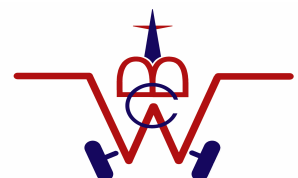


Chester Motor Club

www.chestermotorclub.co.uk

Broughton Wings Sports & Social Club



Volume 91 No 3
Autumn 2011

Chester Motor Club

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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

Committee meetings take place at The Wings Sports & Social Club, Broughton, Chester on the first Wednesday of the month at 20:00 hours.

Map Ref: 117/349 643

Lat N53:10:19 Long W2:58:57

2011

September

7th Committee meeting

14th Club Dinner

October

1st Prescott Sprint

5th Committee meeting

8th Cambrian Rally (Marshalling)

November

2nd Committee meeting

10th (Thursday) Wales Rally GB in Clocaenog (Marshalling). Signing On: 09:30 hrs to 12:30 hrs. First Competitor Due: 16:14 hrs. Stage Closed: All being well, around 18:00 hrs. Contact Richard Jones if you wish to volunteer.

December

7th Committee meeting NOTE at the Mill Pool Restaurant, Cotebrook, near Oulton Park

10th – 13th LE JOG (Marshalling) Contact Richard Jones to volunteer.

2012

January

4th Committee meeting

Front and Rear Covers

Photos of the Lady Mary Grosvenor Sprint courtesy of Mike Gibbens (mikegibbo@hotmail.co.uk) Tel: 07738 065322 for further information

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See you on the courtroom steps if you do not!

Chairman's Bit

As the September nights draw in the Club speed event calendar comes to an end. Marshals can soon hang up their orange overalls and officials can take a well earned rest without the nuisance of the ever ringing telephone and the daily pole of e-mails awaiting a reply.

Financially 2011 has not been a good year for Chester Motor Club; the world situation has meant that competitors are taking part on fewer events and entries lists are shorter but fixed costs like circuit hire, time keeping charges and medical cover remain. Last year, bearing these points in mind, your committee decided to continue our events on the Anglesey Circuit and at Three Sisters and forecast a loss, knowing that if we dropped these events we would lose them for ever.

Budgets were prepared with the expected loss shown. The Organisers were charged with running events to our usual standards making savings wherever possible. They were successful on both counts. Due to their careful financial management all three events came on under budget, and for the second time the Championship co-ordinator awarded us the prestigious Les Edmunds Trophy for the best round of the championships.

The shortening days bring us round to the Club's annual Reception and Dinner. Again our patron has allowed us to use the wonderful facilities of the Long Room and The Wolf room for this function. The ladies are given a chance to get out their finery and competitors and officials exchange their overalls for black ties or lounge suits. Everyone enjoys the drive from the Eceleston gate, through the park with its flocks of deer to the splendour of the venue.

It leaves me, on behalf of your committee, to thank all who have worked so hard to make the Club what it is today and wish you continued safe and enjoyable motoring

Robin Parker

-----ooOoo-----

Spare a thought for Michael O'Leary, Chief Executive of Ryanair. Arriving in a hotel in Dublin, he went to the bar and asked for a pint of draught Guinness.

The barman nodded and said, "That will be one Euro please, Mr. O'Leary."

Somewhat taken aback, O'Leary replied, "That's a very competitive price," and handed over his money.

"Will you be wanting a glass with that?" enquired the barman...

The Jones Family at Work!



2010
Cambrian in
Penmachno

LE JOG

10th December to 13th December 2011

(I have received the following request from Chris Worboys, Chief Marshal – RJ)

Yes it's that time of year again and yes, the dates are correct - LE JOG is one week later this year.

We are hoping that the only challenge to the competitors, officials and the marshals will be the route devised by John Kiff and NOT the weather as in 2010.

Although the event will be taking a direction similar last year, that being diagonally across the middle of England and up the east'ish side of Scotland, there are new control and test locations to vary the interest.

As you know, LE JOG takes an enormous number of marshals to staff it and this is the reason for the email.

I am looking for volunteers to marshal on the event and Motor Clubs to run the tests.

You may only be able to assist on one day, two days or the entire event but whichever it is please let me know. I would also be grateful if you could ask around your circle of friends and associates to see if we can swell our numbers.

If you were a point of contact for a group last year please pass on the contents of this email to the group members.

I know a number of you were very disappointed regarding the issue of badges. Please accept my apologies and a promise to do better this year.

I do hope you can help out as this year's event (having had a sneak peak at John Kiff's route) promises to be a classic.

To update yourself please check out the HERO website
http://www.heroevents.eu/Events/LeJog/le_jog_2011/

If you are interested in helping out then please contact me.

Richard Jones.

Two bites of the Cherry

The joys of the CMC/LAC double weekend at 3-Sisters, by Team RBS

The double weekend organised by CMC/LAC at 3-Sisters is a treat – not only do we get to drive at the same venue two days in succession (two bites of the cherry), but on the first day, the “2-lapper”, we actually get to go around the track *twice*, (2 bites ...). This gives approximately 12-14 minutes driving time over the weekend – what bliss! Another bonus is that between the two layouts, we drive on almost every bit of track, which adds further challenges.

On the first day, the 2-lapper starts with blast-off from the paddock entrance and after a quick left (even a wee bit too fast and you are grass-cutting), round lunar. And here's the good bit – after sailing round lunar, cursing yourself for taking the wrong line, you have another chance in the second lap to get it right (or doubly curse) and end the run by flying out of lunar and flooring it all the way up the back straight (in theory), to finish gloriously on the hill. Even better, you don't have to scrape the bottom of the courage barrel to keep the foot flat over the latter part of the hill as well! Due to there being day two still to go, the frustration is not as high as it usually is at the end of a meeting, because there is still another chance tomorrow and hope springs eternal ...

On the second day, blast off is from the same point, but then an immediate right, the left hairpin, into the valley (usually the only opportunity in the year), left, then a good kerb-bouncing through the esses, and on to lunar – by now a familiar, well-loved friend, and driven flawlessly. The same finish on the hill and, by the end of Sunday, not even a twitch of the brake foot and with every speck of road being perfectly used.

It is a good feeling at the start of Saturday with so much driving ahead, the challenges of the different parts of the circuit and the chance to see everyone on two days; definitely a weekend not to miss.

P.S. this year we ruined the latter part of day 1 for all competitors by thoughtlessly dropping a gallon of (expensive) oil round a good part of the track !!! Sorry...

Eve Whitehead

Chester & Liverpool Motor Clubs' Speed Championship

The Championship has not looked back since its inauguration as a joint venture between Chester and Liverpool Motor Clubs back in 2005. At that time many UK Club events were over-subscribed and several were restricted to regular competitors of the organising clubs, so we saw the need for a Championship that would help drivers compete in Sprints & Hillclimbs at an exciting range of popular venues that they might not otherwise get the chance to experience.

Over the seven years it has been running, the Championship has averaged over 60 registrations each year; even in these hard times 56 competitors have registered this year.

In the very first year we managed to attract sponsorship from The Unicorn Inn which was then owned by good friends of Liverpool Motor Club, Roy Holder and Sue Thompson. Their sponsorship meant that not only were we able to purchase the main Trophies, but for the first few years we were also able to offer free tickets to the annual awards night for all those registered for the championship. Over the years, the cost of running the Championship has slowly increased and although last year we were only able to provide one free ticket per competitor, with a second one at half price, the awards night was still a great success with over 90 competitors, friends and guests present to see over fifty awards presented.

Roy and Sue's sponsorship ended when they sold the Unicorn in 2007 so we were grateful when Peter Brogden, proprietor of Belgrano Services Ltd and himself a regular competitor, stepped in to fill the breach as main sponsor. We also acquired sponsorship from Dave Coveney of Interconnect IT who was also a regular competitor in his very fast Lotus Elise.

The championship has continued to grow and is probably now the best Speed Championship in the North West consistently attracting excellent support from our competitors each year. This year's Championship has included 20 rounds, visiting Aintree, Anglesey, Barbon Manor, Curborough, Three Sisters, Loton Park & Oliver's Mount, and will finish with an exciting double header at Thoresby Park. By popular demand, we retained the two division format that has been such a success and also continued with our sub-Championships for Classic Production and Racing Cars.

To try and boost entries for the two promoting clubs, and with the help of Stella Motors of Dove Holes in Cheshire, we added The Top Ten Challenge to the

Championship in 2011. The Top Ten Challenge only uses Liverpool's & Chester's events with a magnificent prize fund of £400 up for grabs.

At the time of writing, with rounds at Three Sisters and Aintree still to go, the leader board is headed by John Graham on 39 points, followed by Derek Martlew on 26 points and David Ormerod Jnr in 3rd spot on 22 points. With a maximum of 20 points still available the result is far from certain and once again an exciting end to the Championship looks likely.

We are very grateful to all our Sponsors and advertisers who help keep the Chester and Liverpool Motor Club's Championship the premier championship in the North West.

For further information and to keep up to date with the leader board, please visit our website www.speedchampionship.com. You can also email us at info@speedchampionship.com or phone 07095 677058.

If any club member of either club wishes to attend the Awards presentation and Buffet at The Broughton Wings Sports & Social Club Brought, Nr Chester, CH4 0DR on the Friday 21st October at 8.00pm for an 8.30pm prompt start.

Tickets will be available from beginning of October, please contact me for more details and ticket prices and I will send you a booking form nearer the time preferably by email.

Please note that admission is strictly by ticket only.

Ron Hunt
Championship Co-ordinator

-----ooOoo-----

Les Edmunds Trophy

For the second time in eight years Chester Motor Club are the proud winners of the Les Edmunds Trophy. The trophy is presented to the Best British Championship Sprint Round as judged by the competitors (a very discerning bunch).

It is a great credit to everyone involved in running the Sprints that the club has again won this prestigious trophy. Jan and Bob Chesters will receive the trophy on behalf of the club at the British Sprint Championship Awards on 19th November at Lea Marston. *(Photos next mag)*

From the Archives

Having recently been co-opted to the position of archivist for the club, following the sad loss of Martin Pratt, I have begun to look through the extensive archives built up over the life of the club and hope to bring snippets of the club's history back to life through articles in the magazine.

Many of you have been members for many years but more recent joiners may only think of Chester MC as a club that organises sprint meetings so as a flavour of the sort of things the club used to do. I have had a look at two years 1986 and 1991 being 25 and 20yrs ago respectively

In 1986 the club events diary started with the Milton trial, a classic reliability trial, running over 100 miles with 12 special tests starting from the Milestone Inn Bwlchgwyn in May. This was followed with the Cestrian Tarmac stages in July based at the Aintree track in Liverpool. The entry list for this event includes such classic cars from the 80s as a TR7, Sunbeams, Chevettes, Escorts, various Opels and a Vauxhall Firenza. The results sheet show the event was won by Derek Speight and A Wisedale in a Chevette.

Still in July, this event was followed by the Festival Autotest held in the Castle Square at Chester. Looking through the entries a couple of the current club committee had entered, Bob Chesters (Mini 998) finished 39th overall and Martin Chandler (Frazer Nash 1850) finished 41st. The event write up in Motoring News mentions the difficulties Martin faced due to numerous transmission failures.

As far as I can tell the final event organised by the club that year was a sprint run at Oulton Park circuit in August, In this event FTD went to a Mr Joe Ward in a Ward 7, with a time of 74.63 seconds. Again the event had several club members competing, amongst them was the current chairman Robin Parker in a Mallock Mk6B whose best time was a 96.35.

1991, as well as being 20 years ago, was the platinum anniversary of the club as we believe it was formed in 1921. From the January edition of the magazine I would like to put in a paragraph from the chairman at the time, *"It would also be a big help to the club to have extra helping hands available to run our events. Whilst it is nice to compete on our own events the current ANWCC Championships are so extensive, would it really matter at the end of the year if instead of competing you helped in the organisation. Just an interesting thought..."* I think that sentiment could be echoed today,

In terms of events organised that year, May saw another running of the Cestrian stages at Aintree, again won by Derek Speight in a Chevette. June saw a running of

the Platinum stages rally on the ranges at Trawsfynydd and this event was won by David and Kenneth Pritchard in an Escort. The Festival Autotests were also held in June, this time at the Asda car-park in Wrexham with the event being won by Tim Sergeant in a Dutton Phaeton.

In celebration of the club's Jubilee an anniversary lunch was held at the Chester International Hotel preceded with a moving display of vehicles that had played a part in the club's history. At this dinner a booklet, *The First 70 Years*, was presented to those attending.

If any reader has more information on, or photographs from, any of these events I would be more than happy to receive them into the archives which will in time be moved to the Archive facility at Shelsley Walsh, where they will be more accessible to interested parties. Photographs can be scanned and returned if required.

I have also begun scanning in the photos I got from the archives and some I haven't a clue who or what or where they are. This is the first one (B/W which must date it a bit). Any information gladly received.

Richard Jones



Clwyd Vale Motor Club Charity Day

This very special and unique event would not have taken place without the support and input from the dedicated people in the rally community, which lead to this Charity event to be an extremely successful and enjoyable day for all. We are indeed truly grateful to the Forestry Commission in allowing us to use the track at the Alwen Forest in particular Sarah Hurford and Irwin Ellis for their valuable assistance and advice throughout the planning process.

The event gave the general public the opportunity to experience the thrill and excitement of being in an actual forest rally car driven by highly enthusiastic and competitive drivers, which enhanced to the overall experience of a rallying for the paying public. The passenger-ride gave an insight into the exciting sport of rallying and hopefully encourage new people into motor sport. Having received feedback



from some of the first passengers the organisers knew that the track and format for the charity event was correct in all of its preparation for the day.

‘Far better than a multimillion pound theme park ride, all credit to the organisers, drivers, crews and marshals for making Sundays Charity Rally Day a success. I’m sure everyone like myself thoroughly enjoyed the experience, an experience to savour for some time to come. Hopefully this will be repeated next year.’ (David Brown from Broughton.)



‘We all had a great day today. Hubby and son had a ball. Just wanted to say thank you to you all. Hope you reach your target.’ (Kath Hewitt).

‘Just wanted to say what a fantastic event you put on yesterday. I came to watch whilst my husband and three friends took part in the rally ride, they enjoyed it so much they



had a second run too!
Everything was so well organised, even the weather. Congratulations, you should be proud of yourselves. Let's hope this becomes an annual event.'
(Carol Ellis-Jones)

Drivers enjoyed the chance to show off their skills to the general public and commented that the track selected gave

challenging variety and excellent practice opportunity for them by also giving the passengers a taste of what to expect in a real rally. The drivers have volunteered their services in the next charity passenger day as they have themselves enjoyed this event.

'We could do with this track for testing as it has everything needed to set up cars for forest rally' (Geff Jones)

Geff enjoyed the day so much that he has put a video on u-tube showing what the passengers experienced on their ride through the forest, find the video at: 'Geff Jones cvmc charity day'. Photos of the day are also available to see at www.rpphotography.co.uk.

On behalf of the organising committee, we would like to thank all drivers, marshals and radio crews for their involvement in this event and making the day enjoyable for all.

Finally and most importantly, we wish to thank the public for their participation in making the day a success and assisting us in raising money for The Welsh Air Ambulance.



JRT Enville Stages – July 10th 2011

Warrington & District Motor Club once again ran the JRT Enville Stages running for the 17th year on Anglesey using the much revamped Anglesey Circuit. This year there were 10 stages and almost 50 stage miles on the super smooth racetrack and adjacent link roads.



A huge thank you went out to Bob Tate and JRT Motoring Services, for their continued support, which had enabled WDMC to maintain the entry fee at last year's level. Regular competitors know that the JRT Enville is normally a no nonsense event with sensible use of chicanes and slick stage change over's, The clubs aim for this year was to maintain this tradition and offer all the competitors maximum value for money. This was the only summer rally to be held at this fantastic coastal venue, so notices had been sent out to all concerned to bring their tents, BBQ's and sun cream for a great weekend of Rallying!

A warm welcome went out to the Formula 1000 Juniors who were competing for the second time on the Rally. As last year the aim was to offer the Juniors exactly the same stages and mileage as the 'grown-ups'.



This year another welcome went to the Steve Harkness Welsh National Tarmacadam Championship competitors as well as the Kick Energy Pirelli Junior 1000 championship alongside the regular ANWCC and SD34 championship contenders.

Chester Motor Club members, Team Rhino Racing & Silk Rally Radio were all present assisting with the event. It was nice to see the Junior Marshals of Joe Baker and Will 'Who ate all the Hot Dogs' Harris actively involved during the day.



The event had an excellent entry and it was nice to see a variety of cars competing including the Lotus Europa, Talbot Sunbeam, BMW's etc.

The event did run smoothly all day in glorious sunshine as promised and Warrington & District MC produced an enjoyable day's motorsport where they delivered another classic Enville Stages.

Rhino Racing



BRSCC Meeting Oulton Park



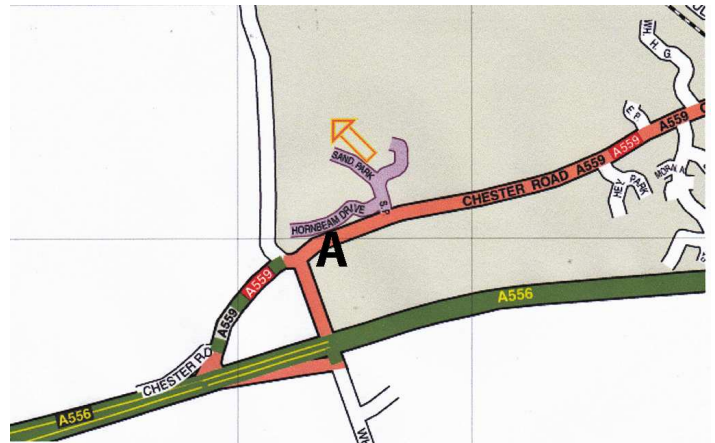
Pictures courtesy of Carol and Geoff Ingram

You need Common Sense as well!

Recently Mary and I were leaving Northwich westwards on the A559 to join the A556 to travel towards Chester.

The road markings at Junction 'A' give the through route as round to the left and over the bridge crossing the A556, which is the route I followed, as did the vehicle behind me, but this vehicle

immediately pulled into the right hand lane and proceeded to overtake, despite the fact that by now I had started to signal my intention to turn right onto the slip road. This vehicle overtook me, continued straight on, still on the offside, onto what becomes an unclassified (yellow) road. When last seen the vehicle was stationary still on the offside, some 100 yards or so down the road. I turned right onto the slip road and somewhat perturbed continued on my way.



When we discussed the incident some time later Mary and I came to the conclusion that the other vehicle was blindly following SATNAV, at junction 'A' being told to carry on the A559 to turn left onto the dual carriageway towards Manchester, unfortunately the road markings did not agree with this instruction. Having made the mistake at junction 'A' and turned left there the driver obviously thought it was the dual carriageway. I don't doubt that by now the SATNAV was getting very excited telling a very confused driver to turn round!

I have never owned or used a SATNAV, relying instead on my geography of the UK and a sense of direction developed over many years of rally navigating and finding very obscure spots to marshal time controls on rallies. I do use the online route finders but sometimes the results beggar belief with the routes they produce. One of the worst being the Caravan Club route finder, it is brilliant at finding routes completely unsuitable for caravans; but they do cover themselves by saying 'always follow the advised route' in the site details.

In conclusion I tell of the friend who left Northwich to travel to Skye. All was well until they reached Mallaig, to be told to 'take the ferry to Skye'. He knew there is a bridge to Skye and was expecting to cross it! He was happy to tell this at his expense but does have the excuse that he is a Zimbabwean and has only been in the UK for a couple of years.

Bill Harris

Bill Boddy

A tribute by Simon Taylor, Chester MC member and currently Editor at Large of *Motor Sport*

The reason why the death of Bill Boddy has touched so many enthusiasts of all ages, all around the world, is because he was a monthly part of our lives. Most of us have been reading the magazine with the green cover for as long as we can remember, maybe since the first childish stirrings of a love of cars. And for just as long, Bill's uncompromising, unmissable writings have been with us.

Bill was 98 when he died. He was 17 when he first contributed to *Motor Sport*; by the time he was 24 he was its editor. He was still writing for it right up to the end. In fact his final monthly spread was filed just before he died, and the issue hit the bookstalls after his funeral. That means he had an uninterrupted role on *Motor Sport* for a quite extraordinary 81 years. As far as we can ascertain, no other journalist, in any field, has contributed to one publication for so long.

But Bill is remembered for more than just his longevity. In the 1950s, when I first started reading motor magazines, the big titles were the two weeklies, *The Autocar* and *The Motor*. Their editors and staff were in awe of the advertisers who filled more than half the pages of every edition, and so road tests were never allowed to be critical. The dreary procession of side-valve Hillman Minxes and cart-sprung Ford Prefects were lauded with extravagant praise because the Rootes Group and the Ford Motor Company were paying for big colour spreads.

Not so in *Motor Sport*. Bill's road tests were crushingly honest. If he thought a car was a bad product, if he thought its steering vague, its brakes uncertain or its performance feeble, he said so. When he tested the independently-sprung, air-cooled Volkswagen – and this was barely 10 years after the civilised world had vanquished the Nazis and German products were still unpopular – he correctly pointed out that this was a better, more modern car than the Ford Popular which was its British equivalent. BMC, which then controlled Austin, Morris, Riley, Wolseley and MG and was effectively Britain's major manufacturer, stopped lending cars for test. Bill gleefully told his readers about the ban – and then borrowed cars from readers and wrote about them anyway. By contrast, when Britain produced in 1959 a small car it could be proud of, the brilliant transverse-engined Mini, Bill was loud and eloquent in his praise.

He also campaigned for a fairer deal for motorists, campaigning vociferously against the 70mph limit – and also against compulsory seat-belts, which made him claustrophobic. All the while, *Motor Sport's* circulation soared. When in the late 1940s Bill had persuaded his long-time friend, the equally outspoken and uncompromising Denis Jenkinson, to join him to write the magazine's brilliantly detailed and knowledgeable race reports, the format and content of *Motor Sport* was set.

In the 1930s when the magazine had been unable to pay its print bills the printer, one Wesley Tee, had taken it over in lieu of payment of the debt. Tee, famously parsimonious, did not allow by-lines, because he thought his writers might become famous and ask to be paid more. He only allowed their initials to be used. But “WB” and “DSJ” at the bottom of long screeds of print in progressively smaller and smaller type – because neither would allow their words to be cut – made them famous anyway. All the readers knew exactly who they were, and even as a boy I was aware of the identity of both, known to one and all as The Bod and Jenks.

For most of us, however, Bill’s main contribution was that he was perhaps the first influential journalist who focused on the attraction of old cars. From his youth he drove them because they were all he could afford but he continued to do so because he found vintage machinery more rewarding than modern. The more he wrote about cars of the past, the more they appeared also in the pages of classified advertising at the back of the magazine. Before classic car magazines were invented, *Motor Sport* catered for those of us who love cars that are as old as, or older than, we are. His knowledge of the cars of his youth, and the racing drivers and industry personalities, was prodigious and it infused the magazine. He found time to write the definitive history of his beloved Brooklands, in three volumes, and helped to found the Brooklands Society. He was a major influence on many other clubs, including the VSCC. And always he continued to write thousands upon thousands of words about cars and car people – mainly for *Motor Sport*, but for other publications also, from the *VSCC Bulletin* to the soft-porn magazine *Mayfair*. “At least,” he would say, “I keep a couple of pages of it clean.”

Even before modern electronic communication was invented, he managed from the early 1960s to edit the magazine by post from his rambling, decaying house in North Wales, where every room seemed to be filled with piles of old car magazines and old car parts. He never deigned to use a computer, but he was eventually taught to use a fax machine. His copy, meticulously composed and eminently readable but haphazardly typed, with crossings-out and scribbled additions in the margin, would emerge by fax in London to be decoded by his faithful henchman in the office, Gordon Cruickshank, who remains the magazine’s deputy editor today.

In the 1990s, following the death of Wesley Tee, *Motor Sport* and its sister weekly *Motoring News* were bought by Haymarket Magazines, a company of which I was then chairman. So I found myself indirectly the boss of the great man whose words I had been reading all my life. When I visited him in North Wales he was cautiously hospitable, and I deferentially assured him that, as long as I had anything to do with it, his role on the magazine was secure. More recently *Motor Sport* has become independent again and, under Damien Smith and Nigel Roebuck, is as healthily uncompromising and unmissably readable as it always was. The format laid down by the Bod and Jenks remains intact, and I feel sure that if its standards are ever allowed to slip the hand of WB will be felt from another place, steering it back on track. It is a cliché – but a true one – to say that, after 81 years in the pages of *Motor Sport*, Bill Boddy is irreplaceable. But, like all great men, his legacy lives on after him.

Knowing your Limits

.A brief history lesson

Britain's Speed Limits have come a long way since 1865 when the Locomotive Act restricted the speed of horse-less vehicles to 4mph in open country and 2mph in towns. The act required 3 drivers for each vehicle - 2 to travel in the vehicle and 1 to walk ahead of it carrying a red flag. Hence the Red Flag Act was born.

Speed restrictions as we know them today came into force over 60 years ago in 1934 when a 30mph limit was brought in for roads considered to be in 'built-up' areas.

This particular limit is still used today

Other roads had no limits, until 1965 when the Minister for Transport introduced a 70mph restriction for all roads, which included highways and motorways.

In 1977 the speed limit for cars and motorbikes on dual carriageways was set at 70mph with single carriageways carrying a 60mph limit. I would hope that most of us who drive know these limits but in this day and age where many of us drive a variety of different vehicles on either a regular basis or like myself, the occasional hire van, how many of us can safely say that we know the various permutations of speed limits that apply when we come across the increasing rare bit of road with the speed limit designated by the white circle and black diagonal line signifying the National Speed limit applies

As a regular and high mileage car driver I know that on single carriageway roads it's 60mph and dual carriageways and motorways it's 70mph for cars and motorcycles and although I don't tow a trailer or caravan I know that the maximum speed was 60mph if towing, but again I didn't know that there were different limits depending upon the type of road.

I was aware that buses, coaches and large HGV's were also limited to lower speeds but could not have named these, and was not aware that smaller vans and minibuses had different limits than cars, until an unfortunate incident in North Wales whilst at the wheel of a hired van returning from an event at a circuit in that part of the world.

So to raise the awareness or remind those who should know but might have forgotten the various limits I did a bit of a search and have come up with this information

Maximum Speed in areas covered by the National speed limit	Built-up Areas	Single Carriageways	Dual Carriageways	Motorways
Cars and motorcycles (including car derived vans up to 2 tonnes maximum laden weight)	30	60	70	70
Cars towing caravans or trailers (including car derived vans and motorcycles)	30	50	60	60
Buses and coaches (not exceeding 12 metres in overall length)	30	50	60	70
Goods vehicles (not exceeding 7.5 tonnes maximum laden weight). This includes most vans other than very small ones such as Astra vans	30	50	60	70* (Reduces to 60 if towing a trailer)
Goods vehicles (exceeding 7.5 tonnes maximum laden weight)	30	40	50	60

There are many other obscure speed limits such as those for tractors and other agricultural machinery which is 20mph

The disclaimer bit , this information is based on what I found on the internet from a variety of sites which I believe to be accurate but please check yourselves if you are driving a different vehicle so you don't get caught out.

(Name supplied but not published to avoid any more embarrassment)

Motorbike Racing 2011

As many of you will know, whilst I prefer to drive cars in competition, both Jeanette and myself prefer to watch motorcycle racing. A couple of years ago I did a bit of a tongue in cheek article about some of the world championship racing/riders at that time. I feel that it is now time to bring you up to speed with this year's shenanigans.

Our favourite racing (we get to as many rounds as possible) are British Superbikes (BSB) and World Superbikes (WSB) and watch Moto GP on the TV. For your information I will start with the main differences between the formulas.

BSB and WSB are basically the same formula (although this will change for 2012) which is for production based bikes, the main classes being 600 cc Supersports and 1000 cc Superbikes. Both BSB and WSB run on control tyres and modifications to the machines are limited. They are still very fast, the 1000 cc machines weigh in at 160 kg and are producing 210 to 225 hp, they will easily do 200 mph.

Moto GP is a prototype formula which up to now has not allowed production based machines. The only current limitation is that engine size is capped at 800 cc and they run control tyres. Next year the formula will change to a 1000 cc limit and will allow production based machines in a bid to boost the poor grids that have become the norm as the recession has bit. These bikes produce 230 to 240 hp and are renowned to be very difficult to ride.

The support races for Moto GP are Moto 2 and 125 GP. Moto 2 is a class for prototype chassis with a control Honda 600 Supersport engine. This replaced the 250 GP class last year and is proving very popular with some very close racing. The 125 GP class is the starter class for most Moto GP riders with riders as young as 16 taking to the track, a place for bold rather than old men. This class will change next year to 250 cc four stroke formula.

It also helps if you know some of the notable characters who ride these machines.

Valentino Rossi – Moto GP - Ducatti – **The Doctor** (Alien) - A cheeky chappy off the bike but clinical in his approach on it. Won more senior races and championships than any other rider. Has failed to master the 2011 Ducatti.

Jorge Lorenzo – Moto Gp – Yamaha – (Alien) - Arch rival to Rossi, Stoner and Pedrossa, reigning World Champion.

Danny Pedrosa - Moto GP - Honda – (Alien) - Prone to injury

Casey Stoner - Moto GP – Honda - (Alien) - The only rider to have got anywhere near mastering the Moto GP Ducatti, rides like he stole it.

Ben Spies (pronounced Speez) - Moto GP – **Elbowz** – Came to WSB in 2009 and won the championship in his first year having learned the circuits on computer games. One to watch for the future.

Colin Edwards - Moto Gp – Yamaha – **Texas Tornado** – One of the boys off the bike, deadly serious on it.

Max Biaggi – WSB - Aprillia – **Roman Emperor** – Current World Champion, ex Moto GP rider.

Norriuki Haga – WSB - Aprillia – **Nitro Nori** – Known for his fearless riding, always willing to swap paint, always the bridesmaid never the bride – he has never managed to win the championship.

Carlos Checca – WSB – Ducatti – This ex Moto GP rider is running away with this years championship.

Eugene Laverty – WSB – Yamaha – **Norge** – Won last years World Supersport Championship. Has taken well to the larger engine machines and is mixing it with the best.

Jonathan Rea – WSB – Honda – Former Supersport Champion, suffering this year with injuries.

Leon Haslam – WSB - BMW – Has been racing at international level for ever, even though he is only 29. Probably one of the fittest sportsmen anywhere. Not getting the best from the BMW this year.

Shane Byrne – BSB – Honda – **Shakey** – After a couple of years in WSB he has returned to BSB and is running away with this years championship.

Marco Melandri – WSB – Yamaha – Former Moto GP rider, arch rival of the Roman Emperor. A televised, off track dust up between Melandri and Biaggi at Donnington ended up in the Stewards room.

If you get the chance to watch some of this on the TV, Moto GP is live on BBC1 whilst WSB and BSB can be seen on Sky Sports live or on ITV at stupid o'clock (that's what the recorder is for) I will explain some of the terminology (not too different from car racing)

Put a Move On – An overtaking manoeuvre which occupies the same bit of track as another rider requiring the rider being overtaken to take evasive action.

Sit Up – Abject Fear - The change of attitude to the road and subsequent change of direction associated with being Put a Move On.

Swap Paint – The resultant impact when fairings meet as a rider refuses to Sit Up when being Put a Move On. Not: Can end in tears.

Alien – Certain riders can do things with a motorcycle that no human can achieve – hence Alien.

So far this year the Moto GP Championship has been a little lacklustre due to the reduced grid sizes. There have no doubt been some good scraps between the aliens but the paddock talk revolves around the electronics on the bikes not always the skill of the riders. We don't want the class to end up like F1 who have taken far too long to realise that they were in danger of killing the sport – we do need the production based bikes next year to wake up the factory teams.

BSB has had another exiting year again. Last year's Champion Yuichi Kionari is struggling to make the cut for the three round shootout at the end of the season which determines the champion whilst his team mate Shakey Byrne is winning the current standings by a country mile. On the down side it has not been a good year for crashes with several top riders out though injury and others falling foul of financial woes.

WSB just seems to go from strength to strength. Riders come and riders go but the competition is always fierce and the winner is not always who one would expect.

Right now the championship is being headed by Carlos Checca on a non works Ducati, the bike is a six year old design and way down on horse power but a great rider is making it shine through. As for the Brits in the Championship, Leon Haslam is having a struggle to get the best out of the works BMW, Leon Camier has had some great runs on the works Aprillia but it then has "technical issues" before the flag, Tom Sykes is not getting the best out of the latest works Kawasaki and Jonathan Rea has missed a third of the season through injury.

Of the older British hands, James Toseland (World Champion in 2004 and 2007) has also missed about a third of the season through injury. Of those we love to see, Nitro Nori is still out there on his non works Aprillia, putting a move on and swapping paint with the best. He will always be a favourite with the British fans

Well that's all for now as we pack our bags to go to a couple more BSB and WSB rounds before the end of the season and the winter racing famine is supplemented by highlights of the seasons racing.

Still, on the bright side, we can always go rallying and there is always next year to look forward to.

Safe driving and good luck with events.

Bob Chesters

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

2012 – all dates provisional at present	
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)	

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Editor's Bit

Another issue finally hits the printers. We are always on the lookout for articles and, especially, photographs with an accompanying article. If you only have photographs then just a short accompanying note identifying who, when and where. If it's interesting we'll probably print it!

An apology if you've already tried to send me an email using the address published in the last magazine. Due to a misunderstanding the wrong address was published. The correct one is now showing. Perhaps that's why my Inbox has been so empty!

Next issue is slated for just before Christmas so get your skates on!

Paul Robinson

Editor

Modern DIY Marvels



