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18 TIMED RUNS FOR COMPETITORS AT LDMC'S NEW ANGLESEY WEEKEND!



Seeing double? Derek Hodder, left, set FTD on Saturday whilst Gary Bunn took FTD on Sunday in their shared Westfield SEi Type R

Report and pictures by DENISE MOORE

Overnight rain and, sadly, a low number of entrants for Longton's new Anglesey weekend on April 1 and 2, did not bode well, but thanks to an amazing change in the weather and great enthusiasm from the drivers the event was voted a success. LDMC are determined to build on these beginnings to turn April in Anglesey into a popular regular fixture

On Saturday, a total of 34 drivers and 30 cars (four double drives) faced brilliant sunshine and a light breeze on a rapidly drying track for first practice of the single-lapper on the National circuit. In the main, they took things relatively easy although there were the normal squirrely moments for a few around the top end of the track.

The first incident of the day occurred in first practice when Craig Spooner in his yellow Westfield SEiW completely missed the left-hand bend at the top of Rocket and slewed straight across a very wet infield to bump the tyre barrier. As an indicator of how wet it was, it took four marshals and the driver to push the car out of this mess and back onto the track so that the Recovery vehicle could tow it back! Unfortunately, with a damaged chassis, it was a very short weekend outing for Craig and his car.

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Second practice went slightly smoother for most of the drivers, several of them taking a little more care after their initial 'wobbly' moments. Phil Caza in his Ford Fiesta ST had a moment when he spun out of the bend at Rocket but managed to stay on the road and got away again under his own steam. A small timing issue only interrupted proceedings for about five minutes and a snapped drive belt was reported and recovered on track by Post 12 near the hairpin – it was not ascertained who this belonged to!!

Terry Everall in his Westfield Megablade was the next casualty when his car stopped on track during the first timed run and had to be towed in by the recovery vehicle – sadly signalling the end of his weekend also.



Keep off the grass! Mark Purdham gets muddy whilst, right, the rescue truck gets bogged down



Andy Larton in his rapid Peugeot 106



Martin Walker's Westfield SEiW

The second and third timed runs went very smoothly, mostly incident free as the drivers got to grips with a track that was now nicely dry – apart from Mick Dent in his Westfield Megabusa who did not run in the last timed run before lunch as he had a loose wheel caused by a damaged hub. The meeting broke for lunch with the promise of many more timed runs in the afternoon.

John Hoyle in his Westfield SEiW was the next victim of the extremely soggy conditions off the track. He failed to make the hairpin bend before the finish line and ended up to his axles in mud – promptly followed by one of the recovery vehicles who went to pull him out!! An amusing interval ensued while proceedings were halted for the other recovery vehicle to manoeuvre themselves into a position where they could pull both vehicles clear without leaving the track and getting bogged down themselves. Many ribald comments were made at the expense of certain people who shall remain nameless. Eve Whitehead in the RBS 8 spun on Rocket ending up sideways onto the track by post 7 before getting going again.

Continued

Just a few minutes later, in the fifth timed run, Phil Caza in the Ford Fiesta ST blew his engine in the straight immediately after the start line. The car eventually ground to a halt on the hill at Rocket and he had to be towed back in, his weekend also over.

By the time the seventh timed run was underway a few drivers were dropping out to save their cars for Sunday but there were still a few diehards carrying on. The timing cable ended up wrapped around the axle of one car causing a twenty minute delay whilst it was sorted out. A couple of drivers still looking to push the envelope ended up spinning off the track into the infield by messing up the exit from the hairpin at the finish line. In the battle of the Westfield Megabusas, Mick Dent got the final bend all wrong and ended up in the grass, he and his car were 'gently' rocked to freedom by a marshal. He was followed in fairly swift succession by Harry Moody who went wide in the final bend and couldn't get back onto the track, so he broke the beam and crossed the finish line between the flag and the timing device on the grass!

The day finished at 4pm after no less than eight timed runs.

Saturday Results SB: Colin Smith, 66.68; SC: John Wadsworth, 71.92; 1B: Andrew Wright, 66.58; 1E: Christian Frickell, 63.15; 1G: Steve Wilson, 64.53; 2A: Martin Walker, 60.87; 2B: Nigel Fox, 57.76; 3A: Debbie Cooper, 74.18; 3B: Andy Larton, 59.14; 3C: Stephen Norton, 78.80; 3F: John Loudon, 53.51; 3G: Derek Hodder, 52.01; 3H: Chris Boyd, 54.05; 4B: Robert Tonge, 52.59; 5A: Eve Whitehead, 55.44; 5B: Phil Nelson, 58.45. **FTD: Derek Hodder (52.01).**



The distinctive Sylva Riot of Chris Boyd



Debbie Cooper in the little Toyota VITZ



Phil Nelson in his historic FF Hawke DL2B



John Wadsworth in the Mazda MX5

Continued



Nigel Fox took victory both days in his Caterham 7



Mechanical issues later sidelined Eve Whitehead

Sunday If the previous day's weather had been good, this was truly something to write home about – the sun was shining, it was warm and there was no wind! Perfect competition weather. Sadly, from yesterday's high of 34 competitors, we were down to a mere 26 due mostly to attrition from the previous day's efforts.

First practice on the International Circuit went well and there were no incidents. In P2 Christian Frickell in the Mazda MX5 spun and got bogged down in the grass but still managed to post a time, albeit over twice as long as normal.

Nigel Fox in the Caterham 7 spun at Rocket but managed to collect himself and his car up and continue onwards only losing about 20 seconds of time in the first timed run. A little later, Harry Moody in the Westfield Megabusa slowed dramatically in the back straight after the banking and finally stopped just after the bend into the straight towards School. This spelled the end of his weekend as the car had to be recovered and couldn't be repaired.

The second timed run brought a radio message saying someone had lost a wheel arch on track between posts 7 and 9. Further investigations in the Paddock found that Dom Wilson in his Renault Clio 182 Cup car was the culprit. There was further excitement when two spectators wandered onto the track to cross to the other side – while the circuit was live! Much shouting and waving ensued until they hurriedly cleared the track. Michael West in his Westfield SEIW required a rerun.



The diesel MG ZS of Stephen Norton



Christian Frickell in his Mazda MX5

Continued

Mark Purdham in the MJ Eng Hosson Boulter lost all power and ended up crawling all the way around the track to post 12 at the final hairpin before eventually being towed off. Although he gave it another try in T3 he spun off into the grass just after the bend at Church sending mud and grass flying everywhere and although he made it back onto the circuit he couldn't finish and had to be towed again finishing his weekend.

After lunch it became apparent that fewer and fewer cars were coping with the somewhat fevered pitch of constantly running in a quickening cycle of timed runs. Eve Whitehead in the RBS8 pulled out as the car had mechanical problems that could not be easily fixed.

A little later in the afternoon the double drive of Gary Bunn and Derek Hodder in their Westfield SEI Type R retired for the day along with Chris Boyd in the Sylva Riot Bingley Special. By T6 the trickle of retirees was becoming a flood as more and more drivers complained of bald tyres, flat spots, distinct lack of fuel etc. Excuses, excuses! Still ten timed runs by 3pm is not to be sneezed at! LDMC would like to thank all of the drivers, marshals and officials who took part in this new event.

Sunday Results 1B: Andrew Wright, 108.82; 1E: Christian Frickell, 103.59; 1G: Steve Wilson, 108.04; 2B: Nigel Fox, 95.29; 3B: Andrew Larton, 98.16; 3C: Stephen Norton, 112.26; 3F: John Loudon, 87.90, N/R; 3G: Garry Bunn, 85.09, N/R; 3H: Tim Nunn, 89.31; 4B: Robert Tonge, 85.31, N/R; 5A: Eve Whitehead, 90.88; 5B: Phil Nelson, 95.41, N/R. **FTD: Garry Bunn, 85.09.**



Tim Nunn in his Westfield Plays Cool Blade



The road going Lotus Elise of Steve Wilson



The rapid Radical of Robert Tonge



Andrew Wright in his shared Peugeot 306 Rallye

Continued

..... **AND ON TO CROFT FOR ANOTHER NEW VENUE**

Also new to the Longton calendar this year was the Easter Monday event at the rapid Croft circuit. Five championship contenders made the trip across the Pennines to take up the challenge of learning the circuit with just two practice and two timed runs.

In class 2A, Bob Bellerby in his Sylva Striker was dominant, with his winning time of 90.00 seconds more than two seconds clear of the opposition. Chris Boyd was also a clear winner in 3G, at 83.22 in the distinctive Sylva Riot – Bingley Special. Harry Moody brought his Westfield home third in that class with 99.10.

David Welton had the chance to unleash the horses in the TVR Tasmin and emerged second in 3E with 111.49. Lotus Elise S2 driver Steve Wilson also had to settle for second in 1D with a best of 100.62. Roger Fish and Martin Rowe were enjoying their usual Honda S2000 rivalry, although competing in the Classic Marques Challenge. Roger came in second (94.78) with Martin third (96.26).

THE FAST START TO THE YEAR CONTINUES AT AINTREE

It was back to familiar territory for Longton competitors who headed for more high-speed fun at Aintree on April 22. The sun shone over Liverpool and despite the massed ranks of Caterham Academy drivers (and thanks to their good behaviour and people generally sticking to the black bits of the track) LMC easily fitted in four timed runs.

Running through the classes, the merged SA and SB saw Colin Smith emerge third, by three-hundredth, in his Renault Clio Sport 172, with Colin Duncalf fifth in his Peugeot 206 on 60.65. Class 1A and 1B was also merged. Alex Thornton in his Honda Integra took this on 53.36 with a lead of over a second on Russel Thorpe in his venerable Renault 5 (54.41). Michel Thornton in another Integra was close behind (54.45), with Thomas Bourn fourth on 55.48 and his car-sharer James Bourn recording 57.38, whilst John Early took fifth at 55.61.

Michael Tindale seemed to have some stiff competition in what turned into a Mazda MX5 class, putting in a best of 61.03. In 1E William Campion turned in 59.23 in his TVR S2. Philip Wood was alone in 1G recording 55.98 in his Lotus Elise S1. Although usually a winner in 2B, Nigel Fox got “Mugglestoned” and ended up third at 48.20. No such problems for Andy Larton in the merged class 3 who emerged winner on 50.52. Sadly Stephen Norton had to retire his MG ZS. David Welton was second in 3E on 56.94 and in the merged modified kit class Chris Boyd took a very close second with 46.29.

The merged class 4A and 4B class saw second go to Jae Davies (54.61). Eve Whitehead unfortunately pulled out after first practice in the small single seaters. Geoff Ward won the Formula Ford battle on 50.03 with Phil Perks third at 51.54. The final mention is for John Graham who came out to play in his British Sprint Championship Gould and set FTD at 36.56.

Urgent Information

Longton & District Motor Club Ltd has been in touch with a representative of Motor Circuit Management Ltd, lease holder of the Three Sisters Racing Circuit, and been advised the company is endeavouring to keep the Circuit in operation.

The Club will soon be advised of the outcome of negotiations, so please keep your entries coming in for our event on 21st May – a good entry will be important to all concerned! However, Longton & District Motor Club Ltd guarantees a full refund of entry fees should the Sprint meeting fail to take place.

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LONGTON & DISTRICT MOTOR CLUB'S AGM IS ON MAY 8

The Annual General Meeting of LDMC is to be held on May 8 at the Lonsdale Club, Fulwood Hall Lane, Preston at 8pm. Everyone is welcome to attend but you must give advance notice to Club Secretary Margaret Malcolm if you wish to raise an issue (contact details on web site).

LONGTON NORTHERN SPEED CHAMPIONSHIP 2017

Best 13 events from 26 to count

Date	Venue	Type	Club
April 29	Oliver's Mount	Hillclimb	Auto66
April 30	Oliver's Mount	Hillclimb	Auto66
May 13	Curborough	Sprint	BMMC
May 21	Three Sisters	Sprint	LDMC
May 29	Blyton Park	Sprint	Huddersfield MC
June 4	Harewood	Hillclimb	BARC (Yorks)
June 10	Barbon Manor	Hillclimb	LMC
June 24	Aintree	Sprint	LMC
July 8	Blyton Park	Sprint	WSCC
July 9	Blyton Park	Sprint	WSCC
July 16	Scammonden Dam	Hillclimb	Mid Cheshire
July 30	Three Sisters (2-lap)	Sprint	LDMC
August 12	Scammonden Dam	Hillclimb	Pendle
August 20	Oliver's Mount	Hillclimb	Auto66
August 27	Harewood	Hillclimb	BARC (Yorks)
Sept 2	Aintree	Sprint	LMC
Sept 3	Three Sisters	Sprint	LDMC
Sept 16	Harewood	Hillclimb	BARC (Yorks)
Sept 17	Harewood	Hillclimb	BARC (Yorks)
Sept 30	Blyton Park	Sprint	LDMC
October 14	Anglesey (National)	Sprint	LDMC
October 15	Anglesey (International)	Sprint	LDMC

LONGTON SPRINT SERIES 2017

Best 5 events from 8 to count

Date	Venue	Type	Club
May 21	Three Sisters	Sprint	LDMC
July 30	Three Sisters (2-lap)	Sprint	LDMC
Sept 3	Three Sisters	Sprint	LDMC
Sept 30	Blyton Park	Sprint	LDMC
October 14	Anglesey (National)	Sprint	LDMC
October 15	Anglesey (International)	Sprint	LDMC

