



# THE LIVERPOOL MOTOR CLUB

Successor to the Liverpool Self-Propelled Traffic Association of 1896

2003 Winners of the WAMC's Tyrrell Motorsport Trophy

1999 & 2004 Winners of the HSA's Trophy for the Best British Championship Sprint

## The Bulletin

## February 2008

### ED-lines:

Welcome to the first Bulletin of 2008. As the winter rumbles on with rain and wind lashing the area it is a time for reflection and also for looking forward. In this issue I have tried to combine both these elements. I must say that I have been glad to receive a fair number of articles etc from members but am still looking for items on "Being a Marshal" and "My season behind the wheel". So if anyone out there would like to start tapping away on the keyboard I will attempt to fit your input into up-coming issues. Likewise anything about new projects would also be ideal for the pages of the Bulletin.

In the meantime enjoy what is left of the winter and I hope to see you all soon at one or other of the club's events.  
Steve Wilkinson

### Submission Deadlines 2008:

Please note the following submission deadline if you have an article that you would like included in the next edition of 'The Bulletin' is the 17th March for publication on the 11th April.

Don't forget, if you have anything you would like to let other members know about in the meantime, there is the recently launched 'Spin-Off' email magazine. See the **People You Should Know** section for contact details.

### Chairman's Chat

Here we are, we're well into the New Year and no doubt your plans for this year's activities are well on the way to being complete. You are completely organised, your car is ready, you've got your calendar sorted and you've got your championship entry in. Well done!

Now, of course in the real world (i.e. for the rest of us) time is running out! There's still stuff to do on the car - a lot of stuff, the championship entry form has gone missing, your other half doesn't quite agree about the event that's slap in the middle of your fortnight's holiday and for some reason they're not too keen on the one that's on your wedding anniversary either. Oh well, all's quite normal then!

Still, everything will come together at the last minute as usual, so there's really nothing to worry about, is there? ..... until the phone call from a valued friend. "Have you seen all the changes that they've made to the Blue Book this year?" Blue Book, what Blue Book? It's not arrived yet. "Ah, that'll be because you've not sent off your licence renewal then!" Oops! Now, it is getting serious. Time to get organised.

### The Blue Book

With apologies to those of you who don't hold a competition licence, please bear with me as this next bit needs emphasizing for our competitor members. Those of you who did renew your licence on time will already know that the MSA's Blue Book has been totally re-organised again this year and whilst most regs haven't changed, the whole thing is now in a different "more logical" order, with every single item renumbered.

Sprints & Hillclimbs – whilst the regs for Speed events (which is now Section I) are basically the same as last year, you should have a look at the Blue Book to ensure that you and your car still comply with both Speed & Common Regulations. Don't forget that there was a subtle change made to the size and position of timing struts last year and, whilst many timekeepers have not been too fussy so far, you may find that you have a problem this year if yours is too high off the ground, or not wide enough. It's a simple thing to fix, but not when you are belted in at an event & they won't let you start. Check out the details in section I67.

That's I67, not 167 by the way. The new numbering is causing some confusion due to people mixing up the letter I & the number 1. Many event organisers publish their Supplementary Regs in a type face which displays the two characters identically, so be warned when looking at event SR's (you do read them - don't you?). There's no doubt that the new format will be easier to use, once we all get the hang of it!

And don't forget to ensure that, if you are competing in one of the road-going classes, the tyres that you intend to use are included in list 1A. Far too many people turn up at events with non eligible tyres, either hoping to get away with it, or genuinely not having checked. Just because they are road legal & were bought from a reputable tyre fitter, doesn't mean that they are automatically eligible for motorsport. Scrutineers are being asked to check more closely this year, so be warned! Same goes for noise checks. The MSA is quite rightly tightening up on the environmental impact of our sport, so make sure your car complies. Scrutineers are usually quite happy to noise check your car in advance if you take it along to an event that you are not competing in (once the early morning rush is out of the way). It's best to check before travelling; there's a list of environmental Scrutineers starting on Page 415.

**Rallying** has seen very few changes in the Blue Book this year. There are some subtle changes to the rules on roll cages, co-driver's cut off switches, and the way events specify how competitors' number are to be displayed,. Check it out now, not a week before your first event!

**Trials** – lots of re-writing of regs here. If you are into Trials, then you need to check Section J very carefully.

Finally, for the moment anyway, if your car has to have a role hoop, bar or cage fitted, check with Regs [C(c)-39&40] on page 156 and the drawing 60(ii) on page 183. Does your car comply when you are sitting in it? We see many that clearly don't comply due

to the driver's head being above the "safety line". Do you have a head restraint that would actually work in an accident, with no projecting or poorly protected bolts that could pierce your helmet? Review these things now, your life could depend on it!

### **LMC Internet Forum**

If anyone finds something that they think will catch people out in 2008, then do drop us a line for inclusion in the next Bulletin, or add a note onto the LMC forum. <http://liverpoolmc.proboards45.com/>

Talking of the Club Forum, have you contributed yet? More & more people, not just LMC members, are joining in and whilst it has been a little quiet over Christmas, there are several lively threads running at the present time.

### **Round & About:**

AutoSOLO's: Your Chairman is still plodding along trying to prove he's not lost the car control skills of his youth, by competing in local club sport AutoSOLO's. After a series of 2<sup>nd</sup> in Class results spread through the year, I finally achieved the pinnacle of success by getting 1<sup>st</sup> in class at Blackburn in December. The fact that I was still some time adrift from the chap who got FTD is irrelevant of course, he was in a competition prepared rally car and I was in my trusty "shopping" Fiesta that I needed to commute to work in the following day, honest! I had a great time and thoroughly enjoyed the day, despite an argument with an errant kerb that jumped out when I wasn't looking and wrote off an alloy. Hey ho, the joys of motorsport!

It was great to see fellow LMC member, marshal, event setter-up & general good fellow, Michael Van Gordon (Vanny) out on the event too, to prove that once you get into the swing of things, you can compete in anything in AutoSOLOS, even a big Citroen BX. He got 2<sup>nd</sup> in his class despite being pitched against a rapid 3 litre Golf VR6; another 2 runs & I reckon he'd have beaten it.

If you've not been to see or take part in an AutoSOLO yet, give it a go. It is a discipline intended to bring new competitors into motorsport by offering events that anyone can enter with their normal road car and minimal expense. There's a great atmosphere amongst competitors who freely share advice with their fellows. Cars have to be fully road legal and must be driven to the events, which generally take place on nice smooth sealed surface car parks. Most events require the use of just 1<sup>st</sup> and 2<sup>nd</sup> gear and although each run is timed, precision is the key to success. It's a bit like an Autotest, but there's no reversing involved and the course is laid out so that it really isn't necessary to do handbrake turns to get a decent time. There will even be an ANWCC championship this year, so the Sport is really starting to catch on. More information on the forum (of course).

### **What's next?**

Our 2008 events are coming together nicely; regs for the Sprints will be posted out soon, and will be available on our website too. The April Sprint will once again include the first round of the Circuit Driver Caterham Academy Championships 1&2. The June Sprint is likely to fill quickly too. With this in mind, please get your entry in early for the Aintree events as we expect them all to fill up quickly once again. Unfortunately, we had to return several members' entries last year as the events were already full by the time we received them. Don't let it happen to you!

### **Legend Fires North West Stages**

Plans for the 2008 North West Stages Rally are getting close to finalisation and the organising team from Motorsport (North West) reckon next year's event will be the toughest ever. Legend Fires, the Blackburn based company owned by Metro 6R4/Accent WRC driver John Stone, will sponsor the rally for a fifth consecutive year.

The rally will again be based in Blackpool and will take place on Saturday 16th February with scrutineering located at the fantastic state-of-the-art workshops of Moorland Motors the previous evening. The action is due to start early Saturday morning with the long Promenade Stage at Norbreck, that has only been used once before, in 2006.

The provisional route contains in excess of 80 stage miles with around 120 road miles and with six stages run in darkness competitors can expect a late finish! Also included in this year's schedule is a brand new stage at a never previously rallied venue but the location of this must remain secret for security reasons.

The cleverly designed route promises to offer spectators more than 12 hours of almost non stop action so everyone needs to be prepared for a very long day!

Regulations are now available on the organisers website <http://www.nwestages.co.uk/> or by phoning 01928 710 546.

LMC will be out marshalling the event as usual, if you are interested in being part of the LMC team contact Geoff Maine for more information. (contact details appear later in the Bulletin).

### **Greenpower**

A new event is being added to our Aintree calendar as we shall be hosting the North West heats of the Greenpower Electric Car Challenge for schools. This is a quite a departure for the Club, as it's highly unlikely that any of our members will be taking part! Schools purchase a 'control' electric motor and battery from the organisers and then design and build a car to compete in a 4 or 6 hour endurance race. Heats are run at several venues throughout the UK with the finals at Goodwood in October.

This is a tremendous scheme run by the Greenpower charity and we see it as a great way of generating interest in motorsport at an early age. So far, the North West of England hasn't really taken the event on board, which is a great shame given the engineering history of the region. Only 2 NW schools took part last year, from Preston & Sandbach and we are hoping that we shall see far more interest this year with a local venue for the heats which until now have been held outside the area. Clearly, the Hamilton factor should help generate interest too and we shall be launching the event to local schools in early February. The only snag for those of you wanting to help, is that because we can't get any more weekend events at Aintree, we shall be running it on a Wednesday, the 10<sup>th</sup> September. More details will be given in the Bulletin nearer the time, but if you think you know of any schools that may wish to get involved, do let John Harden know or have a look at Greenpower's excellent website. [www.greenpower.co.uk](http://www.greenpower.co.uk)

That's about it from your Chairman this month. Hooray I hear you say! If you want to stop seeing this drivel appearing in the Bulletin, then why not put pen to paper (or finger to keyboard) and send something in yourself. It doesn't have to be earth shattering stuff (as you can see), but let us know what you are doing, your successes, your failures, your intentions, your history. Please!

Don't forget !! Next Social meeting is at the Unicorn Inn, Crompton on Monday 11th February.

*John Harden*  
Chairman

## Marshalling Matters

### Can you marshal?

We struggle to run some of our events each year. We have a great bunch of marshals, who come along to help at our events, but few of them are actually members of the Club and they often have commitments elsewhere. Without marshals there can be no motorsport, and we don't want to find ourselves having to cancel an event because of a lack of safely cover. We provide all marshals with a buffet lunch, and a contribution toward their travel costs. Do you know someone, a friend, a colleague or even a neighbour who may be interested in joining us? Marshals are required for all our events. If you can help, please contact Bill Gray our Chief Marshal on 01704 220 839. Don't forget...

**If every Club member marshalled on just one event at Aintree each year, that would give us 30 extra marshals for each event. Which one will you do to help keep Aintree alive?**

### Calling all ANWCC Championship Contenders.

If you register as a contender in one of the ANWCC championships in 2008, Speed, Rally or whatever, PLEASE don't forget to say that you are an LMC member in addition to any other club that you represent. By registering your membership of LMC, your results will count towards LMC's position in the ANWCC Club's Championship.

### Are you part of Chester & Liverpool Motor Club's Speed Championship?

If you are not aware of our Championship, then you need to be. We are currently running the most successful Sprint & Hillclimb Championship in the North West. If you take part in just a few more qualifying events in addition to our Aintree & Loton Park meetings, you could be in line for a Championship award. See our website, or contact Ron Hunt

### Letter(s) To the Editor

I am searching for a bit of information about the original configuration of the Aintree Grand Prix Circuit, and was hoping that you may be able to help me. Do you know, or know of anybody who might know, of the location of a tunnel which ran underneath (I believe) the motor and horse racing tracks during the Grand Prix era. Ideally I am looking for maps/photos of the circuit during this time which would allow me to pinpoint its location, but anything would be a good start.

Any help you could give me would be greatly appreciated.

Many thanks in anticipation, and kind regards

Jonathan Parry

Senior Transport Planner

Arup

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## The A to Z of Sprinting Part 2

**B** is for ....

- **Baa** - The cry of an excited sheep. Ask any Welshman for details.
- **Backfire** - see Ulfhart. (I know it will be a long wait! Ed)
- **Backslide** - to spin off backwards (see Russell Thorpe for demonstration).
- **Backwoods** - where backsliders end up (see Russell Thorpe for directions).
- **Bagatelle** - type of hotel frequented by sprinters.
- **Baldachin** - A type of Easy-up preferred by the follicley challenged.
- **Baldric** - A muscular spasm suffered by Peter Lawton.
- **Balsawood** - material to be used in construction of the latest Force as designed by Thor Hyadhale.
- **Behemoth** - A large powerful car usually a V8.
- **Bexhill** - where the noble art of sprinting started some two years before hillclimbing! Please don't say anything to the M.A.C.!
- **Bidet** - designer of the Alpine Renault (Alphonse Bidet).
- **Blackheath** - Patch of grass burnt when an engine fire gets out of hand.
- **Blunderbuss** - Any bus operated by Mersey Transport.
- **Bollards** - an expletive often heard when a sprinter hits a cone.
- **Boomerang** - a bent bit of wood thrown by people who cannot afford a dog.
- **Brewery** - sprinter's heaven.
- **Bustard** - an expletive which calls into question a person's fowl ancestry.

### 2008 LMC Calendar

- |                |   |
|----------------|---|
| • 16 February  | North West Stages, Blackpool area             |
| • 26 April     | Aintree Spring Sprint                         |
| • 31 May       | Aintree Track Day                             |
| • 21/22 June   | LMC display, North West Motor Show, Southport |
| • 28 June      | Aintree Summer Sprint                         |
| • 26/27 July   | Loton Park Hillclimb Weekend                  |
| • 24/25 August | LMC display, Oulton Park Gold Cup Meeting     |
| • 6 September  | Aintree Autumn Sprint                         |
| • 10 September | Greenpower Electric Car Challenge, Aintree    |

**President's Pitch** spotted by *Geoff Ashworth* on his travels.

- Notice on the back of a white van on the M6, 'Driver carries no cash – he is married'!!
- Notice on the back of a confectioners van 'No cakes left in van overnight'. **Shame!**
- Two Aston Martin development cars spotted on the A43 near Towcester, partly disguised.
- Lots of the classic VW Caravettes emerged on to our roads during the summer trundling along, some quickly, some slowly, some glistening with new or well preserved paint jobs and others smoky and slow!
- They are a part of our heritage and the summer roads would not be the same without them.
- A farmer and his sheepdog in a field bringing his cows in for milking. Nothing unusual you might say, but, he was driving a Volvo Estate in the process and the dog was doing the work. Who says there is no money n farming!
- A Rocket pointing to the sky in a Cheshire field and made of hay with a notice 'No Russian Past, check-in for Cone Testing'. The scene – no less than Snugbury's Ice Cream Farm.
- A Cabin Cruiser Boat spotted alone on a hillside in Derbyshire with no water in sight. Had there been a mutiny?
- Lotus 340 R on a rather wet day with no weather protection, hood, etc, and two Ariel Atoms also spotted with their clear plastic sides and tubular frame. Oh, the joys of motoring.
- Open topped Lamborghini Gallardo in a striking Lime Green. (Yuck! - Ed)
- Foreign Registered 'Long Vehicle' on the M6 with the picture of a Daschund Dog on the back. The dog might well have been able to go faster than the lorry was doing.
- We previously reported that the number plate LMC 1 C graced a fully restored Bright red Jaguar 3.8 Mark two. This car and plate was sold in the autumn at a Sandown Park Auction for £32,000. Within a month it was apparently for sale in a dealers for a cool £39,950. Not a bad mark up if you can get it.
- Beware of an unmarked Volvo Police car operating on the M62 near Huddersfield. Also, unmarked a Silver Skoda Fabia on the M6.
- Increasing numbers of cars stopped in the middle and fast lanes of the motorways with extensive front end damage and no other cars apparently involved!
- An immaculate Morris Minor 1000 van being driven in Bourne, Lincolnshire, with a notice on the side ' Bourne Hi-Tech' Services. The van certainly wasn't Hi-Tech especially with the ladder on top.
- Notice on the back of a car 'Caution – Driver Asleep'. I have seen a few drivers like that, usually wearing hats!
- Driving through the village of Muirkirk in Scotland I spotted a Totem pole by the side of the road. Didn't think I had driven that far West!
- An Ariel Atom on the A74 early in the morning with the outside temperature at 35 degrees F. Obviously, a true enthusiast.
- Strange who you see on your travels these days. In Glasgow City Centre during daylight hours, a man wearing a Bear Costume with his head under his arm. Also, accompanied by no less than Luke Skywalker! Must get my glasses changed!
- Signwritten Van with company name of 'Dents' on the side, stopped on hard shoulder of Motorway with a massive DENT in the side of it. Obviously living up to the name!
- Smart looking Black VW Beetle with bright yellow door mirror shells. Why?
- Notice on the back of a Taxi proclaiming 'Brian King also known as Car 14 to the many customers who he ripped off and pissed off no longer drives for Amber Cars'.
- Volvo Estate with Dog Guard Grille in place. Nothing unusual you may say, but the dog was on the lady drivers lap whilst she was driving!
- Spotted an Ariel Atom on a gloriously sunny day on the 'Cat & Fiddle' near Buxton. Oh, the joy of motoring!
- Jaguar E type Roadster on the M74 near Glasgow with the distinctive registration number 7S. Also, Porsche Cayenne Turbo with 13B. What price would the plates bring? (Probably as much as the cars Ed)
- Things must be getting bad on the Motorways. At the Hilton Park Services north of Birmingham they have a 'Prayer Room'. Presumably for use in case your Sat Nav fails!

### **LMC Club Forum**

Have you been following things on the Club Forum? If you have internet access, you will find it worthwhile paying a visit. Just go to our website [www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com) and click on the Forum button. Although you don't have to register to follow the various topics being discussed, why not register and join in. Here you will find loads of useful information about what is going on, not only at Aintree but also regarding other venues and disciplines and, of course, our Speed Championship. Come along & join in!

Current HOT TOPICS are: Club Socials; The Greenpower Challenge; 2008 Rally Dates & The New website.

**Wheels** (the MSA club insert) is shortly to be superseded and from 10 March 2008 the monthly output will be emailed to the Liverpool Motor Club's Editor. It will then be circulated directly to club members. This will be either as part of the Bulletin, as part of Spin-Off or as a stand alone publication

## WEB NEWS

The wonderful World Wide Web is full of fantastic goodies if only we knew where to look. I have recently been seduced onto the dark side, or as I prefer to call it FACEBOOK. For those who don't know FACEBOOK is a 'friends' website where you find loads of people you have never met who want to be your friend! Seriously it isn't half bad. I have already set up a group about CHEVRON RACE CARS and I have joined existing groups on Hillclimbing & Sprinting. It can become addictive so be warned!

For those with a penchant for the History of Motor Racing there are two excellent Forums (or should that be Forii?) that I recommend to you. As part of the Atlas F1 Forum there is the fantastic THE NOSTALGIA FORUM where discussions range from Lotus Fifteens through to F1 None Championship Races. Meanwhile on Ten Tenths there is an equally superb HISTORIC RACING & MOTORSPORT HISTORY section. Within this area there are various subforums which deal with Drivers, Constructors and Current Historic Racing.

Finally there is the MSA website which you can get into via the following link:

<http://www.msauk.org/site/custom/home/default.asp?chapter=22> As you will find out there are many fascinating aspects to the sport and it all comes from this site. You can download License Application Forms, submit your license renewal on-line and best of all enquire about events.— *Steve Wilkinson*



**Left:** LMC Chairman John Harden hard at work at Aintree; John likes nothing better than telling people where to go as can be seen from this photo!



**Right:** Simon Bainbridge in the awesome Audi that now holds the over two litre Sports Libre record at Aintree.

### Membership Matters:

Many thanks to all those who have renewed your membership of Liverpool Motor Club and those who have not as yet renewed your membership we hope you will rejoin, if you do not rejoin before the end of March you will be removed from the mailing list so this will be last copy you will receive so please take the time to renew your membership, if you have lost your renewal form please either download a membership form, and mark it renewal, from the website or just let me know and I will send you a copy.

I have processed all membership applications received up to 28th January 2008, if you have not received your membership card by the time you read this article please let me know as soon as possible and I will send you a duplicate, our membership at the time of writing stands at a very healthy 143.

It is very important that you inform me as soon as possible of any change to your details, i.e. address, e-mail address (in particular) etc so that we can keep you up to date with what is going on within the club and of course continue to receive the club bulletin. - Ron

### FOR SALE:

**KIT CAR BUILD PROJECT** - If you have enthusiasm and time to spare this is the ideal winter/summer project for you. A Caterham/Westfield look alike, it is a Lo-Cost Seven. Purchased about six years ago and never built. Most parts, except body (details available as to sourcing). Chassis made, wings, bulkhead. One set of tyres and wheels, aluminium hubs, propshaft, new clutch, gearbox, steering rack, suspension, back axle, discs, two 1300 cc Ford Escort engines, etc. Space needed. Bargain at £800 ono. For more details ring Phil Guy on 01704 876401 (Formby)

### People you should know!

(Please replace the <at> with @ to use these contact addresses)

• President & Publicity	Geoff Ashworth	01928 731 534	publicity<at>liverpoolmotorclub.com
• Chairman	John Harden	0161 969 7137	chairman<at>liverpoolmotorclub.com
• Treasurer	Jim Bebbby	0151 523 0428	still in the dark ages, no email yet!
• Secretary	Geoff Maine	0151 521 5060	clubsec<at>liverpoolmotorclub.com
• 'Bulletin' Editor	Steve Wilkinson	01704 225267	editor<at>liverpoolmotorclub.com
• Membership Secretary	Ron Hunt	0151 677 5346	membership<at>liverpoolmotorclub.com
• Web Master & 'Spin Off' Editor	Ron Hunt	0151 677 5346	spinoff<at>liverpoolmotorclub.com
• Competition Secretary (Sprints)	Phil Gough	0151 520 3119	compsec<at>liverpoolmotorclub.com
• Hillclimb information			hillclimb<at>liverpoolmotorclub.com
• Chief Marshal	Bill Gray	01704 220 839	marshals<at>liverpoolmotorclub.com
• Track Day Organiser	John Harden	0161 969 7137	trackdays<at>liverpoolmotorclub.com

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# Hillclimbing & Sprinting

The Essential Manual



## HILLCLIMBING & SPRINTING – The Essential Manual

Phil Short & Steve Wilkinson

Veloce Publishing (01305 260068) - 112pp (soft-back) -  
£17.99

**ISBN 978 1 84584 103 4**

(Book review by Jerry Sturman)

Scrutiny of other motorsport publications with a powerful magnifying glass may reveal, if you're lucky, the occasional brief reference to how to go about making a start as a speed event competitor. However, with the number of books devoted entirely to the subject being virtually non-existent, this offering by long time enthusiasts and competitors Phil Short and Steve Wilkinson is particularly welcome. Profusely illustrated in colour, produced to Veloce's usual high standards and bang up to date, this soft-back publication answers most, if not all, of the questions likely to be posed by the aspiring speed event participant – plus many that hardened competitors may have been afraid to ask!

With a foreword by that doyen of motorsport authors, Allan Staniforth, the book covers everything from the basic groundwork and preparation necessary, through the often neglected but still essential practical aspects of actually getting the car to the meeting, to giving yourself the best chance of running it successfully once you get there.

Even the experienced competitor will find the guides (many from the pen of the ever entertaining Peter Herbert) to the British mainland's most popular sprint and hillclimb venues invaluable, while a cross-section of profiles of speed event people and a separate photo gallery via the lens of co-author Wilkinson complement the informative text. There are also useful appendices containing listings and contacts for national, regional, one-make and club championships, UK clubs and organizations, hillclimb and sprint schools, speed event venues, constructors and suppliers, plus a list of all British Hillclimb and Sprint champions.

Absolutely essential reading for the newcomer, this book will make a useful and entertaining addition to the library of anyone with an interest in the ever expanding world of modern speed events.

(Copies of this book will be available for purchase at LMC's Aintree events in 2008)