, would be fine. Even the use of a plot of land to build a small shed would be considered.

If you can help please contact Club Chairman Graham Malcolm or Chief Marshal, Peter Wilson. Their contact details are on the LDMC website

## **HANS DEVICES MANDATORY IN SPEED EVENTS NEXT YEAR**

Most competitors should know by now that Hans devices, or FHRs - Frontal Head Restraints – will be mandatory in sprints and hillclimbs from next year.

The only exceptions are for those competing in Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars. And in these classes FHRs are 'recommended'.

With the requirements for FHRs already being introduced in circuit racing it was inevitable that speed events would be targeted soon, although few had expected the MSA to impose them in 2016 when they become mandatory in all circuit racing.

Hopefully, the exemptions for road-going cars will soften the implications for this being a further cost barrier to people entering the sport. The Bulletin warned members earlier this year to cover themselves against the likely introduction of this by buying 'Hans-ready' helmets. Assuming your belts work OK the extra cost of a Hans device presently appears to be around £300.

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The latest MSA Newsletter has a link to advice on choosing FHRs. The main things to look out for when buying are: Ensure it's FIA approved; get the right width to go past your neck; get the right angle (20 degrees likely for saloons, 30 degrees for singleseaters, etc – adjustable ones are available); some are designed to only work with specific harness/belts.

Obviously, the devices only operate with a four or six point harness and the Bulletin understands most work OK with two, or three, inch width belts. However the mountings of the belts must be lower than the point where they bear on the device; 10 degrees to horizontal is suggested. The mounting centres should be a bit less than width across the device so the belt webbing spreads slightly outward to the driver's shoulders to stop the belts slipping off (properly fitted harnesses should already meet those requirements).

From what has been observed they are not easy to get on and fit the straps if, like many, you compete on your own. So practice over the winter and allow a bit of extra time before runs next year.

After all this consideration of cost and possible fitting difficulties it's worth considering the up side, which is considerable. These things are proven to prevent most serious neck injuries. And whilst speed event are relatively safe major accidents can happen and the cost is minor if the alternative is a serious injury, or worse.

## **CONGRATULATIONS .... PAUL AND LINDA ARE ENGAGED**

Many congratulations to long-serving Longton official Paul Tipping who has announced his engagement to Linda Dutton.

Paul has been a stalwart of the club since the 1970's, and for many years has made a a huge contribution by taking care of our finances as Club Treasurer.

He was very involved with autocross and rallycross in the years Longton organised these type of events, turning to sprints and hillclimbs when Longton gradually moved to these disciplines.

Paul is actively involved in the running of all Longton events at Three Sisters and Anglesey as well as making a major contribution to the long-standing club involvement in Isle of Man events, all now with Linda's help.

All the best for the future to Paul and Linda!

*Continued .....*

## **FUTURE LONGTON NORTHERN SPEED EVENTS**

*(10 events from 20 to count)*

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<u>Date</u>			<u>Club</u>		<u>Venue</u>
01	August	Saturday	Longton & DMC	S	Three Sisters (Course 1)
16	August	Sunday	Auto 66	H	Oliver's Mount
30	August	Sunday	BARC (Yorks)	H	Harewood
05	September	Saturday	Liverpool MC	S	Aintree
12	September	Saturday	Nottingham SCC	S	Thoresby Park
13	September	Sunday	Nottingham SCC	S	Thoresby Park
20	September	Sunday	BARC (Yorks)	H	Harewood
03	October	Saturday	Longton & DMC	S	Anglesey (National)
04	October	Sunday	Longton & DMC	S	Anglesey (International)

## **FUTURE LONGTON SPRINT SERIES EVENTS**

*(3 events from 5 to count)*

*Separate Trophies & Awards!*

01	August	Saturday		S	Three Sisters
03	October	Saturday		S	Anglesey (National)
04	October	Sunday		S	Anglesey (International)

FULL REGULATIONS ARE ON THE CLUB'S WEBSITE [www.longton-dmc.co.uk](http://www.longton-dmc.co.uk) .



**ENDS**