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## YOUNG MARSHAL ADAM LEVITT IS HONOURED WITH A TOP NATIONAL AWARD

Young marshal Adam Levitt, who is a regular at LDMC events, has won a top national award as the Cadet Marshal of the Year. Well done, Adam and the whole club is delighted to congratulate you on your achievement.

Adam's dad, Paul, is another familiar figure in orange at our events. And not to be completely outdone by his son he scooped the British Motorsport Marshals Club North Region award as the best newcomer. Congratulations, Paul.



Adam receives his national award from BMMC chairman Chris Hobson

This is what Adam says about his marshalling honour:

*This is a big award and I am very proud of what I have achieved. The award is made by recommendations by different people at different clubs as well as certain high ranking marshals observing your progress.*

*These high ranking marshals go through details of every cadet marshal and decide who should get it for that region. The chosen person receives Regional Cadet Marshal of the Year. Then, all the different Regional Cadet Marshals are put forward to the Committee of the whole BMMC and they choose who will be National Cadet Marshal of the year. This year I received both.*

*As you may know I was recently on ITV 4 being interviewed by touring car driver Paul O'Neill. I mainly had this interview because the National Cadet Marshal of the Year award is known as the David Leslie Award, who was a touring car driver.*

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## **A WET WEATHER CHALLENGE FOR DRIVERS AS THE RAIN POURS DOWN AT BARBON**

*Information provided by Craig Powers*

The grim summer weather brought more misery and challenges for competitors, marshals and organisers at Barbon hill climb on Saturday, June 16. As the rain poured down and the track turned into a river it looked for a time as if the meeting would be cancelled and a number of competitors turned round and went home.

But thanks to sterling work by marshals and officials unblocking grids and drains the meeting kicked off in continuing rain at 11am. Two practice runs were held, the second in semi-dry conditions. The timed runs got underway after a short lunch break.

The first two batches of runners got reasonably dry conditions. But as batch three prepared to go out – including the single seaters who had all just changed onto slicks – the heavens opened again giving extremely slippery conditions. It was even worse for the final batch with a risk of aquaplaning.

The second runs started in variable conditions for the first two batches. But again the rain set in as batch three was queuing up for the start. The clerk of course and stewards reviewed the conditions and decided that the only safe and sensible course of action was to call off the meeting at about 4.30pm. Competitors agreed with that decision and were grateful for the efforts of marshals and officials to get some sort of meeting held. In general each class ran in similar conditions so the results were pretty representative, except for double drives.

The results for Longton competitors were:

Class 5B: 1 Martin Rowe (32.82)

Class 1B: 1 Russell Thorpe (31.45), 5 Colin Smith (34.13).

Class 2D: 1 John Graham (30.23)

Class 3B: 3 Christopher Fraser-Clark (37.86)

Class 3G: 2 Chris Hulatt (29.35)

Class 3H: 2 Robert Bailey (30.60), 4 Pauline Bailey (39.81)

Class 4A: 1 Stuart Nelson (34.39)

Class 5A: 1 Eve Whitehead (29.81), 2 Paul Masters (29.87), 3 Craig Powers (30.56), 4 Barry Whitehead (32.15),  
5 Robert Hewson (32.26)

Class 5B: 1 Peter Nelson (32.77)

Class 5D: 2 Brian Walker (29.99)

*FTD: Colin Birbeck (27.89)*

*Continued .....*

## HAREWOOD HILLCLIMB, JUNE 3

The fifth round of the Longton Championship brought runners back to Harewood on June 3. The 15-strong smaller road modified class saw a second place for Russell Thorpe at 78.15 with Roger Fish sixth (80.37) and fellow Honda S2000 racer Martin Rowe in eighth (81.32).

Alan Sawyer was fifth on 80.51 in the bigger road modifieds. Bill and Carol Stevenson were out in the smaller roadgoing kit car class. Bill ended up second on 91.7 with Carol third on 102.82. Steve Sawyer was third in the big mod prods with a best of 83.56.

The smaller modified specialist cars was a Longton-only affair with Andrew Steel winning with 77.99, followed by Rob Bailey (79.30) and Pauline Bailey (90.16). Kurt Ramsden was alone in the bigger class and recorded 83.61.

Longton runners were also well-represented in the small single-seater class. First went to Richard Vaughan with a best of 70.68 followed by car-sharer Matt Vaughan (71.11). Simon Bailey was third (73.46) with Eve Whitehead fourth (75.56) and Barry Whitehead sixth (76.58). In the bigger single-seaters, Brian Walker was second (74.60).

**Championship update:** After round 4 (Harewood, May 12), the Northern Speed Championship leaders were: 1. Craig Powers, 2. Roger Fish, 3. Michael Bellerby.

## A DRIVER'S GUIDE TO SAFER MOTORSPORT

*By Craig Powers*

Following the death of a speed competitor at a sprint at Goodwood on April 28, committee member and competitor Mike Ashcroft asked me to remind competitors of the FIA document : "A Driver's Guide to Safer Motorsport".

The guide is primarily intended for newcomers but may act as a useful memory jogger for more experienced competitor. Much of it is common sense but all too easy to overlook. It covers all aspects from personal preparation to car preparation and what to do in the event of an accident.

For example, here is an extract about the correct fitting of seat belts.

- The lap belt should cross the pelvis not the abdomen: the outer edges should make contact with the bony prominences of the pelvis. The belts should also cross the bony prominence of the hips.
- When the shoulder belts are tightened they should not pull the lap belt off the pelvis onto the abdomen. This can usually be avoided by tightening the lap belt first and by making sure that the crotch straps are of the proper length.
- It is important to keep the shoulder belt adjusters as low as possible, away from the neck – severe injury is possible if they are badly located.

The full document is well worth studying and can be downloaded from:

<http://www.fiainstitute.com/publications/Documents/drivers-guide.pdf>

*Continued .....*

## EVENTS INFORMATION FOR COMPETITORS

A reminder from *Craig Powers* that Mid Cheshire MRC will be holding their “***Damn’d Good Value Hillclimb***” at Scammonden Dam, near Huddersfield on Sunday July 15. Priced at just £50 and the likelihood of lots of runs, this event should live up to its name. Regulations are available from MCMRC’s Entries Secretary John MacArthur, 01606 45286 (before 9.00pm please), or contact Longton’s Comp Sec, [cpowers@blueyonder.co.uk](mailto:cpowers@blueyonder.co.uk)

Competitors should have received by email regulations for the Chester MC / LAC two lap sprint event at Three Sisters on August 5 – due to a clash with Harewood and a low entry last year this is to be a single day event – and information about the Lymm Autosolo/PCA event on June 24 with a free-to-enter opportunity for newcomers to take part in this form of grass roots motorsport.

LDMC members have been invited to the following speed events. These are club invitations and do not necessitate registration in Longton’s own speed championship. Members are reminded that LDMC is a member club of the Association of North Western Car Clubs (ANWCC) and we therefore may be invited to events indirectly via our ANWCC affiliation.

Date	Day	Venue	Type		Organising Club	Invitation type
30-Jun-12	Sat	Aintree	Sprint	*	Liverpool	via ANWCC
<b>1-Jul-12</b>	<b>Sun</b>	<b>3-Sisters</b>	<b>Sprint</b>	*	<b>Longton DMC</b>	<b>LDMC membership</b>
15-Jul-12	Sun	Scammonden	Hillclimb		Mid Chesh MRC	via ANWCC
21-Jul-12	Sat	Blyton Park	Sprint	*	Westfield SCC	LDMC Championship Contenders
22-Jul-12	Sun	Blyton Park	Sprint	*	Westfield SCC	LDMC Championship Contenders
28-Jul-12	Sat	Shelsely Walsh	Hillclimb (Classics)		MAC	direct invite via SRs
29-Jul-12	Sun	Shelsely Walsh	Hillclimb (Classics)		MAC	direct invite via SRs
5-Aug-12	Sun	3-Sisters	Sprint	*	Chester / LAC	Invited in Final Instructions
11-Aug-12	Sat	Loton Park	Hillclimb	*	Hagley (HDLCC)	LDMC Championship Contenders
11-Aug-12	Sun	Loton Park	Hillclimb	*	Hagley (HDLCC)	LDMC Championship Contenders
19-Aug-12	Sun	Scammonden	Hillclimb		Pendle DMC	via ANWCC
26-Aug-12	Sun	Harewood	Hillclimb	*	BARC(Y)	direct invite via SRs
1-Sept-12	Sat	Aintree	Sprint	*	Liverpool	via ANWCC
1-Sept-12	Sat	Anglesey	Sprint		L&CC / MGCC	direct invite via SRs
2-Sept-12	Sun	Anglesey	Sprint		L&CC / MGCC	direct invite via SRs
<b>9-Sept-12</b>	<b>Sun</b>	<b>3-Sisters</b>	<b>Sprint</b>	*	<b>Longton DMC</b>	<b>LDMC membership</b>

Events marked \* are part of the Longton’s Northern Speed Championship. This list will be subject to updates in future bulletins as further SRs are published.

If you need assistance with obtaining SRs / Entry Forms then feel free to contact Craig Powers via [cpowers@blueyonder.co.uk](mailto:cpowers@blueyonder.co.uk) who may already have copies of the regs or can put you in contact with the organising club.

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## EXTRACTS FROM JUNE MSA NEWS

**Dario's hat-trick:** The MSA has paid tribute to 39-year-old Scot Dario Franchitti, who has joined the pantheon of IndyCar greats by winning the Indianapolis 500 for a third time. The reigning four-time IndyCar Series champion dedicated his sensational win to the memory of fellow Briton Dan Wheldon, who lost his life following an accident in last year's series finale in Las Vegas, having himself won that year's Indy 500.

**Consultation:** Regulation changes proposed by the speed Events Committee are available for online consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations)

**Forced induction:** Section (J) of the Competitors' and Officials' Yearbook sets out technical regulations that are applicable to all vehicles other than karts. Some of these regulations are superseded by discipline-specific regulations. For example, (J)5.4.1 specifies that for forced induction engines a coefficient of 1.7:1 applies. However, turn to (S)1.3.1, which applies to Sprints and Hill Climbs, and it specifies an equivalence factor of 1.4:1. Always make sure that you are checking your vehicle against the correct regulation applicable to the specific discipline that you are dealing with.

**Permitted tyres:** Regulation (L)2.1, states: "Tyres with sidewall markings removed will be prohibited in all events unless they are correctly marked 'Retread' or 'Remould'." There have been a few instances recently of Speed event competitors using tyres with wording such as "competition use only" buffed off. These are generally easy to spot, and are clearly contrary to regulations

It should also be remembered that any tyre listed in section (L) must bear the lettering as published. For example, in List 1A there are 11 Goodyear tyres featuring the word "Eagle". There are almost certainly other Goodyear Eagle tyres that are available but unless they have one of the designations listed, e.g. "Goodyear Eagle Ventura", they are not on the list. Note also the headlining of List 1A: "It is prohibited to re-groove tyres in this list."



END