



**SPECIAL REMINDER!!!!**

**MAKE A DATE TO JOIN IN THE FUN**

**AT LONGTON'S DINNER AND AWARDS EVENING**

**ON JANUARY 20 - SEE PAGE 3**

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## **LOOKING BACKWARDS, LOOKING FORWARDS ....**

As the winter 'off-season' begins there's plenty to look forwards to, and look back on, in this November Bulletin. The following pages include the championships results, a preview of 2018 events, the group practice debate and a report on the final Longton event at Three Sisters as well as reports on Aintree, the final Harewood events and Scammonden.

Reports and pictures of the last two LDMC events at Blyton and Anglesey will be in the next Bulletin .... coming soon!

## **IT'S HIM AGAIN! ANDY LARTON TAKES HIS THIRD LONGTON CHAMPIONSHIP**

He does the minimum ... and gets the maximum results. Andy Larton's philosophy of doing the least number of qualifying rounds nearly came unstuck at Anglesey in October, but he did enough in a single run on a troubled Sunday to add the 2017 Northern Speed Championship to his 2016 and 2013 victories.

Well done Andy! The easy-going Morecambe engine builder is a cheerful and helpful presence in the paddock, usually accompanied by his children and family members. But he is a deadly serious competitor in his little Peugeot as the results show. We shouldn't be surprised that he can assemble a good engine, but that goes with exquisite overall car preparation and an unsettling ability to put in consistently fast times at a variety of venues.

Second was another familiar competitor, Nigel Fox, who, unlike Andy, obviously takes pleasure in jumping in his motor home to trailer his Caterham off to as many events as he can manage.

Unusually, there was a tie for third place. This was shared between Longton's Competition Secretary Stephen Norton, who competed in two 'budget' MG saloons, and Steve Wilson in his Lotus Elise S, who did only the minimum number of rounds. Fifth was Bob Bellerby in his bike engine Sylva Riot. In sixth was Eve Whitehead whose performances were both a tribute to her driving skills and a poignant memorial to the car design and building abilities of her dad Barry who sadly died earlier this year. Alas, this season appears to be the last time we will see an RBS in the single-seater class.

Russell Thorpe took his faithful Renault 5 Turbo to seventh whilst Colin Duncalf in his Peugeot 206Gti was eighth, John Wadsworth (Mazda MX5) ninth and Jonathan Davies (Peugeot 205gti Mi16) tenth.

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## KEITH MINSHULL WINS THE SPEED SERIES

The 2017 Speed Series attracted a large and competitive entry. So, even more credit to victor Keith Minshull who left it until the final Anglesey rounds to gather up enough scores to take the win in his Peugeot 306 Rallye.

Debbie Cooper struck a blow for womanhood (and youth, given the age of most competitors!) by coming second in her tiny Toyota Vitz. Third went to seasoned Westfield campaigner John Loudon.

### Winners of the specialist awards are:

Bagatelle Shield – Andy Larton.

Albert Atkinson Memorial – Nigel Fox.

New City Motor Factors Shield – Eve Whitehead.

Dave Render Trophy – Stephen Norton.

D & J Russell Trophy – Ian Johnson.

Amalco Shield – Steve Wilson.

Longton Shield – Russell Thorpe.

Bill Turner Trophy – Bob Bellerby.

Champion of Thee Sisters – Steve Wilson.

The East-West Challenge Trophy – Nigel Fox.

## THREE SISTERS IS FIRMLY BACK ON THE CALENDAR

Good news for the 2018 season is that events at Three Sisters are firmly back on the calendar. Not only has the uncertainty over the future of the Ashton-in-Makerfield venue ended but it has also announced that the circuit is soon to be completely resurfaced and other improvements carried out.

As things stand Longton has decided to take up three dates to run events next year. Despite losing money in recent years at our rounds there the club believes it is important to preserve and continue sprinting at this central venue for North-West motorsport.

Hopefully, this LDMC commitment will be matched by improved entries, especially with some better tarmac to play on. OK, it's a bit diddy compared to Anglesey or Blyton. But it has a challenging set of low and medium speed corners, interesting gradients and relatively generous paddock space. And it is nearby for a lot of us!

This means that Longton now plans to run a record-breaking 11 events next year. That's a major investment in terms of financial management, organisational effort and volunteer time, probably unmatched by any other club running speed events in the UK. Please support us!

Longton events for 2018 are:-

**April 7/8: Anglesey**

**May 19/20: Blyton Park**

**June 17: Three Sisters**

**August 11/12: Blyton Park**

**September 2: Three Sisters**

**October 6/7: Anglesey**

The date for a third Three Sisters event will be confirmed in the next bulletin.

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## **THE GROUP PRACTICE DEBATE ENDS WITH A MAJORITY AGAINST**

As members will know, after waiting for some time for the go-ahead from the MSA, Longton proposed, perhaps a bit late in the day, running group practice sessions at the final Anglesey event. Feedback from competitors led to this being abandoned and the October meeting ran well with the traditional format.

More consultations were conducted with competitors at Anglesey and LDMC is very grateful for the considered and constructive responses. The idea was a genuine attempt to use opportunities offered by the MSA track licence at Anglesey to address criticism that speed events provide little time on track.

However, the consultation exercise saw considerable opposition to the idea. In a ballot 76% voted against group practice, 22% for and 2% undecided. The 76% who voted against the idea represented 46% of all the entries at Anglesey.

So, next year Longton will continue to run all events to the traditional practice format. As ever, the aim will be to ensure that efficient organisation and driver co-operation will lead to the maximum number of runs offered to competitors to continue the LDMC 'value for money' philosophy.

## **BRITISH SPRINT CONTENDERS PRAISE LDMC**

Longton has been honoured by the SBD British Sprint Championship for running their best event of the year at Anglesey in October.

The chairman of the British Motor Sprint Association, Peter Howgate, and the championship compiler, Paul Parker, told our chairman, Graham Malcolm, that the club is to be awarded the Les Edmunds Trophy.

The award will be presented at the BMSA Annual Awards Night at Lea Marston Hotel, Warwickshire, on November 18. Graham said: 'This award is in recognition of the efforts of everyone – marshals, officials, secretarial personnel and the circuit input. It is also a testament to the help and co-operation of all the competitors. Well done everyone.'

## **BOOK NOW FOR LONGTON'S AWARDS DINNER**

Longton's Annual Dinner and Presentation of trophies will take place at the **Barton Grange Hotel, Barton, Preston on Saturday, January 20, 2018**. Full details and on-line booking facilities are on the club's website at [www.longton-dmc.co.uk](http://www.longton-dmc.co.uk).

The majority of members seem happy to book on-line. But if that is not convenient then cheques, for £30 per person, can be sent in the usual way, made out to LDMC and addressed to: Mrs Margaret Malcolm, 15 Kilworth Height, Fulwood, Preston, PR2 3NU.

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## A SLIPPERY SUNDAY AT THREE SISTERS CHALLENGES COMPETITORS



*FTD went to Robert Bailey who shrugged off the wet conditions in his Empire Evo 2*

### ***Report and pictures by DENISE MOORE***

A damp, overcast day with the possibility of more rain later did not seem to dampen the spirits of drivers at the last Three Sisters meeting of the season on September 3. With 59 competitors in 49 cars there was also plenty of scope for a lot of timed runs – weather permitting!

The wet surface and slight drizzle caught out a few drivers in the first practice run. Darren Coleman in the blue Sylva Striker stuttered to a halt before the Valley but managed to get started again. Oliver Taylor in the HiTech DP1300 lost it at the same bend and did a 180 degree spin on the hill bringing out the red flag and requiring the help of a marshal to get turned round and facing the right way again.

Russell Thorpe in 'Doris', his Renault 5 GT Turbo, did a smoking brake test just before the Valley bend. There were quite a few squirrely moments for some of the competitors inadvertently sliding across the Paddock hairpin as the surface got wetter.

Second practice also had its fair share of giddy moments, Keith Rose in his Mazda MX5 ended up facing downhill instead of uphill after taking the Valley bend a little awkwardly and Eve Whitehead in RBS8 also spun on the apex of the bend and required a helping hand to turn around again.

The first timed run started at 11.25 and it wasn't long before Stuart Mather in his Mazda had a little spin just to even things up between himself and Keith Rose. The double entry of Darren Coleman and Gareth Coleman were still having problems with their Sylva Striker – Darren had a DNF as they were trying to fix what appeared to be an ongoing problem and Gareth was unable to start. This state of affairs carried over into the next timed run as well. Then it was Chris Taylor's turn for a slight oops in the HiTech DP1300, this time in Lunar.

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By the end of the second timed run almost everyone had more-or-less settled down and cars were (mostly) getting quicker. Lunch was at 12.45pm.

The competition restarted at 1.50pm and unfortunately the weather had not improved – if anything it was raining even more heavily. Robert Holt in his Lotus Elise had a bit of a moment and had to be towed back to the paddock by the rescue vehicle.

Dom Wilson in his Renault Clio Sport managed a quick but noisy drive in T4 after his exhaust bracket snapped part of the way round but he drove on – clanging all the way! The car was retired hurt afterwards. Antony Smith in his Caterham 7 demolished the hay bales after he missed the corner leading up the hill and had a DNF.



*Robert Jacobs gets his Caterham sideways*

The last two timed runs were relatively straightforward, although the showers had stopped some people were already starting to drift away. There were a couple of ding-dong battles in the classes that went almost to the wire however. A very close competition in Class 2B between Les Golding in his Caterham Supersprint and Nigel Fox in the Caterham 7 had the lead pass backwards and forwards between them a couple of times before Les clinched it by on 0.08 sec.

In class 3A, the double drive of Daryl Bentley and Debbie Cooper in their Toyota Vitz also had their own personal battle. Debbie had been leading all the way up until the final timed run when Daryl put in his best time of the day of 62.18, beating Debbie's best of 62.47.

## **RESULTS**

SC: John Wadsworth, 59.84; 1A: David Taylor, 60.80; 1B: Keith Minshull, 54.77; 1D: Keith Rose, 61.15; 1E: William Champion, 58.44; 1G: Steve Wilson, 57.44; 2B: Les Golding, 54.54; 3A: Daryl Bentley, 62.18; 3B: Andrew Larton, 52.06; 3C: Colin Duncalf, 63.91; 3G: Darren Coleman, 54.21; 3H: Bob Bellerby, 51.19; 4A: Jonathan Davies, 55.43; 5A: Robert Bailey, 48.64; 5B: Geoff Ward, 57.96; 5C: Oliver Taylor, 49.63; L1: Richard Abraham, 55.60; L2: Robert Jacobs, 58.24; L3: Richard Price, 55.53; L6: Shaun Elwell, 52.54; L7: Simon Harrison-Moore, 54.43.

**FTD/Best LDMC:** Robert Bailey, 48.64. **Best Novice:** Carl Austin, 53.45.

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*The TVR S2 of William Campion*



*Steve Wilson in his Lotus Elise S2*



*Keith Rose trying hard in his Mazda MX5*



*The classic Cooper S of David Taylor*



*Daryl Bentley in the shared Toyota Vitz*



*The Caterham 7 of Richard Abraham*



*Oliver Taylor in the Hitech DP*



*Speed series victor Keith Minshall's Peugeot*

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## **IT'S ALL GO AT AN OILY AINTREE**

An unusually modest entry for the Aintree sprint on September 2 baffled the organisers but delighted the drivers with six timed runs plus a 'non-counting' run for those with sufficient fuel and energy.

With little wind on the finish straight, and dry, and even sunny conditions on occasions, things were look good for fast times. But a long oil slick around the circuit from Mike Ashcroft's MG in practice put paid to those hopes (and sadly destroyed Mike's engine).

There was a competitive field in class SB and Colin Smith emerged second with a best of 55.35 in his Renault Clio 172 Cup. Class 1B was also well supported and victory went to Russell Thorpe in his Renault 5 turbo at 52.72 (presumably some consolation for his woes the following day). Keith Minshull came in second (54.49) in the Peugeot 306 Rallye followed by John Earley (55.19) and James Bourn (57.12).

Road-going sports cars over 2000cc also attracted a good entry with Robin Grimshaw winning in his Porsche Cayman S at 50.80. The other LDMC runner in the class, William Campion put in 47.46 in his TVR S2. Steve Wilson came in second (55.42) in the Elise class with Philip Wood third (56.00).

Martin Walker 'only' put in three runs in class 2A but his best of 50.90 was enough for an emphatic win. Nigel Fox was alone in 2B and recorded 48.48. In a tight battle at the top of the mod prods up to 200cc class Andy Larton could only manage third with 49.97 with Ian Johnson fourth (51.30) followed by John Moxham in his newly-liveried Peugeot 205 (52.62).

Car sharers Stephen Norton and Colin Duncalf, now in a V6 MGZS, were closely matched with Stephen winning out on 57.19 from Colin, 57.32. David Welton in his mighty TVR was alone in class 3E and put in 53.95. Chris Boyd's distinctive Sylva Riot won 3H with 45.79 from Harry Moody's Westfield (48.89).

Eve Whitehead showed that her late father's RBS8 still has speed with a win in the small racing car class (44.89). Geoff Ward in his Swift SC93F took the Formula Ford class (50.19) with Phil Perks narrowly pipped into third in his Royale RP26 on 51.26. And finally, John Graham took his traditional FTD in his Gould GR55B with 36.62.

## **THE FINAL FLING AT HAREWOOD FOR 2017**

Harewood hill climb hosted three rounds of the Longton Championship just three weeks apart. First was the one-day August 27 summer meeting that included motor bikes.

Roger Fish was the best of the familiar Honda S2000 duo with 66.95 whilst Martin Rowe was close behind on 67.22. Russell Thorpe in his Renault 5GT turbo took seventh in his class with a best of 68.66. Martin Walker's Westfield claimed third in the small roadgoing kit class with 67.05.

Bob Bellerby triumphed in the modified kits, setting 58.52 in his Sylva Riot. Johnathan Davies was fourth in Sports Libre (68.89) in his Peugeot 205GTi, with car-sharer John on 76.19. In the small single seaters Eve Whitehead came in third in RBS8 with 61.21.

Next was the weekend meeting on September 16 and 17 which was as busy as ever with around 140 entries on both days, with competitors anxious to have a final fling in 2017 on the popular Yorkshire hill. In a busy Westfield class on Saturday the ever rapid David Cleaver took victory with 57.20 despite only doing one run. Terry Everall was next best with 60.43, whilst Stephen Everall was tenth (64.98). Things were much the same on Sunday, with David Cleaver again winning with just one run (58.21) with Terry Everall second (61.51) and Stephen ninth (64.78).

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John Wadsworth was in a busy sports and saloon class in his Mazda MX5 and took 16<sup>th</sup> on Saturday with 76.53. The next day he was in 17<sup>th</sup> on 77.96. Bob Bellerby in his Sylva Striker won the modified kit class on Saturday on 58.66 whilst Chris Boyd in the Sylva 'Bingley' was third (60.39). On Sunday Bob slipped to second (59.58) with Chris still third (60.79). Nigel Fox took second with 65.41 in the bigger kit class on Saturday and third the next day with 66.73.

## **FIVE GO TO SCAMMONDEN ...**

There was another small entry for the Scammonden hill climb on August 12, although a decent Longton contingent of five competitors turned out to support the organisers, Pendle and District Motor Club.

John Wadsworth ended up third in what turned out to be a Mazda MX5 exclusive class SC, putting in a best of 31.39. Also coming in third was Roger Mitchell in his BMW who posted 33.91 in class 1B. The ever-enthusiastic Rob Holt was alone in class in his Lotus Elise, with a best of 30.01.

In 2B Nigel Fox took an emphatic win in his Caterham with 25.81. Paul Eastwood in his Alfa Romeo was another solo class runner, recording a best of 31.45.

