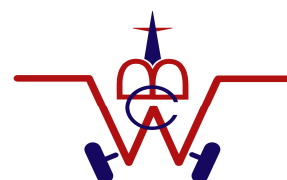


Chester Motor Club

www.chestermotorclub.co.uk

Broughton Wings Sports & Social Club



Volume 91 No 2
June 2011

Chester Motor Club

PATRON	His Grace, The Duke of Westminster, KG, OBE, TD, DL
PRESIDENTS	John Flitcroft (Emeritus), Bill Harris
VICE-PRESIDENTS	Dean Butler, Robin Parker
MEMBERSHIP SECRETARY	Bill Harris, 6 Needham Road, Hartford, Northwich, Cheshire CW8 1RW, Tel 01606 75174 membership 'at' chestermotorclub.co.uk
CHAMPIONSHIP CO-ORDINATOR	Steve Walker championship 'at' chestermotorclub.co.uk
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VICE CHAIRMAN	Steve Walker, 36 Terence Road, Childwall, Liverpool, L16 8NW, Tel 0151 737 1177 vicechairman 'at' chestermotorclub.co.uk
SECRETARY & EQUIPMENT OFFICER	Richard Jones, 8 Barn Meadow, Winnington, Northwich, CW8 4XD, Tel 07775 580180 secretary 'at' chestermotorclub.co.uk
TREASURER	Bob Chesters, 48 Worsley Road, Lytham St Annes, Lancs, FY8 4AW, Tel 01253 732983 treasurer 'at' chestermotorclub.co.uk
COMPETITION SECRETARY	Martin Chandler, 2 Ffordd Terfyn, Bodelwyddan, Rhyl LL18 5SZ, Tel 07971 543181 competition 'at' chestermotorclub.co.uk
EDITOR	Paul Robinson, 15 Cornelius Drive, Pensby, Wirral, CH61 9PY Tel 0151 648 5892 magazine 'at' chestermotorclub.co.uk
SAFETY OFFICER	Norman Venables, 37Alyn Drive, Rossett, Wrexham, Flintshire, LL12 0HQ, Tel 01244 570868
GENERAL COMMITTEE	Kenn Almond, Jan Chesters, Martin Walford, Matthew Waterhouse, Nick Venables

Please do not telephone after 21:00. There is seldom anything so important that it cannot wait until the next day.

Dates for your Diary

All Wednesday night meetings will take place at The Wings Sports & Social Club, Broughton, Chester at 20:15 hours.

2011

June

11th & 12th Anglesey Sprint Weekend

July

25th Shelsley Walsh. Test day featuring the cars of Basil Davenport driven by Simon Taylor

August

6th & 7th 3-Sisters Sprint Weekend

September

14th Club Dinner

October

1st Prescott Sprint

8th Cambrian Rally (Marshalling)

Front Cover

The Marshalling team for the Lady Mary Grosvenor Centenary Celebration in front of the Rolls Royce Armoured Car, supervised by Matthew in the Cockpit

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See you on the courtroom steps if you do not!

Chairman's Bit

As the club enters its 90th year several committee changes have taken place. John Flitcroft, after serving for more years than even he can remember, has decided to relinquish his role as President and has accepted the role of President Emeritus. I am sure when his hip has fully recovered we will see him back to help. Norman Venables also has decided to retire as Vice Chairman, a post he has held under four chairmen, and I am very grateful for the help and support he has given me during my period in that post. Tony Castle is leaving, moving to the south coast and, with his wife's continuing poor health, he has decided not to renew his membership. Nick Venables finds that his paying job takes him farther and farther afield giving almost no time to devote to the job of web master, although he remains on the committee.

I thank them all for the untold hours they have given to the club and hope they will continue to enjoy their time as members. But, fear not, most of the vacated posts have been filled. Bill Harris, the Senior Vice President, has been elected President. Bill needs no introduction; during John Flitcroft's convalescences Bill took over his role and hosted the Lady Mary Grosvenor celebrations and the 2010 reception and Dinner. Steve Walker has moved from Competition Secretary to take up the role of Vice Chairman. Martin Chandler, well known to most of us for his sprint and hill climb exploits in his blue Westfield, has taken on the role of Competition Secretary. To give the over worked pair of Bob and Jan Chesters a little free time, Bill Harris has agreed to take on the role of Membership Secretary,

Kenn Almond has made a welcome return to the Committee. In the past Kenn held the post of secretary and has provided very useful liaison between the club and the Broughton Wings Sports and Social Club. Mathew Waterhouse is a new committee member; Mathew was a Rolls Royce apprentice, is a Chartered Engineer who enjoys getting his hands dirty on the Patron's armoured car which graces the courtyard and was seen in motion at the Lady Mary Grosvenor celebrations where it was commanded by junior member Mathew Jones standing in the turret resplendent in Royal Navy Captain cap.

We now have a magazine editor. Paul Robinson has been inveigled to return to the post he held many years ago (*oh so many years ago! –Ed*) and is skilled in all the electronic wizardry needed in this role. Paul as I remember is very persuasive in his search for copy from members. I thank all who have agreed to remain on the committee and welcome the new members. I am sure that with their guidance and your efforts the club will continue to punch above its weight.

Last year, for the first time in recent history, our sprints lost income. This was certainly due to the financial climate and not due to lack of effort from Bob, Jan and their organising team. Both competitors and officials enjoyed their days and the committee have agreed that we must continue to run these events. Dave Cleaveley, Richard Jones and their team made the Lady Mary Grosvenor centenary celebration, which is reported on later, a great success. Steve Walker, Nick Venables, Jan and Vicky organised the Reception and Annual Dinner which followed. Those attending the Dinner enjoyed Willem Todt's reminiscences and Jessica Purchon's reply on behalf of the Ladies. They, as always, gave generously to the Patron's chosen charity.

Robin

-----ooOoo-----

From the President

I am not alone in welcoming Paul Robinson back into the club as magazine editor. For some time now the committee have agonised over the lack of a magazine but no one has felt able take on the task of editor, so it was very welcome news at the AGM, to hear that Paul was going to rejoin the club.

Paul had edited a very lively and informative magazine for some considerable time, until having to relinquish the job a few years ago.

It must be emphasised that Paul is magazine editor; this does mean that the magazine will only be as good as you the membership make it by sending material to Paul. This can be short articles or photographs, anything that you think may be of interest to the membership.

We are looking forward to the Anglesey Sprint Weekend on 11/12th June. Although entries are down, we suspect because of the economic situation, we are looking forward to some good competition from a varied entry, with the impressive spectacle of the National Championship cars on the full circuit on the Saturday. If you are not entering this year why not come along and marshal? With most of the marshals and organising team having their evening meal together in the circuit restaurant on Saturday, it does prove to be a good social occasion.

As well as the Three Sisters Sprint in August and the Club Dinner in September and invitations to other events and marshalling opportunities we can look forward to a fairly busy year.

Bill

The Lady Mary Grosvenor Centenary Celebrations

Back in 2005 the late Martin Pratt and I realised that Our Late Patron and President Lady Mary Grosvenor, had she still been with us, would fast be approaching her 100th year. After checking with the Estate Office we were told she was born in April 1910.

The Committee agreed that an event should celebrate this, the Patron was approached and agreed to such an event and funds were provided. Sadly Martin passed away, and so others were approached to lend a hand. Dean Butler, Bob and Jan Chesters, Dave Cleaveley, Roger Hargreaves, Bill Harris, Richard Jones, Nick and Norman Venables, Steve Walker and Mathew Waterhouse succumbed to my persuasion. They agreed that the event should feature a static and moving display of her cars, with cars and motorcycles which had competed against her, together with some of the present Club member's cars. They suggested that April was the wrong month for the event and thought September would be better and hopefully this would combine with the annual dinner. The Patron was approached and agreed that we should use the old airfield, part of the Belgrave Drive and the Long Room complex as the venue.

Lady Mary competed between 1934 and 1956 in six cars: a Riley MPH, a Riley Sprite, an early Allard, Bugatti, an Alta, a Le Mans rep Frazer Nash and a Triumph TR2. She also fulfilled her duties as President by driving around our rally routes in her Mk VI Bentley dispensing good cheer to the marshals.

All these cars still exist and were located. Their owners were contacted and invited to display them, we received immediate replies from four of the present owners accepting our invitations. Dean Butler found the Allard under a sheet in south London and after discovering that it was part of an ownership dispute, thought discretion was the better part of valour and found a look alike. The present owner of the Frazer Nash did not reply but the Frazer Nash Archives sent the car driven by the then Stirling Moss as a look alike. The Riley Sprite was now in a museum and could not be moved and so a look alike was found to replace it, alongside these cars thirty one other vehicles were invited to display.

With the patron's approval the Eaton estate staff went out of their way to help with the arrangements. Roger Hargreaves kept his eye on the expenditure, smiling when the quotes were lower than the budget and sending me away to do better when they exceeded the budget figure. Norman Venables knowledge of HSE matters were an

enormous help as the estate had appointed a new safety officer who had no knowledge of motor sport.

Wednesday 15th September dawned fine and dry, Mathew Waterhouse collected me and we drove down to the Long Room to collect our Charge, No. 17 the Patron's Rolls Royce Armoured Car, I had the responsibility of navigating the vehicle from its garage to the airfield as the driver viewed the route through a narrow slit and could not see to left or right. As it was early morning and the vehicles were not due until 10.00 we thought we would be the first there but there at the gate were the Orange suited marshals. Bob and Jan had the club Tent up ready to sign on and issue event plaques. Richard Jones was fixing our numbered plaque to the front of the Rolls, Doctor Steve Pryke was on call, the Snack caravan was issuing wafts of frying bacon, and the toilet van was as promised fit for a lady.

Several cars were being directed to their positions and members with no set jobs were helping or talking to our guests, whilst filling their faces with bacon butties.

Everyone seemed to be smiling in little groups around the cars either talking old friends or making new ones as soon as all the cars were unloaded, Tim Gresty took photographs of the display and the marshals encouraged the owners to drive their vehicles up and down the runway.

The air resounded with the music of single, twin, four, six and eight cylinder engines and the smell of Castrol R and Methanol. Owners invited spectators and marshals to join them in the passengers seats for a run up the runway and drivers exchanged cars. Later in the day some of the estate office staff came down to look at the display and were taken for trips

At two o'clock some of the marshals and photographers left to man the route and the cars were assembled for the drive up to the Long room for afternoon tea, my duty as Navigator was passed on the competent care of Mathew Jones, one of the club's junior marshals. Here the organisation fell down as some of the vehicles were directed down a cul-de-sac and had to be redirected. The Marshals as always soon had the matter under control and arranged the vehicles in their allotted places in the court yard whilst the owners took tea and handed over the yard to the estate security who watched over them allow owners, officials guests and members to leave and change for the reception and dinner.

Robin



Pictures courtesy of Mike Gibbons
mikegibbo@hotmail.co.uk
Tel: 07738 065322

Declan Jones to graduate to Ginettas with Kelvin Jones Motorsport

Liverpool-based youngster signs off with a win in the final round of the Formula Kart Stars (FKS) series at Ellough Park - and with family-run Kelvin Jones Motorsport, is plotting his next step up the motorsport ladder.

Declan Jones concluded his Formula Kart Stars (FKS) career on a high last weekend and he has now officially announced that he will step up to the Ginetta Junior Championship in 2010.

Declan, who has been competing in the FKS Junior Rotax class for 13-17 year olds this season, went into rounds eleven and twelve of the Lewis Hamilton and Bernie Ecclestone Formula One Management-backed series looking to secure third place in the standings.

The Chicago Soft-backed youngster started solidly and while he was slightly disappointed to only be sixth in qualifying for the penultimate round, he went for it in the two heats, finishing fourth and third.

Although he was taken out in the round eleven final, the 15-year-old lost no ground to championship protagonist, Josh Parker, as his rival was also a victim of the early mayhem.



Picture courtesy of Chris Walker - www.kartpix.net

“We didn’t get the set-up right quite right for qualifying,” said Declan. “But we soon got it hooked up for the heats. It was pretty good for those two races and in the second one I gained quite a few points on Josh.

“However, in the final, halfway through the first corner, I got taken out. The incident ripped the radiator off and split the sparkplug in two.

“It was a real shame. The only consolation - from a championship point of view - was that Josh also retired. That was good for me. But at the same time it was a bad result.”

The next day, Declan continued to perform, despite the tremendous pressure and he was third in the second FKS Junior Rotax qualifying session in his Dave Smith Racing-run kart.

He then took second and fourth in the heats, before doing as well as he possibly could in the round twelve decider. Declan seized the lead in the final on lap 8 and then maintained the position all the way to the chequered flag, finishing 1.66 seconds up on Parker. It was a great result and the perfect way to end his FKS career.

Sadly though, it wasn’t quite enough to give him third place in the standings. Indeed while he came as close as was practically possible - and finishes the year with exactly the same points total as his season long rival, he misses out by two points when the highest dropped score is taken into account.

“Qualifying was a lot better today,” Declan reflected. “I took third and in the first heat I was on the inside and got second right away. Then in the second one we changed the tyre pressures. We went out on cold tyres and we lost some ground. But on the last lap, I caught right back up and was up with second and third. However, I just couldn’t get passed.

“The victory in the final was a huge relief. My aim for the whole weekend was just to get as many points as possible and to try and beat Parker. It was a shame we couldn’t quite get third in the championship. But it was still a really, really good weekend and to get that win was just a massive bonus.”

Declan is now looking to next season and with a number of karting accolades in the bag this year - including having become the Manchester and Buxton Winter Cup Champion, Rowrah CKRC O plate Champion, the GYG Dragon Master for the second time and having secured the prestigious MSA-seeded #15 in Super One - he feels ready to take the next step and progress to cars.

Rhino Racing

WEB SITE

www.chestermotorclub.co.uk

I have recently taken over from Nick Venables as club 'Webmaster'. Sounds rather grandiose, but I will be looking after the website from now on. We are very grateful for all the work that Nick has done with the website over the years but increasing pressure of work has meant that he has not been able to devote as much time as is needed to keep the site up to date.

Despite a lifelong career in computer operations and technical support, websites have been a bit of a black art to me but the system that Nick has developed is very logical and easy to follow and manage. Over the past couple of weeks I have updated most of the information such as the contacts and membership pages and removed a lot of the content that is a bit too historical.

The reason for this note is to say that if anyone has any photographs of themselves on recent events, not necessarily Chester Motor Club events, that they are willing to share please send them to me, email address below. Any format is acceptable as I will size them for the web and put a 'watermark' on them to make them less likely to be downloaded.

Bill Harris

administrator 'at' chestermotorclub.co.uk

-----ooOOoo-----

A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time...

-----ooOOoo-----

My wife sat down next to me as I was flipping channels.
She asked, "What's on TV?"
I said, "Dust."
And then the fight started..

-----ooOOoo-----

"If a man speaks in the forest and there's no woman around to hear him, is he still wrong?"

Competition Information

Chester Motor Club is a member of the following associations:

ANWCC – the Association of North West Car Clubs

WAMC – the Welsh Association of Motor Clubs

Being a member of these associations means that any Chester Motor Club member can compete in events to which these associations have been specifically invited.

Chester motor Club members have been specifically invited to the following events:

October

1st Prescott Sprint

Basil Davenport Memorial (June)	DO NOT phone after 21:00 Entries Jan Chesters Tel: 01253 732983 sprint 'at' chestermotorclub.co.uk
Dave Moore Memorial (June)	
Lady Mary Grosvenor (August)	

-----ooOoo-----

Well, my first magazine for a long while. As you can see there's space for more articles and photographs so please feel free to e-mail them to me. I can take the common doc, docx and rtf formats – and probably others as well. Photos don't need to be any larger than 1024 x 768 but I can reduce them. Next issue is slated for September. E-mail address is at the front of the mag.

And finally, if you find any spelling mistakes in the mag consider this:

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The Etodir



Clwyd Vale Motor Club

Putting fun back into Motorsport



AMBIWLANS AWYR CYMRU
WALES AIR AMBULANCE

Charity Rally Rides

£25



Sunday 14th August - 10am

Profits will be donated to the



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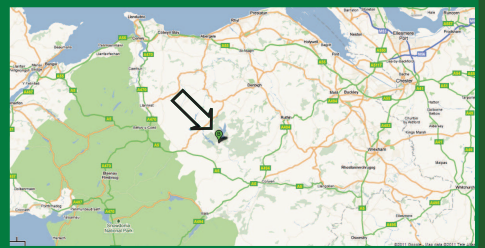
Tan Hardy Motorsport Photography

Limited Availability

See <http://www.cvmc.org.uk/charity>

for booking Information, terms and conditions

Catering and amenities on site



The forest stage is located in the heart of North Wales rallying country between Llyn Brenig and the Alwen Reservoir, 3 miles north of Cerrigydrudion just off the B4501. Map Ref 116/964 531 1/2