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**SEE YOU THERE! Longton's Annual Dinner and Presentation of Trophies for the 2014 season will take place at Barton Grange Hotel, Barton, Preston on Saturday, January 17, 2015. More details and a booking form are on the final page of this Bulletin.**

## BRADLEY SETS FIVE NEW CLASS RECORDS ON HIS WAY TO TAKING THE NORTHERN SPEED CHAMPIONSHIP

*Longton's Northern Speed Champion for 2014 is BRADLEY DICKERSON. The lanky Yorkshire driver had a spectacularly successful year in his self-developed 20-year-old Jedi Mk4, in which he dominated the competitive small single-seater class, 5A. The Bulletin thanks him for contributing the following article on his championship year....*

I don't think I ever anticipated taking the championship this year, as this was my first full season with a car that could be competitive in class. However, based on the few rounds that I did in 2013 and the points that I scored, I knew it was possible to do relatively well - the aim being top five, and with a bit of luck, possibly top three.

My thoughts for the start of the season were to enter for two championships, these being Longton and District's Speed Championship, and the Service Hydraulics Speed Championship (previously the Midland Speed Championship – Ed) tackling shared events so I could score points for both. After a few events, and based on how well I did in each, I would then take a certain route and focus on just one championship.



Continued .....

Due to the nature of the points scoring system for Longton, it turned out I was doing quite well and so decided to attack this, rather than the other, but still score enough points to hopefully finish in a decent position. In the Service Hydraulics championship I finished seventh overall (highest placed racing car in class 5) and won their single seater league, which ran alongside the main championship.

The success I've had may have taken a few people by surprise, based on the comments I received this year. But I competed in a few events with Longton last year and did reasonably well - the problem I had was that I started competing too late in the year, then had an unfortunate issue with the car which meant I couldn't get enough rounds in (six or seven, I think).

My racing history goes back to when I was between the ages of 14 and 16, and raced in karts at local events such as Wombwell, Fulbeck and Three Sisters (yes, Three Sisters, but being one inch from the ground is a completely different experience!). I wasn't that successful with this, as my height/weight didn't bode well in comparison to the little whippersnappers that were half my size.

It did teach me a few things though, and my next step was to have a go at circuit racing (aged 16) in a Lotus Elan - unfortunately this didn't happen as I had shot up in size even more and couldn't get my legs in! From this point on, I had no involvement in motorsport, except for going to watch my grandad compete (in the Lotus), until I decided to buy the Jedi at the end of 2011 with the intention of competing for 2012.

I am now 25 years old, working as a fully qualified light vehicle mechanic in a garage in West Yorkshire. Employer being my grandad, and I have been doing this for nearly seven years now. It can be quite handy to 'know your stuff' when competing in the field, and it has certainly helped in achieving everything I have done to date.



*Another day,  
another class win  
... Bradley  
Dickerson at the  
Anglesey meeting  
in October*

The Jedi is a purpose built hill climb/sprint racing car built back in 1994. This is some 20 years ago, but the car itself is based on a 30+ year old design, and obviously still works a treat! In the three years I have owned the car I have carried out all work/modifications required - the biggest being converting the engine from an older Honda CBR 600cc to a Suzuki GSXR 1000 engine. It wasn't an easy process, as the whole back end needed re-fabricating and that's why I got out so late in the 2013 season.

The transformation was quite remarkable though, and to give an example of the difference in time made up, I was some eight seconds faster up Harewood with the larger engine. The only modifications I did for 2014 was to install a Power Commander with quickshifter. It would be nice to think I could tune the engine and go for even more power/torque, but in all honesty funds aren't going to allow for this. I have actually considered taking next year off with a view to further develop the car and try again in 2016, but we'll have to see.

*Continued .....*

The highlights of this year have got to be taking five class records in a highly competitive class, and some of which had stood for nine years. I now have six records in total, but I'd like to try out some different venues and have a good go at them - possibly by not entering any championship whatsoever, but just entering events I've not been to before and going on attack mode.

Sometimes when scoring for a championship, with only having two timed runs to count, you have to secure a good run first and then build on it. It's not always as easy as just going all out on a run, it's more a case of being quick, yet conservative. Taking this element out could be a lot of fun, as the pressure would be off and you could simply drive the car as hard as you want. (One reason LDMC counts all timed runs – Ed).

The only lowlight of the year was attending Loton Park in April. I had always wanted to go and after my first practice run I thought that the track was brilliant, yet highly technical and would take quite a bit of learning. As soon as lunch came around, I thought I would walk the track and try to digest it's features at a slower pace. Sod's law, the rain came and ruined the track for the entire afternoon - after two timed runs on very old wets, I hadn't particularly learnt anything and I finished third. The only event this year which I hadn't won. So in real terms, I guess there really weren't any low points to this year....!

Longton and District make it look so easy when they are in control/organising their own events, but we all know it's not easy at all - they are just remarkably efficient at what they do and the years of experience must account for something as well. They strive to do their very best for each and every competitor, offering good value for money and will squeeze as many runs in as possible on race day. That's what it's all about, keeping the customer happy!

They do this very well and I have not come across another club which is quite on the same level as them. Everyone is friendly and the general atmosphere is great. It's always a shame to go home after an event and have to wait for the next one! I'm looking forward to the award ceremony in January, as this will be my first and I couldn't wish to have a better bunch of people around me.

Plans for next year - as I said, there is always the possibility I will take next year off, but the likelihood is that I'll either enter for one championship and put all my efforts into that, or I will just pick and choose certain events and attempt to break some more records!

I would like to thank my mum, grandma and grandad, and many of my friends that have come to support me over the past three years. I would also like to thank all of the Longton and District members, stewards, officials, and of course, the marshals! Without any of you wonderful people, this would not have been possible. I think I speak on behalf of everyone competing in your championship, that your efforts are highly appreciated and always well received. We will expect even better for next year though.... :)

And finally, a big thank you to every single one of the competitors who ran in this year's championship. You all make it an absolutely amazing experience, each and every race weekend. Here is to more next year!

*Continued .....*

## A STRIKINGLY SUCCESSFUL YEAR FOR LONGTON'S SPRINT AND HILLCLIMB SERIES WINNER



*At rest and at play .... rapid Sylva Striker  
driver Michael Bellerby*

**The winner of Longton's 2014 Sprint and Hillclimb Series is MICHAEL BELLERBY. The always-fast kit car driver had another outstanding year in Class 2A in his trusty Peugeot-engined Sylva Striker. Again, thanks from the Bulletin for answering these questions.**

**Bulletin:** Tell us something about your reaction to winning the Longton Sprint and Hillclimb Championship. Were you involved in other championships; if so how did you do?

**Michael Bellerby:** Elated, surprised, like Christmas had come early, is how I'd describe finding out that I'd won the championship. I always like to be competitive and thought maybe top three was a realistic target but to win it - brilliant! I also competed in the Harewood championship as this is my local track; technical but very satisfying if you get it right. This year I finished fourth overall, my best result to date. Maybe a podium next year? Possibly, it's a tough nut to crack.

**Bulletin:** Some details about yourself, please?

**MB:** Formerly a dairy farmer, I now run my own business delivering milk around the Dales and have done for the last 26 years. I live in Birstwith, between Harrogate and Pateley Bridge and am of the 1956 vintage (a very good year). Mrs Bellerby of 37 years is local midwife Nicola. We have two sons, Howard and Callum and they all come and support me when they can. My motorsport career started at 17 competing in 12 car main road events which I followed by grasstracking a mark 3, rear wheel drive Escort before moving to the far less dusty hill climbing.

**Bulletin:** Some details about your car?

**MB:** The car is a 1979 plate Sylva Striker which I've had since 2008, formerly campaigned (successfully) by my brother Robert. It's a 1.6, eight-valve Peugeot engine with standard bottom end but the head has been well developed over the years. Currently running on a pair of 45 DCOE Webbers with the ignition taken care of by a DTA engine management system. Wheels are 13x7" Compomotive shod with Avon ZZR's soft compound tyres.

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

**MB:** Two spring to mind, firstly – the meeting at Three Sisters on September 7, when we had seven timed runs! Great weather, and I reset the class record almost every run. Secondly, the Anglesey weekend. The comradarie shown in the paddock and by other competitors in class 2A when seriously damp ECU / electrics nearly meant I didn't run – but, thanks to their help and tips from that old sage Steve Wilkinson, it turned into a brilliant championship winning weekend.

*Continued .....*

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

**MB:** Without a doubt, sat on the hard shoulder of the M1 with a blown turbo / engine on the Freelander waiting for a recovery truck. I should've been well on my way to Prescott! That was the event I was most looking forward to competing in. Ever since last year's Longton dinner I thought that was a 'must do' event, so bitterly disappointed to have missed it.

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

**MB:** For me the Longton events are the most enjoyable with a friendly atmosphere, good organisation, efficient and speedy marshalling leading to plenty of runs, good club house, nice trophies – always a great value day!

**Bulletin:** What are your plans for next year?

**MB:** Definitely the Longton championship and Harewood again. As regards to the car I plan to try some AT Throttle Bodies and a set of lightweight split-rim wheels – oh, and for me, try and lose some weight!!

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

**MB:** My wife Nicola for putting up with me going away at weekends and to all those people who have helped out with the car at some point in the last year:

- \* Simon at cornering force / damper set-up
- \* Andy at Moorlands garage – tyre fitting / MOT
- \* Alan at Todds in Summerbridge – engine maintenance and general repairs
- \* Ben at TM sport – rolling road set-up.

Finally, I would like to dedicate this championship success to George Pinkney whose skills in the workshop over many years gave me the car to win. Job done big fella ...

## **AND THE BEST OF THE REST ... THE FULL LIST OF LONGTON AWARD WINNERS**

### **NORTHERN SPEED TOP TEN**

- |     |                          |
|-----|--------------------------|
| 1.  | <b>Bradley Dickerson</b> |
| 2.  | <b>Andrew Larton</b>     |
| 3.  | <b>Martin Rowe</b>       |
| 4.  | <b>Roger Fish</b>        |
| 5.  | <b>Eve Whitehead</b>     |
| 6.  | <b>Terry Everall</b>     |
| 7.  | <b>Russell Thorpe</b>    |
| 8.  | <b>Andrew Steel</b>      |
| 9.  | <b>Paul Webb</b>         |
| 10. | <b>Brian Walker</b>      |

*Continued .....*

<b>Bagatelle Shield</b>	<b>Andrew Larton</b>
<b>Amalco Shield</b>	<b>Martin Rowe</b>
<b>Albert Atkinson Memorial Trophy</b>	<b>Terry Everall</b>
<b>Longton Shield</b>	<b>Roger Fish</b>
<b>New City Motor Factors Shield</b>	<b>Bradley Dickerson</b>
<b>Bill Turner Trophy</b>	<b>Andrew Steel</b>
<b>Dave Render Trophy</b>	<b>Eve Whitehead</b>
<b>Champion of Three Sisters Trophy</b>	<b>Andrew Larton</b>
<b>D &amp; J Russell Trophy</b>	<b>Stephen Norton</b>
<b>Brian Redman Trophy</b>	<b>Eve Whitehead</b>
<b>Seniors Award</b>	<b>Roger Fish</b>

### **SPRINT AND HILLCLIMB SERIES TOP THREE**

- |           |                         |
|-----------|-------------------------|
| <b>1.</b> | <b>Michael Bellerby</b> |
| <b>2.</b> | <b>Darren Jones</b>     |
| <b>3.</b> | <b>Paul Edwards</b>     |

## **THE INS-AND-OUTS OF ORGANISING A CHALLENGING AND EXCITING 2015 CHAMPIONSHIP SEASON**

**By Craig Powers, LDMC Competitions Secretary**

Apologies, but it has taken some time to finalise the 2015 championship calendar. The latest version (at the end of this article) is v3. The key changes are moving Harewood from May to September, and adding an extra Blyton round in May.

We have had to drop the May Harewood due to knock-on effects of the British Hillclimb Championship (BHC). Traditionally the BHC had two days in the north of England in early May, with Barbon on the Saturday and Harewood on the Sunday. We have always used the Saturday Harewood whilst the BHC contenders were at Barbon. (We do this to avoid the BHC Run Off to try to get more track time for our competitors).

For 2015 Liverpool MC have moved their Barbon round from May to July. This leaves BARC free to use the full May weekend for their BHC Harewood round and the event is no longer open to Longton. To maintain three rounds at Harewood we were offered either Saturday 19<sup>th</sup> or Sunday 20<sup>th</sup> of September. I chose the Sunday, thinking of those who may have to work on Saturdays. I hope that this meets with your approval.

The consequence of the change is a busier September and a bigger gap in May. The Mini-Cross Drivers Association (MDA) run four sprints at Blyton and one of these is in May. We have added this to our championship. It is just one day but it will be a two-lapper so is something different. Furthermore, Liverpool/Chester Speed are also using this event in their championship so there is useful overlap for some competitors.

*Continued .....*

York MC's Teeside Autodrome Sprint was very popular last year so we are pleased to go back there on the Bank Holiday Monday at the end of May.

Sadly we were not offered Prescott for next year. The Bugatti Owners Club had already finalised their 2015 timetable prior to our successful event there. Hopefully we will be invited back in 2016. The flip side is that this avoids the clash with the June Barbon so we have re-included it.

I am very pleased to have Barbon back in the calendar because Liverpool MC have worked very hard to promote this northern hill and give increasing track time there. We are short of hills in the north of England and we like to include as many hills as possible in our calendar. To this end also we maintain our support of Auto 66's Oliver's Mount hillclimb rounds. Their rounds are combined bike / car events with an eclectic bunch of competitors and very varied machinery.

Loton Park has failed to attract enough championship entries so we have reluctantly dropped this from our calendar. It is a great venue but only gives two timed runs and our championship contenders are used to having more track time. I surmise that this is the reason for the lack of entries.

You will see that we have moved our September Three Sisters event to early August, adjacent to the LAC/Chester Three Sisters. The September date wasn't popular and suffered unfortunate clashes with MGCC/L&CCC Anglesey. As a consequence it has been a loss maker. We are hoping that the full weekend at Three Sisters (1<sup>st</sup> and 2<sup>nd</sup> Aug) will be mutually beneficial to both organising clubs.

This year there are no joint Aintree / Three Sisters weekends. Last year we deliberately created these to attract more entries from national championships and it was a successful strategy. However Longton & DMC and Liverpool MC both got some negative reaction from local competitors. The reasons were varied. Some did not like a full weekend of competition. Some were concerned about having change gearing overnight in the paddock. So opinions were divided.

We therefore decided to not deliberately engineer the dates to fit. Instead we just accepted the dates that we were offered by the two circuit operators and the dates are separated this year. In reality only the mid-Summer June/July dates could now be aligned, so the opportunities are reduced. Sadly as a consequence of this decision we have not had as much support from the national championships so entries will be down for 2015.

The Longton Three Sisters rounds are all single-lap and will be run over the following layouts:

- 12<sup>th</sup> April (Course 1), starting on grid on far side of circuit
- 5<sup>th</sup> July (Course 1), starting on grid on far side of circuit
- 1<sup>st</sup> August (Course 2), start in pit lane

At the time of writing we are still finalising the Anglesey layouts.

The result is 22 rounds, best 10 to count, so there is lots of choice and chance to drop events if you have holidays and busy work schedules. All this makes for fiercer competition and a tighter championship. Wishing you a successful season ahead.

*Continued .....*

# LONGTON'S NORTHERN SPEED CHAMPIONSHIP 2015

*10 events from 22 to count*

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<u>Date</u>			<u>Club</u>		<u>Venue</u>
12	April	Sunday	Longton & DMC	S	Three Sisters (Course 1)
25	April	Saturday	Liverpool MC	S	Aintree
02	May	Saturday	Auto 66	H	Oliver's Mount
03	May	Sunday	Auto 66	H	Oliver's Mount
17	May	Sunday	Mini-Cross Drivers Assoc	S	Blyton Park (2 lap) [*tbc]
25	May	Monday	York MC	S	Teeside Autodrome
06	June	Saturday	BARC (Yorks)	H	Harewood
13	June	Saturday	Liverpool MC	H	Barbon Manor
27	June	Saturday	Liverpool MC	S	Aintree
05	July	Sunday	Longton & DMC	S	Three Sisters (Course 1)
11	July	Saturday	Westfield SCC	S	Blyton Park
12	July	Sunday	Westfield SCC	S	Blyton Park
01	August	Saturday	Longton & DMC	S	Three Sisters (Course 2)
02	August	Sunday	Chester MC / Lancs AC	S	Three Sisters (2 Lap)
16	August	Sunday	Auto 66	H	Oliver's Mount
30	August	Sunday	BARC (Yorks)	H	Harewood
05	September	Saturday	Liverpool MC	S	Aintree
12	September	Saturday	Nottingham SCC	S	Thoresby Park
13	September	Sunday	Nottingham SCC	S	Thoresby Park
20	September	Sunday	BARC (Yorks)	H	Harewood
03	October	Saturday	Longton & DMC	S	Anglesey (National)
04	October	Sunday	Longton & DMC	S	Anglesey (International)

[\*] 17<sup>th</sup> May Blyton is Provisional, subject to final acceptance by MDA.

## LONGTON SPRINT & HILLCLIMB SERIES

*3 events from 5 to count*

*Separate Trophies & Awards!*

12	April	Sunday		S	Three Sisters
05	July	Sunday		S	Three Sisters
01	August	Saturday		S	Three Sisters
03	October	Saturday		S	Anglesey (National)
04	October	Sunday		S	Anglesey (International)

**FULL REGULATIONS WILL BE PUBLISHED ON THE CLUB'S WEBSITE [www.longton-dmc.co.uk](http://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](mailto:ericleadbetter@yahoo.co.uk)**

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# An invitation from Longton & District Motor Club

to join us for the Club's

## Annual Dinner & Presentation of Awards for the 2014 season

**Saturday, 17<sup>th</sup> January, 2015**

Barton Suite, Barton Grange Hotel, Barton, Preston PR3 5AA

6.30 p.m for 7.30 p.m.  
Bar until 1.00 a.m

*Dress Code: Lounge suits and Posh Frocks!*

*Tickets: £30 each*

*Accommodation is available at a special rate – quote Longton & DMC when booking.  
Book direct with the hotel: Tel: 01772 862551 or email: [stay@bartongrangelhotel.com](mailto:stay@bartongrangelhotel.com)*

### Booking Form

Name \_\_\_\_\_ *please print in block letters)*

Tel No. \_\_\_\_\_ Email address \_\_\_\_\_  
*(for acknowledgement, tickets are not issued)*

No. of tickets required \_\_\_\_\_ No. of dietary meals \_\_\_\_\_ Type \_\_\_\_\_

Payment enclosed @ £30 p.p. £ \_\_\_\_\_ *(Cheques payable to LDMC Ltd).*  
*(Bookings can only be accepted if accompanied by full payment)*

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. Tel: 01772 719187 Email: [mgm@uwclub.net](mailto:mgm@uwclub.net)*

ENDS

