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A CHAMPION'S STORY OF SUCCESS (AND A BLOWN UP ENGINE)

By PAUL MASTERS, 2012 Longton's Northern Speed Championship winner

I can honestly say, the very last thing I thought I would be receiving this year was an e-mail from Geoff Ward asking for a piece about myself, the car and my competition year for the Longton Bulletin because I had won the 2012 Championship.....!

As I'm sure is a familiar scene in most competitor households, the pre-season planning is a major exercise in deciphering which events to do to fit in as many as possible to satisfy championship requirements while avoiding family holidays, work commitments and of course the wrath of the bank manager! Having competed in most Northern based 'speed' championships for more years than I care to remember there was a major championship that I hadn't had a go at - Longton's, so part of that preseason planning for 2012 in the Masters' household was based around doing enough events to have a crack at it, and I'm so glad I did!

For those of you who don't know me, I live in Stockport, I'm married to my long suffering wife Chris, have 2 lovely daughters Chloe (15) and Charlotte (11) and spend most weekends either trying to get my Jedi single seater from point A to point B as quickly as possible or tinkering with it in the garage (another familiar scene I suspect..) For my sins I'm also the Competition Secretary for Lancs & Cheshire Car Club so I do understand all the effort that has gone into running such a fantastic championship as Longton's. The boring bit in between is spent being a director of the Manchester based clothing firm Bench, oh and waiting for the next event of course.

I've been competing in hillclimbs and sprints from the age of 17, my first event being a sprint at Oulton Park in 1986 driving my dad Ray's Ginetta G4. It's all his fault; a childhood of getting up in the early hours to go racing and exposure to such fantastic experiences as watching drifting ERAs and 250Fs at Lodge Corner, screaming supercharged MG specials (his!) and the smell of Castrol R....I was hooked, and barring a relatively short break in the mid 90s, I've competed ever since. One of the best elements of that whole period has been the fact that my dad and I have shared every minute, and every car too; that gorgeous Ginetta G4, a Mk2 Escort, a modified MG Midget and latterly the 1000cc Jedi, the current resident in my garage.

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Having decided to change the MG in 2006 for something else, it was an absolute requirement that, just as with the MG, I could use the car on the road as well as on track.....so I bought the Jedi.....well you know how it is when you see a toy and just have to have it! Some of you may remember it as the ex Martin Vesty car, the one he unfortunately wrote off at 3 Sisters in the early 2000s. It now has a Yamaha R1 engine producing about 150 – 160bhp and weighs about 300kgs and it means I can play in what I think is one of the most competitive and exciting classes in speed events; the up to 1100cc Racing Cars. With quite often huge numbers of cars, including regular class mates such as Craig Powers and Barry and Eve Whitehead, I always look forward to the banter, chat and friendships in the paddock as much as the often extremely fierce competition.

2012 has been a fantastic year on track, with a few low points, but those being far out-weighted by the highlights and as stated above, the competition has been close to say the least. The Longton Three Sisters rounds are always very close events in the class, and this year has been no exception, certainly one of the highlights was picking up FTD at the April event after the traditional day long battle with Mr Powers. The July meeting saw Craig turn the tables and at the September meeting a broken drive shaft on Craig's OMS left the door open for me to take the class.



*LEFT: Paul, looking fast and neat in the wet
ABOVE: Ooops, not so neat*

I was determined this year to do a few more hillclimbs having hardly done any last year. One of my other objectives for the last few years has been to do at least one new venue each season, Barbon covered both bases. It was great to compete at the historic venue, however, relentless heavy rain all day put a bit of a dampener on it, although it didn't faze the super smooth Eve Whitehead– always quick in the wet we all trailed in her wake that day (literally!)

Carrying on in the hillclimb vein I was really looking forward to the early Harewood meeting, having only competed there once before, again on a very wet day. The forecast was fine, it's a fabulous hill and I was hoping for a good result. However, a broken drive flange on the first run, having also broken a drive shaft two weeks earlier at Anglesey, proved to be one of the low points of the year.

Blyton was also a new venue for most of us, a very, very quick circuit, billiard table smooth with a mixture of high speed sweeping corners, fast straights and tight chicanes. The Jedi felt amazing. With the same gearing in as Anglesey and Aintree and a brand new set of slicks I managed to set a decent time on the first run. On the second run however, towards the end of the lap the engine lost power and I dipped the clutch and rolled to a halt. This really was the low point in the season; oil starvation had caused the engine to seize and other than a few bits, the engine turned out to be a scrapper.

Continued

With spare engine installed, the Loton Park weekend in August was something of a turnaround; Saturday went well with a personal best and first in class, Sunday was even better with the little Jedi just pipping the big Pilbeams to take its first hillclimb FTD – the highpoint of the season without a doubt.

The final event of the year was the Longton Anglesey weekend, I can honestly say I had no idea I was in with a chance of the overall championship until Roger Fish (who was leading at that stage) told me on the Saturday morning. With Craig unable to attend due to work commitments and Anglesey being a venue I know like the back of my hand I knew I had a good chance of scoring well. Roger happened to have a disappointing weekend by his standards and Doris, Russell Thorpe's Renault 5 Turbo, had mechanical problems, but the Jedi behaved itself and I managed to get two 'maximums' which did indeed clinch the title – I do have to say I feel very fortunate that all these circumstances came together and played out in my favour.

So that was the story of the 2012 season for the little blue Jedi and I, a huge thanks to Chris and the girls for scrubbing tyres, pushing the car around, putting up with lows and sharing in the highs and of course my dad Ray for all his help as ever (and mum Barbara for the butties!). Thanks also to Great Bear Distribution for contributing to the running costs of the car over the last few years.

Plans for next year are a little different; Craig Lawton (ex Pug 205 competitor) and I have bought a Clio and the plan is to compete in the CSCC Tin Tops racing series.....however, there is no way I'll be able to leave the Jedi untouched in the garage so there will be some sprinting and hillclimbing activity too I'm sure.

The Longton series has been absolutely superb this year; the organisation of the club, the championship and the events has yet again been first class. I'd like to extend a massive thank you and congratulations to all the organisers and helpers at the club for all their hard work and commitment and to all the marshals and individuals who have helped out on the day at the events – without them, we competitors couldn't enjoy our amazing sport.

AND A SEASON TO REMEMBER FOR OUR SPRINT SERIES WINNER

By TIM NUNN, 2012 Longton Sprint Series winner

Bulletin: *What was your reaction to winning the Longton Sprint Series? You were also doing the Westfield championship – how did you do in this?*

TN: I'm absolutely over the moon and especially surprised to win the Longton Sprint Series. This was my first season to sign up to another championship outside of the WSCC after 12 years of competing in various classes from novice road going to expert modified. With my first event being April 2000 at Three Sisters, I have always thoroughly enjoyed the LDMC events and latterly the October Ty Croes, where I have usually achieved a good level of success.

I was drawn to the five event concept and not knowing how I would go in the WSCC championship, I decided that it was time to venture outside of the WSCC believing that I had an outside chance of doing reasonably well, albeit I really had no idea of who my competition would be or what the outcome would be! That said, I certainly did not expect to finish the season first in the Longton Sprint Championship and winning Class G and achieving third overall in WSCC. Certainly, my most successful season ever!

Continued

Bulletin: *Some details about yourself?*

TN: I live in Wrexham with my wife Karen and our three children, Emily, Jess and Ben. Aged 46, I work for the Welsh Government as the North Wales Regional Adviser on Substance Misuse.

In terms of my competition history, I have competed in the WSCC since 2000 when I entered two events. After that I was hooked and have competed in the same car ever since, whilst it has gone through numerous upgrades from a basic crossflow-engined road going Westfield to a slick shod bike engine car. I got best novice trophy in my first full season in 2001 and thereafter a variety of podium finishes within class. The latest years have produced: 2009 - Class C win, third overall in WSCC Championship; 2010 - Class E win; 2011 - Class G, second.

Head down: Tim going for it in his bike engined Westfield that started life as boxes of bits nearly 25 years ago



Bulletin: *Some details about your car?*

TN: I picked up chassis no 4 from the factory on 14/2/1988. I built the car from the chassis up - it's been around a long time! Quarter of a century next year. It just simply gets quicker! I completed all the building, fabrication and ongoing development myself.

Bulletin: *What were the highlights of your competition year?*

TN: Given that I completed 15 events throughout the year, the fact that I had 13 class wins and set 11 new records was beyond anything I had imagined possible. On top of this, learning how good new slicks perform was extraordinary.

Bulletin: *What were the lowlights of your year?*

TN: Having to buy new tyres! Never thought I would see the day, given that I'm so tight and pride myself on trying to compete on a small budget. Having too many commitments elsewhere and not being able to do the Three Sisters two-lapper in September!

Bulletin: *Any other thoughts/reflections about your year?*

TN: My year has without doubt been the best ever, exceeding any of my pre-season expectations. Winning the Longton sprint championship has really been the "icing on the cake" LDMC events have always been great value with a real commitment to provide competitors with the best value for money. This year was no different.

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Bulletin: What are your plans for next year?

TN: I anticipate a quieter season in 2013, taking time to further develop the car given that there is still room for further improvement. I have no doubt that the Longton Championship will figure significantly in my plans.

Bulletin: Anyone you'd like to thank for supporting you in your success?

TN: I would like to thank my long suffering wife, Karen, for all her support, tolerating my endless babbling about strategy (not that I took it seriously!) whilst attempting to remain interested, my parents for cheering along at events and all those fellow competitors who made me smile throughout the season! *Ps:* Mum, the advice to slow down and drive carefully tends not to cut it at speed events!

LONGTON & DISTRICT MOTOR CLUB AWARDS WINNERS

Longton's Northern Speed Championship 2012

1 st NEH Trophy	Paul Masters
2 nd Longton Second Overall Trophy	Roger Fish
3 rd Dutton Forshaw's Directors' Trophy	Michael Bellerby
4 th Dutton Forshaw's North West Trophy	Russell Thorpe
5 th Russell Spence Trophy	John Graham
6 th	Martin Rowe
7 th	Brian Walker
8 th	Alan Sawyer
9 th	Andrew Steel
10 th	Craig Powers
Bagetelle Shield (<i>Highest placed saloon car</i>)	Russell Thorpe
Amalco Shield (<i>Highest placed sports car</i>)	Roger Fish
Albert Atkinson Memorial Trophy (<i>Highest placed kit car</i>)	Michael Bellerby
Longton Shield (<i>Highest placed roadgoing car</i>)	Martin Rowe
New City Motor Factors Shield (<i>Highest placed racing car</i>)	Paul Masters
Bill Turner Trophy (<i>Highest scores on hills</i>)	Eve Whitehead
Dave Render Trophy (<i>Highest scores in sprints</i>)	Brian Walker
Champion of Three Sisters	Roger Fish
D & J Russell Trophy (<i>Highest placed novice/newcomer</i>)	Vic Lord
Brian Redman Trophy (<i>Highest placed woman driver</i>)	Eve Whitehead
Consistency Award	<i>To be confirmed</i>
Autotune Trophy	<i>Announced at Awards Dinner</i>
R'obe Pist'n Broke Trophy	<i>Announced at Awards Dinner</i>

Longton's Sprint Series 2012

1 st Allan Staniforth Memorial Trophy	Tim Nunn
2 nd George Hardman Memorial Trophy	Jim Walsh
3 rd Jack Neal Memorial Trophy	David Welton

Continued

THE LONGTON CHAMPIONSHIPS, 2013

By CRAIG POWERS, LDMC Competition Secretary

As you may be aware, we have already compiled the **Longton's Northern Speed Championship** calendar for 2013. The championship will largely be composed of the same events as last year i.e. anniversary dates, with a few minor exceptions:-

May : This year the Oliver's Mount Festival of Speed avoids the clash with the Spring Aintree Sprint so we are invited to both days (4th /5th May) at the Scarborough hillclimb.

July : We will also be returning to Westfield SCC's very popular Blyton Park sprint near Gainsborough. However this will be one week earlier on 13 / 14 July.

September : We have been advised by Auto 66 that there are no current plans for sprints at Elvington. This is a great shame but was partially expected, so we are back to the original 22 rounds.

September : The layout for the Three Sisters event has changed as we have decided not to run the two-lap format. This has attracted a relatively low entry compared to the other layouts and there are number of technical difficulties in running a two-lapper over this layout.

The modified calendar therefore becomes....

LONGTON'S NORTHERN SPEED CHAMPIONSHIP 2013

10 events from 22 to count

<u>Date</u>			<u>Club</u>		<u>Venue</u>
14	April	Sunday	Longton & DMC	S	Three Sisters (Course 1)
27	April	Saturday	Liverpool MC	S	Aintree
04	May	Saturday	Auto 66	H	Oliver's Mount
05	May	Sunday	Auto 66	H	Oliver's Mount
11	May	Saturday	BARC (Yorks)	H	Harewood
02	June	Sunday	BARC (Yorks)	H	Harewood
15	June	Saturday	Westmorland MC	H	Barbon
29	June	Saturday	Liverpool MC	S	Aintree
30	June	Sunday	Longton & DMC	S	Three Sisters (Course 2)
13	July	Saturday	Westfield SCC	S	Blyton Park
14	July	Sunday	Westfield SCC	S	Blyton Park
04	August	Sunday	Chester MC / Lancs ACS	S	Three Sisters
10	August	Saturday	Hagley & DLCC	H	Loton Park
11	August	Sunday	Hagley & DLCC	H	Loton Park
18	August	Sunday	Auto 66	H	Oliver's Mount
25	August	Sunday	BARC (Yorks)	H	Harewood
07	September	Saturday	Liverpool MC	S	Aintree
08	September	Sunday	Longton & DMC	S	Three Sisters (Course 1)
14	September	Saturday	Nottingham SCC	S	Thoresby Park
15	September	Sunday	Nottingham SCC	S	Thoresby Park
05	October	Saturday	Longton & DMC	S	Anglesey (National)
06	October	Sunday	Longton & DMC	S	Anglesey (International)

Continued

LONGTON SPRINT SERIES 2013

4 events from 5 to count

Separate Trophies & Awards

14	April	Sunday	S	Three Sisters (Course 1)
30	June	Sunday	S	Three Sisters (Course 2)
08	September	Sunday	S	Three Sisters (Course 1)
05	October	Saturday	S	Anglesey (National)
06	October	Sunday	S	Anglesey (International)

FULL REGULATIONS WILL BE PUBLISHED ON THE CLUB'S WEBSITE: www.longton-dmc.co.uk on receipt of MSA Championship Permit No. tbc. To register your interest email Eric Leadbetter (Championship Co-ordinator) on ericleadbetter@yahoo.co.uk

As usual, Longton members are invited to many non-championship events throughout the 2013 season. I will be compiling a rolling-list of these events and will obtain Regs from the associated clubs. So keep an eye on future bulletins if you fancy a visit to a new venue.

SHARE YOUR EVENT VIDEOS ON OUR WEBSITE

The club is appealing for anyone with videos from recent Longton events to send them to us so that they can be considered for inclusion on the website. If you can help please contact, or send videos to, John Coole, Holly House Barn, Bradkirk Lane, Bamber Bridge, Preston, Lancashire, PR5 6ZQ.

Tel: 01772 323591. Mob: 07967 021320. Email: j.coole@btinternet.com

BOOK NOW FOR THE ANNUAL AWARDS DINNER!

Coming soon ... everyone's favourite social event! Longton's Annual Dinner and Awards Presentation evening is only a couple of months away, on Saturday January 19. If you haven't booked your tickets yet we'd be grateful if you did so soon. A booking form is on the next page.....

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An invitation from Longton & District Motor Club
to join us for the our

**Annual Dinner & Presentation of Awards for the 2012 season,
in which we celebrated the Club's 50th Anniversary**

Saturday, 19th January 2013

Barton Suite, Barton Grange Hotel, Barton, Preston PR3 5AA
6.30 p.m. for 7.30 p.m. Bar until 1.00 a.m.

Tickets: £30 each

Dress Code: Lounge suits & Posh Frocks!

(Accommodation is available at a special rate – quote Longton & DMC when booking)

Book with the hotel: Tel.01772 862551, or email: stay@bartongrangehotel.com

Booking Form

Name _____ (please print in block letters)

Tel No _____ Email address _____
(for acknowledgement, tickets are not issued)

Contact address _____

No. of tickets required _____ No. of dietary meals _____ Type _____

Payment enclosed @ £30 pp £ _____ (Cheques payable to LDMC Ltd.)

If possible, please seat our party with
(We cannot guarantee everyone can be seated with friends, but we will try our best!)

Please return your completed form and cheque to: Margaret Malcolm, 15 Kilworth Height, Fulwood, Preston PR2 3NU



END

