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WHATEVER HAPPENED TO GLOBAL WARMING? (1) **... A WINDY CHILLER AT AINTREE**

A bitterly cold wind provided a chilly Aintree welcome for the second round of the Longton speed championship. Thanks to slick organisation, stoical marshals, and the orderly behaviour of the hordes of Caterham Academy runners, competitors had three timed runs.

In the standard production saloon and sportscar class Roger Fish was impressive in the generally slow condition by setting a new class record of 54.73 seconds. 2011 LDMC Champion Martin Rowe in a similar Honda S2000 was left in third, with a best of 56.63.

The always closely contested under two-litre production saloon class saw seven Longton contenders vying for honours. Russell Thorpe emerged as winner, winding the faithful Doris up to a best of 53.47 seconds. Colin Smith in a more modern Renault claimed second about half a second behind. Third went to Keith Minshull in his Peugeot 306 at 54.33. Ian Johnson took fifth whilst Simon Bingham was seventh in the venerable Capri, with daughter Charlotte just behind.

Robert Holt in his Lotus Elise was alone in the sportscar class (58.82 seconds). Things were busier in the smaller roadgoing kitcar class where Andy Taylor took first in his Caterham at 55.70. Bill Stevenson came in third at 60.41 and Carol Stevenson fourth in their shared Westfield.

The mod prods ran in a combined class. John Moxham's Peugeot, repaired after his 'off' at Three Sisters, took him to third at 53.27 seconds, with Graham Briscoe in seventh. Stephen Morgan was the only entry in the bike-engined kit car class and put in a best of 49.47.

Craig Powers won the small single-seater class, putting in a time of 44.90 despite overheating and exhaust problems. Eve Whitehead was second at 45.34 in RBS7, although she only managing two runs before issues with the oil system that restricted dad Barry to a single run, which still gave him third, on 46.02.

Paul Webb came second in the Formula Ford class with a best of 51.22, followed by Geoff Ward on 51.53. John Graham whipped his pretty Dallara round in 42.53 seconds and was second in class. His fastest speed over the line – 146mph – made him the speediest Longton runner but even that pales when compared to Nick Algar's 173mph over the line in his Gould and FTD at 39.64 seconds.

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WHATEVER HAPPENED TO GLOBAL WARMING? (2) ... COLD AND WET AT OLIVER'S MOUNT

Very cold, very windy and extremely wet just about summarises the Oliver's Mount meeting on April 29. However competitors, officials and marshals braved it out and got in two timed runs until mid afternoon when the heavens really opened and the meeting was called off.

Colin Smith was alone in class and posted a best time of 59.74 in his Clio 172. In the smaller-engined kit car Class, Michael Bellerby was the only runner to complete a timed run, at 64.75. Bill and Carol Stevenson in their shared Westfield called it a day after practising, as did Bryan Walker, who appears to be in the wrong class in the results list.

The under 1100cc single seaters saw Barry and Eve Whitehead and Craig Powers trek across the Pennines despite having to put in garage time on Saturday evening after problems at Aintree. Craig won the class with what looks like a brave run at 50.91. Eve came in second at 53.67 and Barry was close behind on 54.06. Graham Smith took fourth with a best of 54.80 followed by Simon Bailey, 56.08.

In the classic car class Martyn Jagger and Dennis Liversidge in their shared Lotus Elan posted 68.44 and 71.64, respectively.

Competitors always owe a debt of gratitude to the marshals. After an April weekend of bitterly cold and wet conditions one can only describe their efforts and dedication as little short of heroic. Many, many thanks to you all.

LDMC RUNNERS DOMINATE THE SMALL SINGLE-SEATERS AT HAREWOOD

Around 20 LDMC competitors took part in the first of club's three championship rounds at Harewood. The May 12 event attracted the venue's usual large entry with three timed runs for all.

With no standard production classes at Harewood the Honda S2000 duo of Roger Fish and Martin Rowe were up against 'road modified' opposition. In their private battle Roger emerged on top at 69.47 with Martin on 71.43. Alan Sawyer in his Subaru Impreza was third in the over 2000cc road modified class, at 72.67.

Michael Bellerby took second with a best of 62.72 in the smaller-engined kit cars. Andy Taylor was fourth at 67.08 with Bill Stevenson on 76.59 and Carol on 86.22 in their Westfield. Vic Lord came fifth in the 'Lotus Elise class' on 66.93.

Robert Bailey was the winner in the hard-fought under 1700cc modified specialist car class with a best time of 59.59. Andrew Steel took fourth at 62.09 and Andrew Hargreaves was ninth at 64.57. In the larger specialist class, Kurt Ramsden was fourth on 59.64.

LDMC competitors made up half the 18 runners in the small single-seaters. Graham Smith took a clear win at 55.89 in his OMS 2000M, whilst Richard Vaughan came in third at 57.68 followed by Simon Bailey with a best of 58.45. Craig Powers was seventh, at 59.62, closely followed by Eve Whitehead (60.28), Paul Masters (60.78) and Barry Whitehead (62.31). Robert Hewson was thirteenth (64.29), just beating Chris Taylor (64.46).

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A TRIBUTE TO ALAN NEWTON

As some of you will be aware, well-known local driver and engineer Alan Newton died recently. His friend of many years, Barry Whitehead, has kindly provided the following memories of, and tribute to, Alan:

Alan was a long-standing member of the LDMC and competed in events from the early 70s. I remember him driving his Huron and getting FTD regularly at all sorts of venues, including many we no longer use such as Longridge, Oulton Park, and Woodvale.

In the early years he competed in his Huron in the 1600 class - quite a bit faster than us 1100s! He became heavily involved in Harewood and was a regular competitor there. In the mid 80s he moved to a March, then a Lola and then a Pilbeam. Over the years he used Ford engines, Abarths, and then Cosworths, all of which were subject to his skill, knowledge, and wisdom.

At about the time he started competing he set up his engineering works (Elan Precision) in Clitheroe. He was always a good friend, and now he was also useful as well !! Later on he became heavily involved in building Abarth six and four cylinder engines.

He was an engineer and a driver, both to high standards; he was a husband, and Anne regularly accompanied him to meetings; he was a father, and David and Peter have competed for quite some years; he was a good friend to many of us, and will be sorely missed.

BLYTON PARK REGS AND ENTRIES

The regulations and entry forms for the Blyton Park weekend event on July 21 and 22, run by the Westfield Sports Car Club, are now available. We hope to email a copy of these to all LDMC members shortly. However, they can also be downloaded from the WSCC website, www.wsccl.co.uk Click the link to Speed Series on the left of the home page and then follow the link to the 'regs and fixtures' page.

This is likely to be a popular event so competitors are urged to get their entries in as soon as possible.

BACK TO NORMAL FOR THE LDMC DINNER DATE

It's been all change on the LDMC dinner and presentation date since the last Bulletin. The latest news is that we are back to our usual weekend, so cross out January 26 in your diaries and instead note that the **Annual Dinner and Presentation of Trophies will take place at Barton Grange on January 19, 2013.**



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