



Liverpool Motor Club

The Bulletin

2009—July Issue

Ed-lines

Well the June Sprint should have gone off OK by now, more details in next month's issue, and with the loss of the Loton Park Hillclimb week-end there will be a longish gap to the next on track event. The club expect to be having a stand at the Oulton Park Gold Cup at the end of August so if you have an Historic racing car that you would like to display get in touch with John Harden. I have been very busy since the last issue of Bulletin with trips to Pembrey and Anglesey for the double header sprint rounds plus a trip to my favourite Hillclimb course—Doune. The Sprint Championship had a disastrous two days in North Wales with the Stewart Robb's car having a rear suspension failure and the Holmes/Porrett Lola blowing the transmission—either a CWP or clutch disintegrating! I have noticed that there are fewer competitors making the commitment to long journeys due to the increasing costs plus the recession, this should mean more runners in the 'local' events but even those are suffering from none starters and significant withdrawals. A quick check of my calendar tells me that July will be another busy month with trips to various sprints, hill climbs and historic events. All I am hoping for is some good weather so that I don't get too wet stood out on the banks. That is all for the time being from sunny Southport, enjoy your motor sport and keep it on the island!

Steve Wilkinson

Chairman's Chat by John Harden

Well, despite a slightly lower than hoped for entry for the April Sprint, bookings for our 30th May Track Day at Aintree broke the records once again, selling out in just 8 days. I seem to have to write exactly the same thing after each track day that we run – sorry if you were unsuccessful in gaining a place however you want to take part in the next one, send in your booking on the day that you receive notification that bookings are open, or else you will probably be unlucky again!

80 cars, with almost 100 drivers, fabulous weather, great atmosphere, excellent driving standards, and virtually perfect track conditions all contributed to a most enjoyable event. We had the usual breakdowns of course, and one Peugeot 205 went home looking very much the worse for wear having had a close encounter with the Country Corner ARMC0. The only injury was to the driver's pride and his pocket of course! Otherwise, despite rather too many breakdowns in the morning the day was uneventful. Uneventful that is apart from a higher than usual number of drivers giving those watching at Club Corner a few heart stopping moments by getting out of shape exiting the corner – fortunately without contacting anything solid.

The day attracted more single seaters than we have had for some time, an indication that we are now one of the few track day organisers who still run sessions for single seater drivers who do not have MSA race licences. It was difficult to single out a highlight of the day, but I reckon our member and sprint regular Graham Curwen driving his recently acquired FF1600 Van Diemen must have got more laps in than anyone else, and certainly got in a lot of practice for his next competitive event – I hope he remembers that he'll be on cold tyres next time! It was great to see the multiple Champion of Oulton and the ex-owner of Aintree Racing Drivers School, Malcolm Barfoot, back at Aintree for the first time for many years and acting as one of the ARDS instructor for the day. I think it fair to say that he enjoyed reacquainting himself with Aintree & will be back in October, other commitments permitting. I was a little surprised that so few drivers took up our offer of free tuition this time; without exception, those who did take advice from Malcolm or John Sinclair found the experience highly beneficial, improving lines, braking & general car control resulting in much less stress on both driver & car which in turn improved their lap times (though we weren't timing them of course). If you do decide to take part in a track day, do take advantage of a session with an instructor – I can almost guarantee that you will benefit!

Next up

Our June sprint was held in memory of our long time friend and scrutineer, Jack Neal who passed away a year ago. The event will be called the Jack Neal Memorial Sprint and I'm sure that all of you who knew Jack will agree when I say that a more likeable and professional scrutineer would be hard to find. Let's hope that we get a good turn out for this event, I'm sure Jack will be keeping an eye on us from above!

Aintree Circuit Club (ACC) has recently announced that it is being re-launched. We have received several enquiries from people who have read their press release in which they claim that one of their aims is to run track days and/or races on the full GP Circuit at Aintree. We are highly sceptical about their claims, particularly as there are sections of the GP Circuit that no longer exist having been grassed over, or built upon. We do not believe that the full circuit will ever see competitive motorsport again, particularly as it would be prohibitively expensive to bring it up to date for safety.

Whilst we wish them the best of luck with the re-launch of their club, we ask that you to note that LMC has no connection with ACC or the events that they claim may be run at Aintree at some point in the future.

Championships

Are you registered for an ANWCC Championship? Please make sure that you let their Championship Co-ordinator, Dave Thomas, know that you are a Liverpool MC member in addition to any other club of which you are a member. It all goes towards LMC's standing in the ANWCC Clubs' Championship.

What's on at Aintree in 2009?

A reminder of events that we are involved with – If you can help marshal any of the LMC events, please contact our Chief Marshal via <http://www.liverpoolmotorclub.com/about/contact-us/>, or phone him on :- 01704 220 839 before 9pm.

Sept 5 - Autumn Sprint - Aintree – www.liverpoolmotorclub.com
Sept 22 - IMechE Greenpower Electric Car Races for Schools – www.Greenpower.co.uk
Oct 3 - Track Day – Aintree - www.liverpoolmotorclub.com

We've been requested to list the Aintree motorcycle race dates too, so here they are:-

July 11 - Motorcycle Races www.aintreemotorcyclercyclingclub.co.uk
Aug 8 - Motorcycle Races www.aintreemotorcyclercyclingclub.co.uk
Sept - Motorcycle Races www.aintreemotorcyclercyclingclub.co.uk

A Competitor's View

After 5 years sprinting my trusty old Van Diemen RF87 Formula Ford, I decided it was time to move on. As usual (this has happened before) I started to look at semi-exotic stuff like F3 cars, Formula Vauxhall Lotus etc. My real preference though would be for a Sports Racing car of some description, so I began trawling through ads for Sports 2000s etc (it needs to have a 'proper' car engine).

After lots of tyre kicking and even more daydreaming about Chevrons etc - an email arrived from Frazer Graham. He was selling his immaculate RF91 Formula Ford, thought Graham Curwen may be interested in buying it and wondered if I may be interested in buying Grahams car, also an RF91 but in need of some 'cosmetic attention'. To cut a very long story short, after clogging up the World Wide Web for a couple of weeks with much negotiating, a deal was struck. Frazer is now moving on to build a smoking kit car (which he debuted at the April Aintree Sprint), Graham owns a shiny RF91 and I own Graham's similar model.

My old RF87 was put on all the usual websites and helped along by Steve Wilkinson who spread the word about it being for sale. It was an ad on E-bay that finally did the trick and the car was paid for, picked up and taken straight to Silverstone where it was used in the Walter Hayes Trophy Races. Graham, being the true gentleman that he is, delivered the RF91 to me one Tuesday in early November, and taking a cup of coffee (not to mention a cheque) he went on his way. By 5 o'clock the same day the car was in bits. I should mention that Graham used to hold the Formula Ford record at Aintree with this very car before an upstart by the name of David Bailey had the cheek to beat it. The car was basically sound and usable with the usual cracks that seem to inflict themselves on race thickness fibreglass plus a known Clutch Slave Cylinder problem. I decided to replace all the Slave Cylinder components but could only source two of the three items (special Van Diemen parts). It turned out to be a good thing, as after I was given the price I thought I was actually buying a Hewland gearbox as well! Everything was thoroughly checked over and cleaned with some minor bits being replaced. Also the brakes were given a complete overhaul and many hours spent repairing and painting the panels and suspension.

After a few weeks intensive effort the car was finished then Linda and I were lucky enough to be off 'down under' for a few weeks to escape the winter. It was nice to come home and know that I wasn't facing a mountain of work. The car has been running well since my return with class wins at Aintree, 3 Sisters and Anglesey. As for the Sports Racing Car - well maybe next year?

Derek Martlew

Events Calendar 2009

We intend featuring a calendar each month giving details of ANWCC events. If you know of an event that others may want to know about, let us know via <http://www.liverpoolmotorclub.com/about/contact-us/> or give our Editor a ring on 01704-225267.

Here's an extract from the fantastically comprehensive calendar on the ANWCC's excellent website www.anwcc.org/

Jul 04 - Quinton Stages (Forest Rally) National B - Quinton MC (ANWCC Championship)
Jul 04 - Quinton Historic (Historic Stage Rally) National B - Quinton MC (ANWCC Championship)
Jul 05 - Ranges Stages (Stage Rally) National B - Aberystwyth & DMC (ANWCC Championship)
Jul 05 - Three Sisters Sprint (Sprint) National B - Longton & DMC (ANWCC Championship)
Jul 05 - Filtrate Trophy (Car Trial) National B - Ilkley & DMC (ANWCC Championship)
Jul 06 - (Grass Autotest) Closed - Knutsford & DMC (None)
Jul 11 - Loton Park (Hillclimb) National B - Hagley & DLCC (ANWCC Championship)
Jul 11 - Coast-to-Coast Classic Tour (Classic Rally) Closed - Lancashire AC (None)
Jul 12 - Loton Park (Hillclimb) National B - Hagley & DLCC (ANWCC Championship)
Jul 12 - Scammonden Hillclimb (Hillclimb) National B - Mid-Cheshire MRC (ANWCC Championship)
Jul 12 - Greystoke Stages (Forest Rally) Closed - West Cumbria MSC (None)
Jul 15 - (Car Trial) Clubsport - Ilkley & DMC (None)
Jul 18 - Kennings Autotest (Autotest) National B - Caernarvonshire & Anglesey MC (ANWCC Championship)
Jul 18 - Cymru Trial (Car Trial) National B - North Wales CC (ANWCC Car Trials Championship)
Jul 18 - Swansea Bay Stages (Forest Rally) National B - Port Talbot MC (ANWCC Championship)
Jul 18 /19 - Drystone Rally (Road Rally) National B - Mid-Derbyshire MC (ANWCC Championship)
Jul 18 - (Car Trial) Clubmans - North Wales CC (None)
Jul 19 - Opposite Lock Stages (Stage Rally) National B - Slaithewaite MC (ANWCC Championship)
Jul 19 - Tim Sargeant Memorial (Autotest) National B - Knutsford & DMC (ANWCC Championship)
Jul 19 - HCC Wales Trial (Car Trial) National B - Clwyd Vale MC (ANWCC Car Trials Championship)
Jul 19 - (Autosolo) Closed - West Cumbria MSC (None)
Jul 25 /26 - Morecambe Rally (Road Rally) National B - Morecambe CC (ANWCC Championship)
Jul 26 - Coracle Stages (Forest Rally) National B - Epynt MC (ANWCC Championship)
Jul 26 - KAMES Sprint (Sprint) National B - Wigton MC (ANWCC Championship)
Jul 26 - (Autotest) Clubsport - Alwoodley MC (None)
Jul 29 - (Car Trial) Clubsport - Ilkley & DMC (None)

Historic Dates for your JULY Diary

3rd-5th Goodwood Festival of Speed Hill-Climb, BARC
Sat 4th Shelsley Walsh Hill-Climb, MAC, Reg Phillips Trophy, Classic cars
4th-5th Brands Hatch, HSCC, Historic Superprix
Sun 5th Shelsley Walsh Hill-Climb, V.S.C.C.
Sun 5th Mallory Park Race Meeting, Morgan SCC

Fri 10th Silverstone Meeting, MGCC
11th-12th Loton Park Hill-Climb, Hagley & DLCC, Classic & Vintage weekend
11th-12th Silverstone Race Meeting, MGCC
11th-12th Pembrey Race Meeting, HSCC

Sat 18th Snetterton Race Meeting, AMOC
18th-19th Cholmondeley Sprint, Pageant of Power, BARC
Sun 19th Shelsley Walsh Classic Hill-Climb, MAC

24th-26th Silverstone Classic Race Meeting, BRDC, inc Autojumble

Fri 31st Prescott Hill-Climb, VSCC (continued on Sat/Sun 1st & 2nd August)

The Origins of the British Sprint Championship

Sprinting has been around since the early part of the 20th Century. The cars used back then were mainly road cars with the classes divided by the published manufacturers Horse Power figures. The advent of purpose built 'racing cars' was some way into the future. France appears to have been the breeding ground with the first 'sprint' in Britain being held at Bexhill-on-Sea. Sprinting bumped along with some events like the Brighton Speed Trials and the Weston Speed Week-end becoming the highlights of the club season. After the second world war there were a lot of old aerodromes left unused or barely used by the RAF and these were snapped up by the sprinters. In 1946 it was announced that the RAC were going to run a British Hillclimb Championship but the world of sprinting was still trundling along having been through various highs and lows. There was little or no cohesion in the sprint calendar, if you could call it such. Then in 1969 it all started to fall into place. Just like with the Hillclimb Championship the RAC upped their game and announced that the sprint equivalent would start in 1970. Initially most events were run on either old or current RAF bases. From that point on Sprinting moved into the spotlight as a recognised BRITISH championship where it still remains. Currently we only use one venue that is still an RAF base—Colerne near Bristol—whilst the rest are either racing or kart circuits. For full details consult the BMSA website at www.britishsprint.org



ABOVE: Two of the stars of the current British Sprint Championship

Left: Glyn Sketchley in his 1.5 Force-Suzuki PT1500 who is currently leading the 1600cc Racing Car Category and holds a Top Ten place overall.

Right: Former FTD winner at Aintree Mark Smith with his 2.0 Reynard-Vauxhall 903 who as well as leading the 2000cc racing Car Category is leading the race to the 2009 British Sprint Championship title.

People you should know!

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Please note so as to reduce the amount of spam we have been receiving we have changed all LMC email addresses, please amend your contacts accordingly ASAP as the old addresses will no longer work

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The opinions expressed are those of the individual contributors, and are not necessarily those of the Club, its officials members or committee.

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