



**ALSO IN THIS ISSUE ...**

Anglesey report  
Blyton report

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### **BOOK NOW FOR AWARDS DINNER**

*Longton's Annual Dinner and awards evening will take place at the **Barton Grange Hotel, Barton, Preston on Saturday, January 20, 2018.** On-line booking facilities are on the club's website at [www.longton-dmc.co.uk](http://www.longton-dmc.co.uk). Alternatively, cheques, for £30 per person and made out to LDMC, can be sent to: Mrs Margaret Malcolm, 15 Kilworth Height, Fulwood, Preston, PR2 3NU.*

*Longton and District Motor Club wishes all our members, competitors, friends and volunteers a*

***HAPPY CHRISTMAS  
AND A  
MERRY NEW YEAR***

## **WE ARE THE BEST! BRITISH SPRINT CHAMPIONSHIP AND WSCC APPLAUD LONGTON EVENTS**

Longton and District Motor Club has been honoured by the SBD British Sprint Championship for running the best event of their series at Anglesey in October.

The chairman of the British Motor Sprint Association, Peter Howgate, and the championship compiler, Paul Parker, said the club richly deserved the Les Edmunds Shield. The award was presented by Kim Broughton of SBD at the BMSA Annual Awards Night at Lea Marston Hotel, Warwickshire, in November.

Much to the surprise of the four-strong contingent from Longton they were also awarded another trophy by the Westfield Sports Car Club, which was holding its presentations in an adjoining room. This was for the best organized events of their 30-plus rounds series. All the Longton events were also considered the best value for money. The WSCC award of a decanter was presented by Mark Anson.

LDMC chairman Graham Malcolm said: 'These awards are in recognition of the efforts of everyone – marshals, officials, secretarial personnel and the circuit staff. It is also a testament to the help and co-operation of all the competitors. Well done everyone!'



*Gavin Leadbetter, Graham Tetley and Margaret and Graham Malcolm with the BMSA award*

*Continued .....*

## A GRAND FINALE TO THE LDMC SEASON AT A BLUSTERY WEEKEND IN ANGLESEY



*Top two: Speed series winner Andy Larton's Peugeot and runner-up Nigel Fox in his Caterham*

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

The eagerly anticipated finale to Longton's racing calendar at Anglesey on October 13 and 14 looked like it might be ruined by weather with the threatened tail-end of Hurricane Ophelia. But, despite being damp, drizzly, and very blustery (and the hurricane hadn't even arrived yet!), 80 drivers and their cars lined up to have some fun at Trac Mon.

The British Sprint Championship competitors started the proceedings on the shorter National circuit on Saturday and, although the surface was slick and wet, all survived practice well, except for Chris Jones in his black and turquoise Force TA who spun at the start of Rocket and ended up sideways in the run off area but was able to sort himself out and carry on.

The National B competitors began with the Lotus 7 Speed classes and very quickly Rocket caught out another driver as Robert Jacobs in the silver and yellow Caterham, took the bend too fast and nearly overshot completely. This was closely followed by Richard Abraham who did exactly the same thing!

As the others runners came out, Bob Bellerby had some trouble holding onto his Sylva Riot on the way up to Rocket and slewed wildly across the road before regaining some control. David Brown in his Mazda MX5 spun into the corner and ended up facing back the way he came.

The most interesting moment came when Adam Read in his Westfield SEiW swerved out of School and never really regained control on the hill shooting straight into the infield and taking out the curve sign. Fortunately, being made of polystyrene, it merely made a large 'pock' sound and lots of chunks of white stuff flew all over the place. After a few slightly shocked seconds he managed to drive back onto the course. A brief hiatus while all of the pieces were collected by the marshals so they didn't blow all over the track and the rest of the cars made it safely round. And this was only practice one!

Second practice continued in much the same vein with both John Graham in his Gould GR55B and Stephen Miles in the Van Diemen RF96 having slightly interesting moments in Rocket, Smiles more so with nearly all four wheels off the track. Nick Algar in the DJ Firehawk had a DNF.

Several of the Lotus 7s had squirrely moments coming out of Rocket, including Robert Jacobs again! John Clarke on the other hand got the approach to Rocket all wrong, screeching to a wriggly halt before driving on.

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Martin Pickles in the green Jedi Mk1 got into Rocket well enough but overcooked the exit and spun round 180 degrees before turning around in the correct direction and driving on. Everybody seemed to want to have the thrill of a spin – Michael Tomlinson in the AFE Mk1 lost control on Rocket out and swirled round, ending up in the grass a few feet from the tyres before driving back onto the track. This little moment was followed by Chris Boyd in his Sylva Riot doing a full 180 degrees at the start of Rocket and then Tim Nunn in the blue Westfield Plays Kool Blade has a big moment on the exit. Finally, Keith Rose in his Mazda MX5 spun all the way around at the same corner.

Well, they do say practice makes perfect, and this was nearly the case, as only Carole Torkington in the OMS CF08 really made a mess on the way up to Rocket and after spinning out needed the Marshals' help to get turned around and restarted. There were far fewer moments from the other drivers – perhaps the watery sunshine was helping?



*Sprint series winner Keith Minshull in his Peugeot 306 and second place Debbie Cooper in her Toyota Vitz*



*John Graham, third in the British Sprint Championship*

*Graham Denholm in his Caterham S3*

After lunch, the track was much drier and the times really started coming down and there were no incidents on the course although a couple of over enthusiastic sprints for the finish line ended up with driver and car either facing the wrong way or spinning into the infield – fortunately after they had passed the flag.

Times continued to tumble through the last two runs with just one DNF from Richard Kerr in his Westfield Supertec. Altogether there were four timed runs and 16 new class records on the day.

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## **SUNDAY**

Although still grey and blustery, Sunday dawned a great deal drier than the previous day and as the morning wore on there was even a little sunshine for the 82 drivers competing. First practice started well with no incidents until Frazer Halliwell in the double drive Honda Civic went off at Rocket. The incident was red flagged and RAF Rescue, Recovery and the Clerk of Course attended. A rather shaken driver was brought down to the Medical Centre but was OK, which is more than can be said for the car which was towed back down the hill in a very battered state, its left front side all squished in, a bent bonnet and broken headlight. Sadly, that was the end of his day.

Unfortunately, Dave Russell in the Vision V85 also had a short meeting when he had an incident at the top of the course near Rocket and had to be towed back to the Paddock via Corkscrew. Although there was no visible damage the car was not able to go out again.



*The Mazda MX5 of Christian Frickel*



*Stephen Norton in the shared MG ZS*



*The awesome SBR Crono of Simon Bainbridge*



*John Loudon in his Westfield SE*

Second practice also had a couple of minor incidents and the end of the competition for Gareth Shipley in his red Lancia Delta Integrale who did not start in the timed runs. Andy Taylor in his Caterham Superlight got the banked bend all wrong and slewed round most of it sideways before managing to collect himself in the first timed run. Andrew Larton in the Peugeot 106 had to be towed off the course in the second timed run and took no further part in the proceedings, however the time he set in T1 could not be beaten by anyone else in his class and was a new class record.

Class 5E in the National A Sprint competition saw a very closely fought battle between John Graham in his Gould GR55B and Terry Holmes in the Lola Tegra Judd, with Terry faster in practice but John fought back just nudging the result in the timed runs by 0.02 seconds!

*Continued .....*



*A sad farewell: Eve Whitehead had the last competitive run in RBS8, built by her father Barry who died earlier this year*

Class 1D also had a close contest between David and Peter Brown in their Mazda MX5 with only 0.35 seconds between them. Another close the contest was between the two Sylva Strikers in Class 2A. Michael Bellerby was faster in practice but Leon Franks pipped him in the timed runs by 0.60 seconds.

The Lotus 7 contingent also seemed to enjoy the day with some very competitive runs. In Class L1, Clive Marsden and Richard Abraham had a close shootout with Clive getting the upper hand by only 0.20 seconds. At the other end of the spectrum, Paul Collins in Class L2, got a new class record of 102.46 outpacing his nearest rival by over 2 seconds. Sunday saw a total of four timed runs, 11 new class records and 3 DNS (no timed run recorded).

The day ended with a highlight that produced mixed emotions among many people watching. Eve Whitehead did two flying laps in her father's RBS8 which was being retired from competition after many years (and several incarnations). It was a wonderful sight, and the car and its creator, the Rev Barry Whitehead, will both be sadly missed by all who knew them.

### **RESULTS National A**

**Saturday:** 4A: Matt Carter, 50.52 N/R; 4B: Simon Bainbridge, 50.30 N/R; 5A: Chris Jones, 51.31 N/R; 5C: Bill Gouldthorpe, 53.99 N/R; 5D: Tony Jarvis, 50.97 N/R; 5E: Terry Holmes, 50.09 N/R.

**Sunday:** 4A: Matt Carter, 83.28; 4B: Simon Bainbridge, 81.88 N/R; 5A: Chris Jones, 82.22 N/R; 5C: Bill Gouldthorpe, 89.27 N/R; 5D: Stephen Miles, 80.35; 5E: John Graham, 77.58.

### **RESULTS National B**

**Saturday:** 1B: Keith Minshull, 63.83 N/R; 1D: Peter Brown, 67.87, N/R; 1E: William Champion, 67.82; 1F: Jim Wright, 68.94 N/R; 1G: Steve Wilson, 65.17; 2A: Andy Taylor, 60.64 N/R; 2B: Nigel Fox, 57.92; 3A: Debbie Cooper, 73.65, N/R; 3B: Andrew Larton, 59.14 N/R; 3C: Gareth Shipley, 63.42; 3E: Anthony Gallagher, 75.75 N/R; 3F: John Loudon, 53.92; 3G: Derek Hodder, 52.05; 3H: Terry Everall, 52.96; 4A: David Russell, 65.93 N/R; 5A: Ed Carter, 51.24 N/R; 5B: Geoff Ward, 60.11; 5D: Glynn Sketchley, 50.64; 5E: Terry Graves, 48.56; L1: Clive Marsden, 62.31, N/R; L2: Paul Collins, 62.41, N/R; L3: Richard Price, 59.03 N/R; L4: Jeremy Davies, 59.96 N/R; L6: Graham Denholm, 57.36 N/R.

**Sunday:** 1B: Keith Minshull, 106.25; 1D: David Brown, 112.38; 1E: Kieron O'Brien, 102.34 N/R; 1F: Jim Wright, 110.83 N/R; 1G: Steve Wilson, 106.32; 2A: Leon Franks, 100.51 N/R; 2B: Nigel Fox, 95.72; 3B: Andrew Larton, 97.61 N/R; 3C: Stephen Norton, 111.92; 3F: John Loudon, 90.07; 3G: Gary Bunn, 85.55; 3H: Tim Nunn, 88.39 N/R; 5A: Ed Carter, 83.69 N/R; 5B: Paul Morcom, 101.34; 5D: Glynn Sketchley, 82.19 N/R; 5E: Terry Graves, 79.94 N/R; L1: Clive Marsden, 104.26; L2: Paul Collins, 102.46 N/R; L3: Richard Price, 98.03 N/R; L4: Jon Davies, 101.71; L6: Jeremy Davies, 94.12.

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*Derek Hodder in the rapid Westfield Type R*



*Stephen Miles was going well in his Van Diemen*



*Terry Holmes in the Lola Tegra Judd*



*Lotus 7 competitor Jon Davies' Caterham SV*



*Steve Wilson's pretty Lotus Elise S2*



*The Caterham 7 of Clive Marsden*



*Terry Everall in his Westfield Megablade*



*Hill climb specialist Terry Graves in his Gould*

*Continued .....*

## A SUCCESS FOR LONGTON IN LINCOLNSHIRE

Longton and District Motor Club made its first foray into organising an event at Blyton Park on September 30 – a taste of things to come as the club is running two weekend events at the Lincolnshire circuit next year.

Overnight rain had stopped by the time proceedings started. But the rain-washed track and the chilly conditions left the 65 competitors scrabbling for grip throughout the day, although that didn't seem to spoil anyone's enjoyment, especially with five timed runs on offer.

The nature of the outer circuit, with its combination of good straights and varied corners, was illustrated by the speedy Robert Bailey who whipped his nimble 1100cc Empire Evo 2 around in 60.77 seconds, which compared well to the 57.35 of the next fastest runner, FTD man John Graham in the powerful Gould GR55.

Thanks are due in particular to the support of the Lotus 7 runners, and also WSCC contenders, who helped ensure a decent turn out for this new LDMC venture. However, the following report concentrates on class highlights, mainly involving Longton members.

In the 'Elise class' the S2 of Steve Wilson took a clear victory with 78.18 over the S1 of Robert Holt (85.64). Leon Franks took the win in 2A in his Sylva Striker with a best of 73.08 followed by Caterham driver Andy Taylor on 74.37. In 2B Nigel Fox triumphed over a strong WSCC contingent with 70.41.

Debbie Cooper won her battle with car sharer Daryl Bentley, taking the Toyota Vitz around in 93.86 compared to Daryl's 97.04. In 3B Andy Larton blitzed in a 71.74 final run in his Peugeot 106 to take the lead, with John Moxham third on 76.0. There was a private car-sharers contest in 3C with Stephen Norton taking the honours in the MG ZF with 81.92 compared to Colin Duncalf's 89.66.

John Loudon (66.79) romped to victory in his Westfield in 3F whilst a bigger field in 3G saw David Cleaver win on 62.30 with a single timed run. Second in this all-Westfield class went to Derek Hodder (63.66) followed by car-sharer Gary Bunn (64.37), with Stephen Everall in seventh on 71.76.

The other Everall, Terry, won in 3H with a best of 66.19, followed by Bob Bellerby (67.66) and Tim Nunn, who appeared to be struggling with issues in the timed runs and ended up on 74.38. In the small racing car class Robert Bailey was followed home by Eve Whitehead in RBS8 (67.30) and Simon Bailey (68.07). Geoff Ward was alone in the Formula Ford class and recorded 71.81 in his Swift. The up to 1600cc racing car class was won at 65.88 by Oliver Taylor in the Hi Tech DP with his father Chris on 68.82.

