



ALSO IN THIS ISSUE ...

MSA rule changes
 Longton's 2018 championships
 Longton news

Christmas 2017

Issue 76

Bulletin Editor: Geoff Ward

Email: editor@longton-dmc.co.uk

***Happy Christmas! Eat, drink and be merry ...
 and make a date to meet up at Longton's
 dinner and awards evening***

A cracking Christmas to you all and we look forwards to seeing you at Barton Grange Hotel on Saturday, January 20 for Longton's Annual Dinner and Awards evening. If you haven't yet ordered your tickets, on-line booking facilities are on the club's website at 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. The winners, who will receive their trophies – and deserved applause – on the night, are:

**Longton Northern Speed
 Championship**

- 1 Andy Larton
- 2 Nigel Fox
- 3= Stephen Norton
- 3= Steve Wilson
- 5 Bob Bellerby
- 6 Eve Whitehead
- 7 Russell Thorpe
- 8 Colin Duncalf
- 9 John Wadsworth
- 10 Jonathan Davies

**Other award
 winners**

- Bagatelle Shield* – Andy Larton
- Amalco Shield* – Steve Wilson
- Albert Atkinson Memorial* – Nigel Fox
- Longton Shield* – Russell Thorpe
- New City Motor Factors Shield* – Eve Whitehead
- Bill Turner Trophy* – Bob Bellerby
- Dave Render Trophy* – Stephen Norton
- Champion of Thee Sisters* – Steve Wilson
- D & J Russell Trophy* – Ian Johnson
- The East-West Challenge Trophy* – Nigel Fox

**Longton
 Sprint
 Series**

- 1 Keith Minshull
- 2 Debbie Cooper
- 3 John Loudon
- 4 Gary Bunn
- 5 Derek Hodder

Continued

THE LATEST RULE CHANGES FROM THE MSA - STARTER SYSTEMS, EXTINGUISHERS AND OTHERS

As seems to have become traditional, the end of the year marks the season when gloom descends on competitors as the MSA confirms its latest regulation changes. The highlights that immediately effect speed events are outlined here. It is important competitors check the full details on the MSA website or in their Blue Book.

A notable change is for cars with no method of self-starting on track. During the course of 2018 competitors 'must declare on their entry form the method of [starting] operation together with a detailed starting instruction.' The reason is given as allowing 'assessment [of] risk by the Clerk of the Course in preparation of the meeting as well as knowledge where a vehicle may stop on track.'

It is reasonable to let marshals know which cars will not be able to get going under their own steam after an incident and that's probably what the explanation means. Plenty of cynics have read it as requiring drivers to predict which bit of the track they intend to breakdown or spin ...! How the 'detailed starting instructions' will help is unclear unless marshals are going to be equipped with batteries and Anderson plug leads.

On the same topic, all new cars in speed events will have to be fitted with a self-starter from 2019. Cars with log books/passports issued before the end of 2018 are exempt. It remains to be seen if that's a major issue for constructors but it will certainly save some time in vehicle recovery.

And as if all that isn't oblique enough, there's an extra rule from the start of 2019: 'Any connections to assist the starting of the car must be either in the drivers' cockpit or at the tail of the car requiring a horizontal connection.'

Some other changes:

Fire extinguishers: Existing competition cars can carry on until the start of 2022 complying with the following: 'A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system. All extinguishers must be serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner.'

The sting is in the tail. Service intervals used to be merely 'recommended'. Now it's a MUST. Make sure your extinguisher is within its service life before your first event in 2018.

Newly built cars, and it is proposed all cars in the future, will need FIA homologated extinguisher systems

Methanol: Cars using this fuel from the start of 2018 can add 10% of Propanone (whatever that is). An additive which gives a smell and colour when burning MUST be used.

Tyres: The use of tyre warmers and chemical treatments are now specifically banned (we'd all assumed they were in the past ...).

Road driving licence: Competitors who have never held one and have no upgrade signatures on their MSA licences must declare this on the entry form so they can be observed.

Continued

LONGTON'S CHAMPIONSHIP PLANS FOR 2018

Longton is planning to run three championships in 2018 and no less than 11 events. As things stand the championships are shaping up like this:

Northern Speed Championship: There will be 18 rounds with nine to count. Competitors must score in a minimum of four hillclimbs and four sprints. Venues will include LDMC's Anglesey events (April 7 /8, October 6/7), LDMC's Blyton events (May 19/20 and August 11/12), Aintree (June 30), Curborough (Sept 30), Oliver's Mount (2 events in May), Harewood (August 26 and September 15/16), Barbon (June 9), Scammonden (July 22 and August 18).

Sprint Series: This consists of all eight Longton events at Anglesey and Blyton (see above), with four to count.

Champion of Three Sisters: This will be open to all Longton members. It will consist of all three events LDMC is planning to run at Three Sisters, on June 17, July 29 and September 2.

Other news...

Club membership: A reminder that LDMC membership now runs from January 1 to December 31 each year. You can renew your membership online through the club's website, www.longton-dmc.co.uk. Use the MEMBERSHIP button at the top of the home page.

Three Sisters: There seems no doubt that the circuit has been saved and Longton is going ahead with plans to organise events there in 2018. The planned re-surfacing and other improvements are expected to start in the new year.

