



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

July 2008

Ed-lines

Well I have almost caught up with my schedule! The correct Bulletin schedule should be back on track by August. In the mean time keep all those contributions coming in.

My time since the last Bulletin has again been tied in with the British Sprint Championship, so much so that I missed the Trackday at Aintree. Judging by the photos I have seen, the Chevron B8 alone was worth the trip to Aintree!

At the start of May I was up at East Fortune where I bumped into Peter Lawton. The double header sprint round saw two cracking meetings at a fantastic track used mainly for motorcycle racing. I then went to the Barbon/Harewood British Hillclimb meetings where once again there were several familiar faces—Graham Curwen at Barbon and Andrew Henson at Harewood. I then had a couple of days at Loton before having a week-end off. June started with the BSC Pembrey week-end before the Harewood Vintage & Classic and this last week-end I was down in darkest Kent for the BSC Lydden round.

I hope to bump into more LMC members on my travels but for the time being that is all from sunny Southport, enjoy your motor sport and keep it on the island!

Steve Wilkinson

Bulletin Submission Deadlines 2008:

Submission date	Publication date
21st July	8th August
22nd September	10th October

Chairman's Chat

Our first 2008 event – Aintree Spring Sprint

Well, we managed to get the show on the road & on schedule. The venue looked superb after the Grand National and the track itself was actually in quite reasonable condition for our first sprint, despite both of the Racecourse Company's sweepers breaking down on the Friday afternoon. Those competitors who camped overnight must have wondered what on earth was going on at 5.30am on Saturday when, in an heroic effort, the Golf Centre staff began a to sweep the Circuit by hand! Our own members' work on the Friday afternoon setting up the venue in the rain had been invaluable too, as it left only a few basic jobs for the Saturday morning. As a result, an 'on-time' drivers briefing was quickly followed by one of the earliest starts that we have ever had, with the first car getting off the line just after 9am.

As briefly mentioned in the last Bulletin, by common consent, the event was a great success. 129 competitors, including more than 50 rookie drivers from the two Caterham Academies, took to the track and swift work by our start line crew and our new timekeepers resulted in two practice runs and the first timed run before lunch, followed by three further runs in the afternoon and we still managed to finish by 4.30. Someone must have had a hot line to the rain gods as the weather was just right and bar a few rain spots early in the afternoon, we couldn't have hoped for better conditions for an April event.

Many thanks too to that great band of marshals who turned up to help. It was probably our best marshalled event for several years. Let's face it; sprints are not the most exciting events for marshals to attend, so it was great to see our regular marshals supported (not literally!) by so many new faces. On behalf of all our competitors, many thanks to all our volunteers.

Once again competitors, please don't forget our marshals when you are having fun! As marshalling a sprint can be almost as interesting as watching paint dry, we run a marshal's draw at each event as an additional thank-you to the marshals, so if you have anything that you could donate as prizes, we would be most grateful.

Continued >>

The **North West Motor Show** in Southport came next (21st & 22nd June), where the Club once again ran the live action arena within the showground, as well as putting on a static display of members cars and details of the Club in our display shelter. Well, that was the theory anyway. Unfortunately, mother nature had different ideas. Setting up in brilliant sunshine on the Friday was great, what a terrific location on a sunny day! Saturday morning was ok too, until 9.30am when the rain started. Boy, did it rain? So much so that we had to cancel the live action display as it wasn't safe to run it in the prevailing conditions. The public stayed away in droves; instead of the usual 2000 –3000 visitors, there were fewer than 500 through the turnstiles. Sunday brought further problems. Fortunately, the previous day's rain that had flooded part of the showground had ceased and had been replaced by an over-night drying wind. Unfortunately, by morning the wind had reached gale force and several display tents & gaze-bos had succumbed. By 10am, we had taken the decision to dismantle our display boards & take down the LMC shelter as the Met Office was forecasting 60+mph gusts. With everything packed away, we were able to concentrate on the live action arena, which fortunately we were able to run to a most appreciative audience. Highlight of the display for many of the spectators was not the Ferrari, not the very quick Impreza, not even the stunt rider, but were the two Mk2 Escort rally cars, opposite locking their way around the track. Ah, nostalgia ain't what it used to be!

Many thanks to all of you who turned up to help with the stand, display cars, or marshal the arena. Your help was greatly appreciated. Thank also to those members who offered to display cars but decided not to in view of the weather conditions. We fully understand why you didn't turn up. See you at Oulton Park maybe?

Our next event, is our **hillclimb weekend** at the picturesque **Loton Park** on 26th & 27th July. There are still places available as I write this, so if you wish to compete do get your entry in soon. Marshals required too of course, please contact our chief marshal Bill Gray if you can help.

Other events:

26 th & 27 th July	H&DLCC & LMC Loton Park Hillclimb weekend
24 th & 25 th August	LMC static display at Oulton Park Gold Cup meeting - cars & help wanted
6 th September	LMC Aintree Autumn Sprint
10 th September	Greenpower Electric Car Races for schools – Aintree
4 th October	LMC Aintree Track Day

For more details see our website, the Club Forum, or contact any Club Official.

John Harden

LMC Internet Forum

Don't forget the LMC Forum. It's a great source of up to the minute information and news.

Marshals News

We have decided to send the Bulletin to all our regular marshals even if they are not members of LMC. Welcome everyone. If you have something to say, why not drop the editor a line. Let's have your view of what goes on in our sport. Maybe you'd like us or our competitors to do something differently. Well, here's your chance to tell us.

Contributions wanted – Drivers, Marshals, Navigators, Mechanics, Hangers-on!

Let us know what you are doing, what you've done, what you'd like to do, or what's causing you problems! The Bulletin is your magazine but it can only ever be as good as the contributions, so why not send something in for us all to read. It doesn't have to be earth shattering stuff (as you can see from our Chairman's missives), but let us know what you are doing, your successes, your failures, your intentions, your history. Please! If you like what we do, tell your friends..... if we could improve something, please tell us!

Chester & Liverpool Motor Club's Speed Championship

This is now the biggest & most successful Sprint & Hillclimb Championship in the North of England. Have you registered yet? See our website, or contact Ron Hunt for more details.

Another Appeal for help

At well over 600 starts per event, it's no easy task lining cars up all day at our Sprints with only a lunchtime break, so we'd rather like to recruit another one or two willing volunteers to share startline duties with our existing team in 2008. Our thoughts are to have a team of two setting up the cars for half an hour, then a second team taking over for the next half hour and so on, alternating throughout the day. Are you interested? No previous experience is required, but a sense of humour would be useful. It's an excellent way of getting close to the cars & drivers! Please contact our Chief Marshal, Bill Gray for more information.

Don't fancy start line? There is always a need for marshals (trackside & paddock) for our events. If you can help or want to know what's involved, please contact Bill Gray, or our marshals co-ordinator Colin Briody-Skinner.

True Grassroots Motor Sport by Roy Dowding

What do you do with a 1998 Nissan Micra 1.3GX that has been in the family since new and is now no longer wanted? It had faithfully and reliably served for years as my daily commuter and weekend-chores runabout, passing in turn thereafter to both my daughter and son as their respective first cars until they bought 'grown-up' cars – their words, not mine! On one thing we were all agreed. It was worth very little, and if sold would almost inevitably end up as a pizza-delivery hack, or worse. That we could not bear to contemplate.

My birthday present from the family in 2005 had been a course at the Harewood Speed Hillclimb Driving School, using my 1966 Reliant Scimitar SE4 coupé, which was a hoot! From that, my son Jon and I had developed an interest as spectators in speed hillclimbing and sprinting and it dawned on us that the Micra was eligible for Class 1, but would it be capable? Attendance with it at the Harewood Advanced Driving School course the following year confirmed that the car would at least stay on the 'black stuff' and could be great fun. So its fate was settled!

Aware of the fact that it would need to be driven back and forth to the various circuits, and still having the odd use to ferry 'stuff' to the local recycling centre or the like, we would be limited to a degree in what modifications to make to the Micra for its new role in competition.

During that autumn/winter, its breathing was improved by installing a K&N air induction system and, with the bore of the exhaust pipe increased from 1.5" to 1.75" plus a straight-through silencer, the mere 74 bhp could at least be utilised to the full. These simple and cheap alterations enabled the 0-60 time to decrease by over 2 seconds and an ability now to easily exceed 100 mph. A 3-point Sabelt safety harness and 175/60R 13 tyres from the MSA List 1A completed the preparations and thus we were all set for the 2007 season.

(Usually) Last but not Least!

With our first year of competitive motor sport now behind us, how did we fare? Well, as the subtitle suggests, we didn't win anything, finishing last in our class in the Harewood Championship (to be fair, all the other entrants had considerably more power on tap). We did, however, have the satisfaction of confounding our fellow competitors, the Hillclimb School tutors and seasoned marshals, who'd reckoned we'd never crack 80 seconds for the course. From mid-season, the former shopping trolley was regularly below this 'bogey' while Jon, who is a tad quicker than I am, finally managed a best run of just 78.41 sec.

In the Practical Performance Car Sprint series, at courses as varied as Silverstone Stowe, Lydden Hill, Curborough and MIRA, the Micra arguably acquitted itself a little better, frequently seriously mixing it with some theoretically-superior machines at the meetings. That it ended up first in its class in the PPC Championship should be cause for us to grin, but it was usually the only official championship entrant in its class. It did look good on the Results Table though and, most of all, it had all been tremendous fun!

With 2007 having drawn to a close, the little Micra has been resting temporarily on its laurels following its first season of motor sport. Winter has seen the suspension lowered and stiffened, which might shave off another second or two but mostly to prevent the car wearing out its door handles quicker than the tyres! I thought it was only elderly Yank-tanks and Citroen 2CVs that rolled that much!

We have added the Chester and Liverpool Motor Club Championship to our campaign for 2008, in order to enter some of the rounds at such fabled venues as Anglesey and Aintree, and look forward to making new friends and acquaintances during the year.

The Reset Button by Steve Wilkinson:

When I started driving in Speed Events I shared a Caterham with Steve Liptrott. He was a great bloke to share with as the feed-back I got was invaluable; however he wasn't totalling forthcoming about all the switches on the car. After explicit instructions about keeping to a specific rev limit and that there was a tell-tale on the rev counter he failed to show me where the reset button was! Thus **he** was able to rev the engine beyond the limit I was using whilst handily resetting the tell tale after he had crossed the line - I never did beat him!

ANCC Car Trials Championship 2008

After an absence of a year the ANCC Car Trial Championship is happening once again. During our absence the MSA has made certain changes to the regulations .

The most noticeable of these is the change of name, events are now to be known as "Car Trials" and perhaps the most significant change to competitors is that MOT's are no longer required and classes for the more modern cars have been introduced.

After discussions with organizers of championship events it has been agreed that tests should, where ever possible be non car damaging while at the same time remaining competitive to everyone.

To encourage new competitors to our championship it has been decided that the entry to the Championship should be free and to help with the fuel costs all events will be in the local area.

This is a low cost, grass roots sport where everybody from the youngest driver to the oldest can compete and have fun, no matter what car they own or can borrow.

Championship Events 2008/09

22nd June	Ilkley & District	Yorkshire Post
6th July	Ilkley & District	Filtrate Trophy
10th August	Wakefield & District MC	
26th October	Airedale & Pennine MC	
November	TBA	

For championship regulations and to compete in the championship please send your email details to John Spencer at :-
northerncartrials@hotmail.com

A to Z of Sprinting—Part 3

Campsite - Misleading name for a field where unscrupulous people charge you to get dysentery!

Car - a motor-car or automobile.

Carat - slang for 'where is my car?'

Caraway - slang for 'my car appears to have disappeared!'

Carbon - French slang for 'that car is very nice'.

Carbrooke - Yorkshire epithet meaning 'my automobile appears to have expired'.

Career - slang for 'Oi! You're car appears to be here!'.

Cargo - slang for 'some barsteward is nicking my car!'.

Carmine - slang for 'this car is mine'.

Carnaby-Two - small street in London near to the fashion centre.

Carpet - slang for 'this animal is the pet I keep in my car!'.

Carrot - slang for 'my automobile appears to be suffering from vast amounts of rust!'.

Carton - Slang for 'this car weighs a lot!'.

Cartoon - a ribald musical number played on a car!

Chatterbox - A 1930's special - part Morgan 3-wheeler with 1100cc engine. Also a talkative woman!

Circuit Breaker - one who breaks a circuit.

Cockpit - The place in the car where the loose nut rattles round.

Colerne - The amount Colin earns.

Cornering - The art of manoeuvring a car through a tight bend. Not yet mastered by all sprinters (you know who you are!).

Curborough - most frequently used motorsport venue in Britain. One has to ask why?

Have we got your Email address?

Please help the Club save money & the environment!

Let us have your email address so we can communicate with you electronically.

If you find that you are still receiving your bulletin by post and have already given us an email address it could be that either you have changed your email address or the one we have is not working, to resolve this issue please send an email from the address you wish us to use and the database will be updated by the Membership Secretary.

The **MSA's website** is shortly to undergo another revamp to make it user friendly. Allan Dean-Lewis advises that a considerable amount of negative feedback indicates that it is clearly not fulfilling its purpose and people are not visiting as frequently as the MSA hoped. Keep telling the MSA what you think folks, they really do listen sometimes! <http://www.msauk.org>

The Cholmondeley Pageant of Power on 9th & 10th August is being advertised as a weekend-long celebration of the very best in historic sports and racing cars, historic motorcycles, classic boats and powerboats and helicopters. It all takes place in the grounds of glorious Cholmondeley Castle (pronounced Chumley) on the A49 mid-way between Whitchurch and Chester. <http://www.pageantofpower.com/cars/>

Useful websites:

<http://www.anwcc.org/> ANWCC website – great for downloadable event regs & events calendar

<http://www.donington-park.co.uk/> Exactly what it says!

<http://www.flag-marshall.org.uk/> John Newman's excellent site about marshalling.

http://www.flag-marshall.org.uk/driver_home.htm Marshalling site for drivers to look at!

<http://www.silhouet.com/motorsport/> a fascinating site detailing all manner of F1 motorsport history & statistics

<http://www.historicracing.com/index.cfm> Martin Stretton's very flash historic motorsport site

<http://www.msauk.org> Everyone should know about this one!

<http://ukmotorsport.com/uk.html> If it isn't here, then it's not worth knowing – or so they say!

<http://www.volunteersinmotorsport.co.uk/> exactly what it says on the tin!

Do you know of any websites that would be of interest to other members? Let us know!

Calling all ANWCC Championship Contenders.

If you registered in one of the ANWCC championships in 2008, tell Dave Thomas, their co-coordinator, that you are an LMC member. Your results will then count towards LMC's position in the ANWCC Club's Championship, in addition to any other club that you name.

e-Wheels Magazine

The MSA's Wheels magazine is now available in electronic form direct from the Publications section of the MSA website. Old versions of Wheels & e-Wheels are also archived there. Check it out occasionally, there is usually something of interest each month. Here's a link to the MSA Publications page:

<http://www.msauk.org/site/cms/contentViewArticle.asp?article=2197&category=658>

The Double Life of an Ensign by Steve Wilkinson:

When in 1971 Ensign emerged as a constructor in F3 there was an initial caution by the teams to buy the new car, however in the second season several teams jumped on the band-wagon; one being Dempster International. They bought a brand new F3 chassis for their up & coming driver Mike Wilds. Mike was very much wild by name, wild by nature and promptly stuffed the car at the Monaco F3 GP. The sorry remains were returned to the workshop where a completely new rolling chassis was purchased and the engine & gearbox were transferred. The team also transferred the chassis plate to the new roller. Before the end of the season Bill Morris bought the smashed up remains and was able to resurrect it fitting an Ensign chassis plate in the process. Meanwhile Dempster International sold the "new" car to David Franklin. So in 1973 both cars, now carrying the same chassis number, would be seen at Speed Events up & down the country. Bill Morris eventually sold the car to John Page in the South West since when I have lost track of it. Meanwhile the David Franklin car is now in the hands of the HSA's Fyrth Crosse and is campaigned in sprints and hillclimbs with great gusto.

Have you had the AutoSolo experience?

Several LMC members are currently dabbling in the relatively new sport of AutoSolo. First seen in the UK 18 months ago, AutoSolos are similar to autotests but are run without using reverse or needing handbrake turns. To be honest, they are an absolute hoot! Intended to be non-damaging ultra low cost motorsport, any normal road car will do, and every competing car must be driven to the event. So far, in the North West, we've seen Nissan Micra (ideal), Fiesta, Escort, Focus, Golf, Clio, Subaru Legacy, Citroen's BX, AX & Saxo, Peugeot 106, Mazda MX5, various BMWs, & Rover's mini, metro & 25. Want to know more? Have a look at the LMC forum, or why not have a go on August 31st, Lymm Truck Stop, (M6/M56 jct). See ANWCC website for booking forms.

People you should know!

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"A Record of Motor Racing at Aintree" .Compiled by Graham Heath & John Lawson. Tabulated data for every single one of the 771 races that were run at Aintree, from the very first event on 29th May 1954 to the last on 17th July 1982, showing all starters, finishers, times, cars; truly a wealth of information!

Available in six separate parts as A4-sized comb-bound books. (Printed to order)

For further details, write to: **J. G. Lawson, 12 Nithsdale Road, Liverpool, L15.5AX.**

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