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GET GEARED UP FOR A LONG DISTANCE WEEKEND OF SPRINTING AT ANGLESEY

The Longton season draws to an end on October 3 and 4 with a spectacular weekend at Anglesey, which is also the final round of the British Sprint Championship.

This is definitely one not to be missed, especially if you are keen on 'miles for your money'. Bring lots of petrol! There are presently about 100 entries for the weekend, so if you've left it to the last-minute there should still be room for late entries.

The new look for the weekend starts on Saturday when, for the first time, Longton will be running the National circuit as a two-lapper, giving a 1.55 mile course as used at other Anglesey sprints. That could mean fewer runs than in the past, although probably more time on track and with the bonus of a high-speed entry into School on the second lap.

Sunday sees the introduction of the long and fast international/coastal course, a stonking 3.1 miles incorporating the challenging Corkscrew series of bends as well as two blasts along the intimidating back straight and through Church (with even colder tyres than usual on the first lap).

Although this is a unique Sunday layout, only the start from the modern pits and the Corkscrew will be new to drivers who have sprinted at Anglesey before. Just remember the Corkscrew is only used on the first lap, stay left and go down the Tom Pryce straight on the final lap! It's a corner that deserves respect so it's worth walking it first and refining your lines in practice if you want to keep out of the barriers.

There are a few in-car videos on YouTube that show the corner. They include:

<https://www.youtube.com/watch?v=pRw3BPsUaVo> and
<https://www.youtube.com/watch?v=KmlWKPZrao> and how not to do it
<https://www.youtube.com/watch?v=TxTgDHaTNXU> . There are no doubt others.

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As ever, the two final rounds will see some championship contenders anxiously calculating scores to their nearest rivals. However, in the Northern Speed Championship Bradley Dickerson looks pretty much untouchable at the top. Charles Hargreaves, presently second, also looks reasonably secure. Martin Rowe is currently third but not entirely sure of that position and behind him there are points still to play for (well, that's the Ed's – not good at maths - interpretation of results so far).

In the Sprint and Hillclimb Series Darren Jones is presently leading but could still be challenged by Phil Nelson, second, and Rob Holt, third, with some possible improvements from those behind them....

ROGER FISH SPARKLES AT THE FINAL AINTREE SPRINT ROUND

Nearly 30 Longton competitors were out on September 5 for the season's final fling at the fast Aintree sprint circuit.

A brief review of the results (apologies if anyone has been missed) starts with Colin Duncalf who came second in Class SA on 63.36. Class 1B saw victory for Russell Thorpe in his Renault 5 Turbo with a best of 53.25. Simon Bingham was third in his Capri (60.55) with daughter Charlotte fourth with 61.45. Alan Sawyer in his Subaru Impreza was second in 1C on 50.72.

Roger Fish was on form in Class 1D, smashing his own record to win in 52.04, leaving Martin Rowe to take second on 53.47, with Colin Smith seventh (56.83), and Stephen Norton tenth (58.68).

Rob Holt was third in the Elise class with 59.63 and Martin Walker was also third in the smaller roadgoing kits (49.82). In the bigger engined class Nigel Fox came second on 47.66 with Sean Bourn fourth (51.45) in his Cyclone.

Escort driver Richard Hargreaves won the under 2-litres modprods with a time of 49.61 with John Moxham, who only managed two timed runs, third (52.43). Louise Claxton took sixth (56.25), Daniel Williams seventh (58.03) with car-sharer Graham ninth (59.48) and Colin Vawdrey tenth (72.18). David Welton was alone in 3E and put in a best of 52.74 in his TVR. Robbie Birrell took first with 43.76 in the smaller Sports Libre, as did James Davies in the bigger-engined class (53.56).

Bradley Dickerson took his customary win in the small single seaters with an impressive 42.01 with Eve Whitehead second (45.35) and Geoffrey Cowell fourth (49.46). British sprint championship contender John Graham came out to play in his Gould and took FTD with 37.39. Geoff Purnell's pretty Singer Special recorded 67.71 in the Classics.

AN UPHILL BATTLE AT HAREWOOD

Longton competitors who made the trip to the Harewood Hillclimb on August 30 had just two timed runs to show their mastery of this challenging venue.

In the big TVR class Andrew Lynch came in sixth in his Chimaera with a best of 74.56. Colin Duncalf was out in his MGZR in the smaller road modified saloons and sports and was fifth on 80.02. In the bigger-engined class Russell Thorpe took third in 'Doris' with 68.46 whilst Stephen Norton wound up nineteenth in this large class on 77.80.

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Roger Fish in his Honda S2000 romped to the class victory with a second run at 67.75. In the small roadgoing kit cars Michael Bellerby was up against the 'other Bellerby' with Michael coming in second on 61.74 and Bob on 61.28. Andy Taylor claimed sixth in his Caterham with 67.68. Bill and Carol Stevenson in their Westfield took eighth (74.45) and ninth (80.38).

Sean Bourn took his Cyclone to third in the bigger kit cars (67.28). In the modprods up to 2000cc Robert Needham in his Mk 1 Escort came in tenth (70.52) with Colin Vawdrey in his Mk 2 version twelfth (78.45). In the bigger-engined class David Welton was fifth in his TVR on 73.20.

In Sports Libre Robbie Birrell had to settle for second on 58.65 in his Radical. The small single seaters saw victory for Richard Vaughan on 57.55 with Eve Whitehead third (61.23). Brian Walker in his Brytec came in third in the bigger racing car class (61.33).

A DATE FOR YOUR DIARIES – LONGTON'S ANNUAL DINNER

It's not too early to start thinking about LDMC's annual dinner and awards evening. It will be at Barton Grange, as usual, on Saturday, January 16, 2016. There will be more details and a booking form in future Bulletins.



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