

# Chester Motor Club

[www.chestermotorclub.co.uk](http://www.chestermotorclub.co.uk)

Broughton Wings Sports & Social Club



Volume 92 No 1  
Spring 2012

# Chester Motor Club

PATRON	His Grace, The Duke of Westminster, KG, OBE, TD, DL
PRESIDENTS	Bill Harris, John Flitcroft (Emeritus)
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
ARCHIVIST	Richard Jones
	<b>Committee</b>
CHAIRMAN	Robin Parker, 10 Earles Lane, Kelsall, Cheshire, CW6 0QR Tel 01829 751392 chairman 'at' chestermotorclub.co.uk
VICE CHAIRMAN	Steve Walker, 36 Terence Road, Childwall, Liverpool, L16 8NW, Tel 0151 737 1177 vicechairman 'at' chestermotorclub.co.uk
SECRETARY, CHIEF MARSHAL & 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 editor 'at' chestermotorclub.co.uk
SAFETY OFFICER	Norman Venables, 37 Alyn Drive, Rossett, Wrexham, LL12 0HQ, Tel 01244 570868
SOCIAL SECRETARY	Kenn Almond
GENERAL COMMITTEE	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

## 2012

### April

4<sup>th</sup> Committee meeting

### May

1<sup>st</sup> Committee meeting

### June

6<sup>th</sup> Committee meeting

9<sup>th</sup> Basil Davenport Memorial Sprint – Anglesey

10<sup>th</sup> Dave Moore Memorial Sprint - Anglesey

### July

4<sup>th</sup> Committee meeting

### August

5<sup>th</sup> Lady Mary Grosvenor Sprint at Three Sisters

### September

8<sup>th</sup>/9<sup>th</sup> Rally Wales

20<sup>th</sup> (Thurs) Annual Dinner. Speaker: Peter Henley – Mosquito and Motorbikes

### October

6<sup>th</sup> National 'B' Hillclimb run by Bugatti Owners Club – invite issued to CMC members

### December

2<sup>nd</sup> Le Jog passes through Chester

## 2012

### February

2<sup>nd</sup>/3<sup>rd</sup> North West Stages

### Front Cover

from the Lady Mary Grosvenor Celebration. Allard formerly owned by Dean Butler. Photo courtesy of Richard Jones.

All contributions represent the thoughts of their respective authors and do not necessarily represent the policy or policies of Chester Motor Club Ltd.  
Entire contents of the magazine copyright © 2012 Chester Motor Club.

Excerpts may be freely quoted providing acknowledgement is given to the source.  
See you on the courtroom steps if you do not!

# Chairman's Bit

May I wish you all the compliments of the season as our club enters its ninetieth year. I feel that 2012 will be another year of cutbacks with entrants and competitors carefully reviewing their budgets. The committee have agreed to again run our motoring week end on the Anglesey circuit.

Many of you will be aware that after the British Sprint Association awarded the club their Les Edmunds Award for the best organised event in the 2011 British Sprint Championship. They have, however, decided that in 2012 we should not host a round. This may seem strange but I like to think it is to allow other organisers to come up to our standards.

This will mean that we will lose at least ten entries and so we are going to have to work harder to attract more new competitors to our event. If any of you know of someone with a desire to try sprinting please give their name to Bob and Jan Chesters. I am sure when they get there they will realise how well we run an event and what a friendly bunch we are.

In past years our annual reception and dinner has clashed with a big national or international event. This year our Patron has allowed to move the date to September 20<sup>th</sup> in the hope that this allows some of our members who compete in these events to join us.

The front picture of last magazine showing Peter Henley parked in front of Mosquito T Mk.111RR299 raised a lot of interest. In 1991 Peter, then the test pilot flying the aircraft, allowed the club members to inspect it and climb into the cockpit. He has agreed to join us at the dinner and speak about his flying and motoring experiences.

Le Jog is again returning to Chester and the Club has been asked to organise tests. The Patron has agreed that the club can use the Poulton airfield for these tests.

Finally may I remind members who have not renewed their club subscription this will be the last magazine you will receive.

Robin

*(Robin's report to the AGM is reproduced towards the end of the magazine –Ed)*

# North West Stages 2012

Another year and another North West Stages Rally comes around. Chester MC have a long history with this event, as well as being one of the clubs that make up Motorsport North West who organise the event.



The event for me usually means running one or more of the passage controls, again a bit of a tradition for Chester MC members as I was introduced to the art of these by the current club president in 2004 when I arrived with a very young assistant to see the rally cars and got roped in to help. I have been involved every year since!

This year the regular email arrived and I was allocated to Fleetwood and Blackpool passage controls with my two young assistants. The first run through Fleetwood went ok although, from our point, it was hampered by poor mobile phone coverage causing a few problems in phoning the times through. Then it rained or rather dropped ice from the sky, the footing was lethal and after the clerk of the course had a spin whilst checking the stage it was decided that the second running would be non competitive, but we still had to transfer the times and work out in the rain (Thanks Matthew). We then relocated to Blackpool prom (by Bispham Station) and did the same again .

The event had its usual array of interesting machinery ranging from the Skoda Fabia of the event sponsor John Stone (Legend Fires) through the Subaru Imprezas and Evos, various Escorts and a Hillman Imp. Also entered was a Hawk Stratos but unfortunately this did not get beyond the 1<sup>st</sup> stage on Friday night.

Richard Jones

-----ooOoo-----

## **Advice from HM Government**

Anyone travelling in icy conditions should take:

A shovel, blankets, sleeping bag, scarf, hat and gloves, 24 hours' supply of food and drink, de-icer, rock salt, torch, spare batteries, road flares, reflective triangles, tow rope, a five gallon petrol jerry-can, first aid kit, and jump leads.

I looked a complete idiot on the bus this morning!

# One from the Archives

From the car I am guessing its Mike Hinde and possibly Ian Johnson , Event unknown . *(Definitely Ian Johnson but I'm not at all sure it's Mike Hinde driving- Ed)*



Any help welcomed.

-----ooOoo-----

## Who was Dave Moore?

I, like many others whilst associated with Chester Motor Club for a fair while, sometimes take a step back and wonder why events have the names associated with them that they do.

Chester Motor Club are involved with many events with names synonymous with the area; take Le Jog and the Cambrian Rally as examples or, with the type of event, Rally of the Tests, but other events are named after people. The Basil Davenport

Memorial sprint, The Lady Mary Grosvenor Sprint and The Dave Moore Memorial sprint are fine examples of this nomenclature. The first two of these people need no explanation with both having long histories with motor sport and the club in general and many mentions in motoring journals. However I wonder how many people who attend the Anglesey sprint weekend stop to ask themselves who Dave Moore was.

I confess to being one of those who for a few years turned up an Anglesey and assisted with the event, usually being one of the start line crew, enjoyed a great weekend of club motor sport, shared a few drinks with fellow enthusiasts and went home none the wiser. However a year or so ago I asked the question around the committee of who was Dave Moore and was told that he had been a marshal and a supporter of both Chester Motor club and the British Motor Racing Marshals club. I left it at that but then when perusing the archive folders for material for this article I came across this written in the supplementary regulations for the June 2000 sprint and I hope that like me many more will now understand the significance of the Dave Moore Memorial Sprint.

Richard Jones

### **Dave Moore - Motor Racing Marshal 1944-1999**

Dave Moore was a motor racing marshal through and through.

He joined the British Motor Racing Club in 1990 simply like most of his friends in the club he could not afford to buy a car to compete in and flag wagging was as near as he could get to the cars he longed to drive without actually sitting in them. He held the post of Chief Flag Marshal at both Oulton Park and Ty Croes.

It is fitting therefore that the first Dave Moore Memorial Trophy Meeting is held at one of his circuits and the show of orange overalls at both this weekend's meetings shows how popular Dave was with his fellow members.

Dave was always willing to give his help to those less fortunate than himself and was a prime mover behind the Marie Curie open days at Oulton Park which raised tens of thousands of pounds for this deserving cause.

Before the motor racing bug bit him Dave was into the music game as the drummer in the Cyclones later to become Herman's Hermits, one of Dave's marshal friends once said that Dave's yellow flag was waved in 3/4 time to *I'm Into Something Good*.

Sadly we lost Dave on 13th. November 1999 and after over 10 years on the bank and I am sure that if he was with us this weekend he would have said " what's all the b..... fuss about I'm just a marshal"

# Driving In Europe A Few Tips

Each year Jeanette and I choose to take our holidays abroad and as often as possible on our motorcycle in Europe. But even when we don't go on our motorcycle we always at some point drive a motor vehicle. Many years ago I realised that I had better get to grips with the different driving laws and customs of the countries that I was to drive in. More recently there have been significant changes to the driving laws of popular European driving destinations that it will be very worth understanding. I will try share my research with you.

## Speed.

Now none of us would dream of speeding when driving abroad, would we? The speed limits and methods of enforcement vary throughout Europe. Most countries are lowering speed limits in built up areas, especially near schools, to 30 km/h as we are in the UK to 20mph. France is about to install 400 new fixed Speed Detection cameras and is removing the warning signs that alert drivers to the location of the current cameras. Hand held speed detection devices are commonly used, particularly by Motorcycle Police, and fines are either paid in cash on the spot (they will escort you to a cash machine if you do not have enough cash) or you can pay a deposit and go before the beak (*that would be Le Bec –Ed*) later.

In most countries Radar Detectors are illegal and under new regulations even having the speed camera information operating on your Sat Nav will result in a very hefty fine.

In Spain, the Government attempted to lower the motorway speed limit to 110 km/h in 2011 as a fuel saving measure but changed their minds when they realised how much just changing the road signs would cost. So beware, they now give no tolerance on the 120 km/h limit, 121 and you WILL be booked.

## Tolls

Portugal is currently installing a motorway toll system with gantries over the motorway, clocking vehicles and charging the toll directly to bank accounts. Visitors wishing to use motorways must hire a transponder in advance which must be loaded with funds which will then be deducted each time you pass a gantry on the motorway. In France, you are better off leaving a little longer for your journey and keeping off the Toll Motorways, the French section of the E50 (A4), Frankfurt to Paris, is the most expensive Toll Road in Europe - I have personal experience. I think that we paid about 26.00€ for a motorcycle.

In countries such as Austria and Switzerland you need to buy a Vignette which, like our Vehicle Exercise Licence, is displayed in the vehicle windscreen or designated

place on a motorcycle. In Austria these are enforced by detectors on the side of the motorway which then highlight an offending vehicle to a Police car a little further down the road. Fines for not having a valid Vignette are high. Much to my surprise and disgust last year I found that when travelling through Austria having paid for my Vignette that this did not cover some of the tunnels that the motorway went through and these typically demanded a further 7.00€ - 10.00€ each at a Toll Booth.

### **In The Event Of A Breakdown**

I would strongly recommend that you take out European Breakdown Insurance to cover your trip. Most Insurers (*and of course the breakdown services –Ed*) can now supply this and if you are making several trips an annual policy is often best. The following breakdown equipment is recommended in most European countries and is now obligatory in some.

- Reflective Jackets for ALL occupants accessible from an individual's seat.
- A First Aid Kit.
- A Fire Extinguisher.
- Warning Triangle (two required in Portugal)

### **Driver and Vehicle Documents**

Many UK drivers carry little or no documentation when travelling in Europe. I have seen first hand what can happen to drivers who do not have full documentation. In the Czech Republic I was stopped for a routine check by Police who impounded the motorcycle ahead of me because he did not have the Registration Document. Please make sure that you have the basics with you at all times, these are.

- Full UK Driving Licence (both parts).
- Vehicle Registration Document.
- Vehicle Insurance Certificate (whilst most UK insurance policies carry European cover, you still may require a Green Card in some of the old eastern block countries).
- Country of Registration Plate, displayed on the rear of the vehicle, either as a Euro/GB emblem on your number plate or a separate GB sticker (the flag of St George, St Andrew and Welsh Dragon are not valid). (*If travelling outside the EU it must be a full GB sticker –Ed*).

### **Additional Regulations.**

In France, from July onwards, you will be required to carry your own disposable Breathalyser (*I've just bought a breathalyser kit in Carrefour. Cost, 2.20€ and it contains two testing kits. –Ed*) and from next January motorcyclists will be required to have a minimum of 150 square centimetres of reflective material on their upper body.

In Germany it is against the law to make offensive gestures at other road users so keep those fingers firmly around the steering wheel however badly you think that you have been cut up.

Throughout Europe you are required to fit headlamp deflector so that you don't dazzle oncoming motorists.

I hope that the above is helpful and will prevent you from falling foul of the local laws and customs which could ruin your much deserved summer break. I would most strongly recommend that you consult the AA, RAC, or Foreign Office for more detailed information prior to your trip.

Safe Driving and Happy Hols,

Bob

-----ooOOoo-----

## The Haircut

One day a florist went to a barber for a haircut. After the cut, he asked about his bill, and the barber replied, 'I cannot accept money from you; I'm doing community service this week.' The florist was pleased and left the shop. When the barber went to open his shop the next morning, there was a 'thank you' card and a dozen roses waiting for him at his door.

Later, a policeman came in for a haircut, and when he tried to pay his bill, the barber again replied, 'I cannot accept money from you; I'm doing community service this week.' The policeman was happy and left the shop. The next morning when the barber went to open up, there was a 'thank you' card and a dozen cakes waiting for him at his door.

Then an MP came in for a haircut, and when he went to pay his bill, the barber again replied, 'I cannot accept money from you. I'm doing community service this week.' The MP was very happy and left the shop. The next morning, when the barber went to open up, there were a dozen MPs lined up waiting for a free haircut.

**BOTH POLITICIANS AND NAPPIES NEED TO BE CHANGED OFTEN AND FOR THE SAME REASON!**

# DIDCOT RAILWAY CENTRE

Didcot, Oxfordshire OX11 7NJ 01235 817200

info@didcotrailwaycentre.org.uk

www.didcotrailwaycentre.org.uk



## Speed and Steam at Didcot: a unique day out

Go back 50 or more years, and young boys wanted to be train drivers because they perceived it as glamorous, and one way to travel (drive) fast. Nowadays, young people want to be F1 racing drivers for the same reasons.

Didcot Railway Centre in conjunction with the Williams F1 Conference Centre is offering a unique day out combining both dreams, and not just for boys! Called Speed & Steam, it costs £145 for the day, and there are three Speed and Steam dates in 2012:- Saturdays 30<sup>th</sup> June, 28<sup>th</sup> July and 18<sup>th</sup> August

The day begins in front of Didcot Parkway railway station at about 0900 aboard a vintage bus to the Williams F1 Conference Centre, which includes the largest private F1 museum in the world, at Grove (Wantage).

The guided tour of this rarely open to the public facility, includes the superbly presented museum, with approximately 40 F1 cars, presented chronologically, and also a chance to sit in an F1 car (subject to availability) and visits to the technology room, and the very impressive trophy room.



Return to Didcot for lunch on board the Super Saloons followed by a guided tour around the railway centre.

See the replica of the broad gauge locomotive, Fire Fly, and the 20 other Great Western Railway steam locomotives.

See also, the progress on the new replica Saint and County locomotives in the workshops, as well as on the locomotive repatriated from Australia, Pendennis Castle. See the newly launched King Edward II, recently returned to steam for the first time in nearly 50 years (subject to availability). See the newly launched Steam Railmotor; the only one in existence (subject to availability).

Enjoy a footplate ride on a steam locomotive.

The day finishes around 1630 with tea in the Super Saloons.

Feel the passion, and see the technology and majesty of the speeding steam locomotives of the 1930s, and enjoy the story of F1's longest serving independent team, on this exclusive Steam and Speed day out experience.



Tickets for these special days are limited to an absolute maximum of 20 per date, and cost £145 per person. Please call the centre on 01235 817200 to book tickets.

Adrian Brodie (Publicity Officer)

-----ooOoo-----

### **Immortalise your car – from David Walker**

I now have a new look website that includes a 'shop' section detailing available Prints and Art Greetings Cards.

There are individual Galleries detailing paintings of Aviation, Wildlife, Transport, Military, Pets and Portraits, Illustration and Buildings. The Art Classes Gallery has details about local Art Classes and Workshops that I run, for those interested in drawing and painting themselves.

Please do have a look at the new look website at [www.david-walker.org.uk](http://www.david-walker.org.uk)

I was born in Chester and grew up in Penyffordd, and still have strong ties with the area, having moved away some years ago. I would like to offer you and your members paintings of your pride and joy. I have been a member of the Guild of Motoring Artists for some years now and have completed many commissions of cars.

Any feedback is also greatly appreciated and Trade enquiries are always welcome.

# Chairman's report to the 2012 AGM

I am sorry that I am unable to attend the Annual General meeting in this the Chester Motor Club's 90<sup>th</sup> year. My son James is moving into a new house today and his duty roster has him flying this week, so my duties today include not only chair man but table man and bed man. Steve Walker has kindly stepped in to present this report for which I am very grateful.

Those who read my bit in the magazine will appreciate that the articles of our club charge the committee to promote motor sport and even in this lean financial period Bob and Jan Chesters, Richard Jones and their team have followed that edict. For the last two years, despite their enormous efforts, our speed events have lost money. They have however kept the club's name before the competitors and motoring press events and kept our slots at the venues in readiness for larger entry lists in the future.

In addition to all the work Bob puts into the events he also keeps the club finances under a tight rein. So I extend my personal thank you to the Chesters and I am sure the meeting would like to add their thanks in the usual way...

Unlike Presidents of old, Bill Harris has another duty - membership secretary and even in this time of uninterest in club membership, our membership continues to creep up, thank you Bill.

Dean Butler our Senior Vice President is away in the Far East but we must thank him for his generosity at the annual dinner

Added to his work on events Richard Jones holds down the thankless duty of Secretary. At everyone's beck and call and handicapped by a computer illiterate chairman he carries out his duties with never a moan.

Dave Cleverley has decided after many years to roll up his flags and has resigned from his position as Chief Marshal. Who has taken over this duty on addition to his other three roles? Yes, you have guessed, the ever willing Richard.

Thank you very much Richard.

A daily return trip from Bodelwyddan to Wrexham visiting his father, who is in hospital, means our Competition Secretary Martin Chandler has little time to spend on Club duties. I am sure we all wish Mr Chandler Senior a speedy recovery and hope to see Martin again.

We all now look forward to receiving the club magazine thanks to the efforts of Paul Robinson but I must again reiterate that it is your Club magazine and Paul can do nothing without copy. If you don't one of the future magazines will consist only of a beautifully prepared cover. *(maybe not even that! –Ed)*

The annual dinner would be a failure without the help of Nick Venables and Steve Walker and I extend a personal thank you to them and their ladies for the great help they gave me.

Although Kenn Almond, Martin Walford and Matthew Waterhouse are committee members without title, the club would not function without their input.

Thank you all for making Chester Motor Club one of the best in the country and making my job as chairman such a pleasure.

As I am in Aberdeen and it is well known that my e-mail skills are zero, Steve can't answer any questions tonight, so please don't attack the messenger. I will be at the April committee.

So enjoy the evening and a year of enjoyable motoring.

Robin Parker

-----ooOOoo-----

## Letters to the Editor

Having spoken to Roger Powley at the weekend whilst he was competing on the Starlight Rally in Wolverhampton I was surprised to hear he remembered my uncle George Milton. My grandfather was R W "Billy" Milton. I looked on your website and I am thrilled to see in the club history section info regarding them both.

My mother remembers a story that George got to Dover to catch the ferry to compete in one Monte Carlo and made sure his car (she thinks a Standard Vanguard) was spit and polished before boarding the ferry.

I enjoyed rallying (competing and navigating), spectating and marshalling years ago as a member of Wolverhampton and South Staffs.

Best wishes  
Robert Blane

# Competition Information

Chester Motor Club is a member of the following association:

ANWCC – the Association of North West Car Clubs

Being a member of this association means that any Chester Motor Club member can compete in events to which the association has been specifically invited.

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

CMC members are invited a National 'B' Hillclimb Meeting at Prescott on Saturday 6<sup>th</sup> October 2012 organised by the Bugatti Owners Club. Further information can be found on their website [www.bugatti.co.uk](http://www.bugatti.co.uk) or [www.prescott-hillclimb.com](http://www.prescott-hillclimb.com)

<b>2012</b>	
Basil Davenport Memorial (June 9 <sup>th</sup> )	<b>DO NOT</b> phone after <b>21:00</b> Entries Jan Chesters Tel: 01253 732983 sprint 'at' chestermotorclub.co.uk
Dave Moore Memorial (June 10 <sup>th</sup> )	
Lady Mary Grosvenor (August 5 <sup>th</sup> )	

-----ooOOoo-----

## **Chester and Liverpool Championships Award Night**

Will take place on Friday 9th November at Broughton Wings Social Club. Further details from Ron Hunt, Championship Co-ordinator

And a plea - could more Chester MC members register for the championships please? The more the definitely the merrier!

-----ooOOoo-----

### **From the Editor**

Anything for the next mag (due about June) to me as soon as possible please. This issue is a bit thin and we really could do with some more photographs accompanying anything written – or even on their own!

Ed

# The Importance of Issuing Clear Instructions

A new fuel tanker arrives on location somewhere in the Middle East.

The HSE manager tells the fleet supervisor to ensure that the tanker is clearly labelled “Diesel Fuel” and “No Smoking” in Arabic.

This is what he got...



-----ooOoo-----

## **No discrimination in this pub**

An Englishman, an Irishman, a Scotsman, a Latvian, a Turk, an Aussie, a American, an Egyptian, a Japanese, a Mexican, a Spaniard, a Greek, a Russian, an Estonian, a German, an Italian, a Pole, a Lithuanian, a Swede, a Finn, an Israeli, a Romanian, a Bulgarian, a Serb, a Czech, a Brazilian, a Canadian, an Argentinian, a Korean and a Swiss man walked into a pub.

The bouncer says

“Sorry... I can't let you in without a Thai”.