



#### ALSO IN THIS ISSUE ...

Reports on Scammonden,  
Blyton, Aintree,  
Barbon and Harewood

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Bulletin Editor: Geoff Ward

Email: [editor@longton-dmc.co.uk](mailto:editor@longton-dmc.co.uk)

#### REMINDERS .....

**Three more Longton events** are coming up soon, so get your entries in! First is the final Three Sisters outing of the year on September 3. Next is LDMC's first venture to the exciting Blyton venue on September 30. Finally, there is the popular Anglesey weekend on October 14 and 15.

**The rules on licences** change next year. So, if this affects you begin collecting upgrade signatures now. Any driver competing in a racing or sports libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre'1994 Formula Ford 1600, must hold a Speed National A or Race National A Licence, unless the car is licensed for use on the road and competes in a road-legal condition.

#### AND THE SHAPE OF THINGS TO COME ....

Longton's plans for 2018 are taking shape. The Speed Championship will have 18 rounds, with 9 to count. The Sprint Series will be 10 rounds, with 5 to count. **LDMC organised events in 2018 will be:**

**Anglesey - April 7/8    Blyton - May 19/20    Blyton - August 11/ 12    Anglesey - October 6/7**

**PLUS ...** LDMC have three provisional events for Three Sisters, in June, July and September. These events are to be run as a separate championship. (All Three Sisters events depend on the future status of the venue.)

## DOUBLE THE FUN WITH LONGTON'S TWO-LAPPER AT THREE SISTERS

The Three Sisters two-lapper proved to be one of the more popular events at the financially beleaguered circuit, with 70 drivers at the LDMC event on July 30. Even the weather co-operated with the forecast rain holding off until a light drizzle on the fourth and final timed run.

For event officials, the two lap format is always a bit of a headache. But after two relatively slow practice runs the timing and start procedure were refined and things whipped along with the expected Longton efficiency. The first timed run was held before the lunch break with three more in the afternoon.

Some competitors when walking the circuit reckoned the surface – never brilliant at the best of times – had deteriorated. However, the number of new class records set on the day seemed to prove those fears groundless. Most drivers appeared to enjoy the course, with the infield section at the end of the first lap adding a new and challenging series of bends.

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Sadly, the Bulletin is missing its star reporter and snapper, Denise Moore, who has been off on a jaunt to the USA. So, the following has been put together by the Ed who was too busy trying (unsuccessfully) to go faster himself to have much time to observe others, let alone take pictures. Hopefully, normal service will be resumed at the next event.

Kicking off with the standard saloon class, the car-sharing duo of Stephen Norton and Colin Duncalf had abandoned their diesel MG for a Ford Focus. Colin won that battle with a best of 94.01 compared to Stephen's 96.45.

Victory in the popular class 1B for saloons up to 2000cc went to Keith Minshull with 85.27 in his Peugeot 306 Rallye. Russell Thorpe in his 'evergreen' Renault 5 turbo took third with 86.24, followed by Paul Henderson (86.78), John Earley (87.31), Thomas Bourn (88.66) and Dominic Wilson (89.22), whilst James Bourn was tenth (91.59).

Roger Fish and Martin Rowe in their Honda S2000s were in a class of their own in 1D, with a delighted Roger winning and setting a new record of 82.87 whilst Martin beat his own previous record but had to settle for second on 84.00. In the over 2000cc sports car class, William Champion came in third with 88.05 in his TVR S2.

In the 'Lotus Elise class' Robert Holt was having a miserable time in his S1, three seconds off this record with 91.91 and apparently powerless to stop the impressive Steve Wilson in his S2 who won the class with a new record of 84.69. Nigel Fox had the roadgoing kit class sewn up with a best of 80.19 in his Caterham.

There was something of a surprise in the under 2000cc modified saloons with Andy Larton failing to win for once! Victory went to the spectacularly sideways 1300cc turbo Escort of Paul Nutter with a new record time of 79.14. Andy also beat his old record but ended up three tenths behind in his Peugeot 106. He was followed by Alan Easton in his Citroen Saxo (89.64) and Fraser Halliwell with 93.99 in his Honda Type R.

John Loudon was alone in the modified smaller car-engined kit class, setting 74.10 in his Westfield. There was more competition in the bigger-engined class with the very rapid David Cleaver shattering the previous record with a best of 71.38 in his Westfield which was also FTD, the second time he's pulled off this feat at Three Sisters. Gary Bunn was the 'best of the rest' with 73.14 in a Westfield Type R-SC with car-sharer Derek Hodder coming in fourth on 74.71. Sixth went to the Westfield of Michael Skidmore (80.88) followed by Craig Spooner (81.44).

The bike-engined Westfield class also saw records tumbling with Tim Nunn winning on 73.41, closely followed by Matt Turner with 73.68 and Andrew Hargreaves third on 76.59. The Sports Libre class was occupied by a shared Peugeot GTI M16. Jonathan Davies was the winner on 83.15 with John Davies setting 91.05.

A welcome returnee in the small racing car class was Geoffrey Cowell coming out of 'retirement' in a Massa-like manner. Sadly, he had to pull out after two timed runs with mechanical issues for his Cowell Hitech having done enough to secure third on 80.96. The class win went to Eve Whitehead with a time of 73.88 in RBS8 with Michael Tomlinson, who put in a very neat 360-degree spin at Paddock Bend in his unusual AFE, second with 78.39.

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Phil Nelson in his historic Hawke DL2B broke his own record to win the Formula Ford class with 77.96. Second went to Geoff Ward in his Swift SC93F (79.14) followed by Three Sisters newcomer Phil Perks with 85.23 in his Royale RP26.

The family Taylor were out in the bigger-engined racing car class with their Hitech DP1300. It was Oliver who emerged ahead in a close battle, setting 71.93 with Chris on 72.55. The final Longton runner in the programme was David Welton alone in his 5-litre Tasmin in a TVR class. His best was 94.07.

## **IT'S A DAM SHAME THE ENTRIES ARE SO SMALL**

More competitors needed! For some reason the short, but interesting, hill climb course at Scammonden Dam again attracted only a small entry for Mid Cheshire's event on July 16. It was certainly value-for-money with seven timed runs on offer.

A review of Longton competitors shows Fraser Halliwell in his Honda coming in fourth with 31.33 in the standard saloons. Russell Thorpe took third with 28.70 in a closely-contested class 1B whilst Michael Tindale (31.46) won 1D in his Mazda.

Rob Holt was alone in the Lotus Elise class, setting 30.17. In 2A, Andy Taylor was the sole entrant recording 26.82, whilst Nigel Fox was victorious in the bigger-engined class with 25.55. Stephen Norton only did the first timed run in the diesel MG, putting in 32.37, whilst car sharer Colin Duncalf staggered to the finish with 114.58, which presumably accounts for their early departure. Bob Bellerby was alone in the bike-engined kit class but obviously kept on trying hard and took FTD with a time of 23.85.

## **BUT BUSY BLYTON CRAMS IN THE COMPETITORS**

The Blyton weekend has always been popular. This year it was mobbed with around 120 entries, including the British Sprint Championship. However, the Westfield Sports Car Club hustled the proceedings along and the Nat B competitors got a reasonable three timed runs on Saturday and two on Sunday when the more twiddly eastern circuit was used.

### **SATURDAY, July 8**

Kicking off with Class 1B, Alex Thornton took third on 82.61, and Daniel Broomfield was fourth with 85.97. Stephen Wilson was alone in the Elise class and recorded a neatly-rounded best of 79.00. The kit car classes were always going to be competitive at a WSCC event and Nigel Fox in his Caterham was forced back to third in the roadgoing class with 69.34.

The modified saloon class was won by Ian Johnson in his VW Polo at 76.19. Back to the kit classes and Stephen Everall was fifth in his category with 71.39. Bob Bellerby somehow managed to end up alone in class and recorded 66.14. Terry Everall was victorious in his class on 64.89 with Andrew Hargreaves third at 66.56.

Garry Bunn was second in class at 64.56, a fair bit ahead of car-sharer Derek Hodder on 66.24. In a competitive small single-seater class, Mark Anson was fourth with 67.74 with Eve Whitehead fifth on 68.40. The Formula Ford class went to Geoff Ward on 70.67.

And finally, the BSC Top 12 runs provided a nail-biting end to the day. 'Our man' John Graham in his Gould was leading the field in qualifying and the first run. Then young Heather Calder hurled her dad's Gould round at an outright record time of 54.00. John's response was impressive – but not quite there, 54.11, well under the previous record, to take second.

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## **SUNDAY, July 9**

For most competitors the Eastern circuit presented a new challenge and there were quite a few offs as drivers got to grips with the difficult and technical twisty opening half of the lap and the 'impossible to get right' Curve Grande.

Alex Thornton improved to second on 87.27 whilst Daniel Broomfield stayed fourth on 89.71. Stephen Wilson remained lonely in the Elise class and recorded 83.92. Nigel Fox was third again with 76.24. The class of the modified saloons up to 2000cc was again Ian Johnson in his Polo with a best of 81.61. Tim Burrill was making a Sunday-only outing and ended up fifth on 93.57.

Stephen Everall stayed fifth with 78.16 whilst Bob Bellerby was again alone in class and put in a best of 70.59. There was a close second in class for Terry Everall on 70.24 with Andrew Hargreaves third with 72.24. Gary Bunn won the 'car-share' battle with Derek Hodder, taking second in class on 70.92 with Derek fourth (72.13). Mark Anson took fourth in the small single-seater (71.04) with Eve Whitehead sixth on 74.64. Geoff Ward triumphed in the Formula Fords with 76.30.

In the BSC Top 12, Heather Calder had to surrender to dad Colin whose best was 59.17, seven-tenths quicker than his daughter. John Graham could only manage fourth with 62.28.

## **AINTREE GALLOPS THROUGH A BIG FIELD**

A gloomy weather forecast and a huge 130-plus entry faced drivers as they headed for Liverpool Motor Club's Aintree sprint on June 24. But the predicted rain held off and slick organisation resulted in competitors enjoying four timed runs.

The small standard saloon class saw Peter Brogden again 'resting' his F3 March for a little Fiat Seicento and setting 73.71, bettering his young protégé Tomos by just under a second. In the bigger capacity class Colin Smith in his Clio 172 Cup was second on 55.24.

Keith Minshull was engaged in a close battle in 1B, emerging second by two-tenths with a best of 55.06. John Earley was third (55.49) with Thomas Bourn close behind (55.57) and James Bourn on 57.69 in their shared Clio.

In the bigger capacity road going sports cars, Robin Grimwood romped to the win with 52.37 in his Porsche Cayman S whilst William Campion put in a best of 57.56 in his TVR S2. In the Lotus Elise class Steve Wilson clocked 58.21.

The smaller road going kit cars were dominated by Martin Walker, winning at 50.61, whilst Nigel Fox was alone in the bigger-engined class, putting in a best of 48.89. Andy Larton took his usual win in the up to 2000cc modprods with a time of 50.27, whilst Ian Johnson was best of the rest on 52.86.

Stephen Norton was sharing his diesel MG ZS with Colin Duncalf, emerging victorious in their private battle with 60.31, two-tenths ahead of Colin. Gary Bunn and Derek Hodder were enjoying their usual battle in their shared Westfield Type R, with Gary topping the times at 44.14 and Derek on 44.40. Chris Griffiths came in fourth on 46.55.

The distinctive Sylva Riot of Chris Boyd won the bike-engine kit class on 45.18 with Bob Bellerby's smaller engine version putting in 46.67. The small racing cars class went to Eve Whitehead in RBS8 with an impressive final run at 44.71, whilst the battle of the Formula Fords went to Geoff Ward on 49.91. Colin Birkbeck's turbo Force PT won the up to 1600cc racing car class with 41.89. FTD, unsurprisingly, went to John Graham who put in a run of 36.89 in the awesome Gould GR55.

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## A SOGGY SAGA AT BARBON

And it rained .... and rained ... and rained. A downpour lasting several hours reduced the always difficult Barbon paddock to a muddy swamp and the June 10 hill climb was called off after one timed run. (The organisers, Liverpool Motor Club, had another blow a few weeks later when their prestigious British Hillclimb Championship event was cancelled the night before, also because of heavy rain.)

This brief review of Longton competitors (survivors?) starts with the up to 2000cc modified saloons where Alex Thornton was second in his Honda Integra (32.90), with Russell Thorpe fourth (33.27), and Mike Thornton sixth (34.21). In the sports car class Martin Rowe emerged first with 33.54 and Michael Tindale third with 38.61 in his Mazda MX5.

Michael Bellerby took third in the small roadgoing kit car class with 34.19 whilst Nigel Fox was victorious in the bigger-engined class (31.78). Andy Larton put aside memories of destroying his previous car at this venue and won his modprod class with a best of 31.22. In the bigger engined class Stephen Norton put in a time of 36.78 to claim first in his diesel MG with car-sharer Colin Duncalf second on 40.97. In the modified kit cars Andrew Hargreaves was second in his Westfield with 35.54. Eve Whitehead also took second in the small racing car class with 35.51

## BUT THINGS GO TO PLAN AT HAREWOOD

Just a handful of Longton drivers took part in the Harewood hill climb on June 4 (apologies if you've been missed in this brief summary). The Honda S2000 duo of Martin Rowe and Roger Fish were contending a Classic Marques round. Martin, who was fourth, came out on top with 67.42 with Roger fifth on 67.90. Russell Thorpe took sixth in the modified saloons with 70.52 in his Renault 5 Turbo. In the small kit class Bob Bellerby took the victory in his Sylva Riot on 58.79. Chris Taylor was fifth with 64.17 in his Hitech DP in the up to 1600cc racing cars.

## LONGTON NORTHERN SPEED CHAMPIONSHIP 2017

Date	Venue	Type	Club
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

Date	Venue	Type	Club
Sept 3	Three Sisters	Sprint	LDMC
Sept 30	Blyton Park	Sprint	LDMC
October 14	Anglesey (National)	Sprint	LDMC
October 15	Anglesey (International)	Sprint	LDMC

