



## Liverpool Motor Club The Bulletin

2009—October Issue

### Ed-lines

What a cracking few weeks of sprinting & hillclimbing I have just enjoyed. I've had two wonderful week-ends in Scotland visiting the 2nd Bo'ness Revival Hill Climb and the final British Hillclimb Championship meeting at Doune. Prior to that I had a very busy week-end visiting the two highly entertaining sprints at Aintree and Mallory Park—the latter featuring the final round of the British Sprint Championship. Congratulations are in order as Nick Algar won his first British Sprint title at Mallory and as a Liverpool Motor Club member will be a great ambassador for our club.

For me however when I look back on 2009 it will be tinged with sadness at the loss of so many iconic motor sport figures. From Speed events, Tony Marsh and Allan Staniforth will be well known to most of our members; on the international front the passing of Frank Gardner and Pentii Airkalla will have caused many a tear to form. I was also saddened earlier this year with the death of young Henry Surtees in a freak accident at Brands Hatch. Liverpool Motor Club have also lost a great friend in the ever-jovial Jim Kelly who was a regular ARDS Instructor at our trackdays. However we must continue to look ahead and with the Winter rapidly encroaching it is a time to strip down the race cars and get ready for 2010.

*Steve Wilkinson*

### Chairman's Chat by John Harden

I hope you have all had a nice relaxing summer, basking in the beautiful warm sunshine that is so typical of Britain at this time of year. Bliss! Well, that maybe was what we all hoped for but, as is typical of the British, not only do we motorsport types seem to work harder than ever as we take part in various motor sport competitions during the summer, the British summer itself seems to have reverted to form once again with plenty of cool, wet days. I hope you found at least a few dry days for your sport.

At Aintree, we managed to get some civil engineering work done (man with JCB) by scraping off over 30 tons of grass & soil that had slowly encroached onto the track over the last 20 years, and completed the installation of French drains at critical points around the circuit. Has it worked? Well, as far as we know, it has. Typically since completing the work, we haven't had a single wet event, for cars or bikes. That was to be expected I guess but we really don't mind! The good news is that the circuit is up to half a metre wider than previously, which has already taken some folk a bit of time to get used to - Weird lines? Strange reference points? You bet! Now, what else has been happening?

Following the loss of our **Loton Park** Hillclimb weekend, our members were invited to compete at the venue's late August meeting. Regrettably, I couldn't attend but I understand that competition was as fierce as ever and one or two new records were set. The following weekend, we took a our static display to the **Oulton Park Gold Cup** meeting and, rather than filling the whole display shelter with information about the Club its events & history, we dedicated half of the space to a seating area which went down very well indeed with our visitors – especially when the inevitable rain arrived. The array of LMC members' cars on Sunday was most impressive, but Monday's display was embarrassingly low on numbers. We want to attend again next year, but we really do need some more cars for the show in order to do justice to our display. Make a note for your diary; August Bank holiday weekend 2010, can you bring a car to the show? Of course, the racing was excellent, as usual, despite the weather's attempt to put a total dampener on things. I really hate to see historic cars "in the wars" and rather too many ended up in the ARMCO for my liking but, hopefully, after a bit of TLC all will survive to fight another day. Then, 5<sup>th</sup> September was the **Autumn Sprint at Aintree**. Entries were well down and just 92 competitors took part, meaning we took a loss on the event. Thankfully, drivers were in for a treat and despite a brief shower we managed to get in two practice runs and two timed runs before lunch, followed by another two runs after lunch, followed by yet two more runs that didn't count for the awards. 6 runs in all yet we still managed to finish by 4.15pm, and with the awards being presented at just after 5 o'clock, everyone was able to get off home at a most reasonable hour. Relatively few cars appeared for the final run as several competitors were making the most of the early finish to get on their way to Anglesey for the sprint the following day. Some of our regulars were already there of course, hence the smaller than usual entry list at Aintree. We have already submitted our 2010 dates to the ANWCC so, hopefully, the Anglesey date next year can be arranged so that it doesn't clash with our traditional Aintree date. We shall see!

I mustn't forget to mention that some of our members were competing on the **Promenade Stages** at Wallasey. According to your membership forms, LMC has 27 rally drivers and another 5 who say they are navigators and I am always aware that their discipline doesn't get much coverage in the Bulletin. It's not because we don't want to feature rallying, it's quite simply because we don't get any information about the events that they are taking part in. So ladies & gents, tell us what you are up to, where the events are taking place & how you are getting on. We really do want to know more about your events, so don't be shy..... let us in on the secret! **(You can submit reports for inclusion in the Bulletin or the website – Editor)**

Then, on 22<sup>nd</sup> September, Aintree Circuit hosted the North West heats of the IMechE **Greenpower Electric Car Races** for schools and we helped by setting up the circuit and providing marshals on the day. With over 34 teams entered for this event, (though only 25 actually took part) it was indeed a superb day. Greenpower's own report is also well worth reading go to [GREENPOWER.CO.UK](http://GREENPOWER.CO.UK) select Racing and then Reports and you will find it under North West Regional Heat 7. I'll just sum it up by saying that Sandbach High School's winning car in the Formula 24 race completed no fewer than 59 laps of Aintree in 4 hours, that's 88.5 miles at an average speed of over 22 mph including pit stops, driver changes etc. Truly amazing!

As I write this, watching the drizzle that has signalled the end of 3 weeks of very dry weather in the North West, I'm keeping my fingers crossed that it clears in time for our last Aintree event of the season, our second **track day** of the year. Once again, we have been overwhelmed with bookings and the event sold out in just two weeks. If you haven't taken part in our track days before, are considering doing so and have internet access, register via our Track Days page and we will send you a priority email when bookings open for our next event in May 2010. I hope to see many of you at our **Speed Championship** Dinner on 23<sup>rd</sup> October; it's been a great year for the Championship which once again went right down to the last event to decide the overall positions. We hope that you've all enjoyed taking part this year and that you'll be back with us next year. Please tell your motorsport friends about the championship if they aren't already taking part, it's already the most popular championship in the North West and we intend to keep it that way. If you have any thoughts how to improve it further, do let our co-ordinator Ron Hunt know. I'm sure you will join with me in thanking Ron for all his work with the Championship this year. I honestly believe that it wouldn't be nearly as successful without him.

**What are we up to over the Autumn/Winter?** Well, there will be several rallies organised by other motor clubs that our event team will be helping with for, Classic, Historic & Modern cars and of course several of our members will be competing in them too. If you know of an event that would be of interest to LMC members as competitors, marshals or spectators, tell our editor Steve Wilkinson and he'll put something in the Bulletin. It's your magazine, please use it!

**Appointments:** Finally, may I use my notes to thank **Geoff Maine** who has recently stepped down as Club Secretary. Since I took over the helm in 1998, we've only had two secretaries and Geoff has undertaken the role for the vast majority of that time. Family commitments are now demanding more of his time, but he'll still be around over the winter months to co-ordinate our involvement in the rally scene. Many thanks Geoff & hello to **Dr David Drucker** who has taken over the role. I'm not sure if that's what David intended to end up doing when he expressed interest in joining the Committee, but as always, one volunteer is better than 10 pressed men. Welcome aboard David.

That's it from me for now. As I said in the last edition of the Bulletin, if you'd like to see less of this drivel, please **please** write something & send it to our editor.

Happy motoring!

*John Harden*

**What's on at Aintree in 2010?** - 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 [www.liverpoolmotorclub.com/about/contact-us/](http://www.liverpoolmotorclub.com/about/contact-us/), or phone him on :- 01704 220 839 before 9pm.

April 24 -	Spring Sprint
May 29 -	Track Day
June 26-	Jack Neal Memorial Sprint
September 4 -	Autumn Sprint
September 16 -	IMechE Greenpower Electric Car Races for Schools
October 2 -	Track Day

**Event sponsorship** If anyone is interested in sponsoring an LMC event or series of events, please do get in touch. We are always interested in talking to potential sponsors for either a one-off event or our successful championship.

**Obituary**  
**Jim Kelly**  
**1946 – 2009**

I regret to advise that Jim Kelly, ARDS instructor & former racing driver, passed away last Tuesday. He had been battling leukaemia for some considerable time.

In his day, Jim had been a very successful competitor, racing in FF1600 as well as a variety of Formula Libre cars at all the main UK circuits and had also instructed for Richard Peacock & later Malcolm Barfoot initially at Aintree and then at Three Sisters when Aintree Racing Drivers School moved there in the 1980's. In recent times, Jim had helped us by instructing at our Aintree Track Days, and many participants will remember him as the apparently quiet unassuming chap who was clearly in his element when passing on his intimate knowledge and enthusiasm of driving at Aintree. You couldn't hope to have met a nicer chap and I was privileged to have known him, albeit briefly.

*John Harden*

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Here follows a few words from his friends in motorsport. The fact that we have received so many is a reflection of how well thought of Jim was:-

I am greatly saddened to report that Jim 'Panther' Kelly lost his forty year long battle against Crohn's disease, Leukaemia and finally abdominal cancer last Tuesday 22nd September.

Despite his chronic illnesses Jim took all setbacks in his stride, he was much travelled and led a busy life. He raced in Formula Ford for many years, instructed at racing schools and built a business repainting commercial vehicles.

Jim was my friend for over thirty years, he had a sharp wit and was always a popular and cheerful addition to any company; he will be missed by all who knew him.

Rest In Peace.

*Steve Jones.*

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My good friend Jim Kelly.

Jim (Panther) lived his life to the full, and his interests from music to motor sport made him many good friends.

His poor health was rarely allowed to affect the way he wanted to live his life and he was an inspiration to all who knew him. His escapades on and off the track are the stuff of legend and will be fondly recalled for many years to come.

Goodbye Jim, you will be sadly missed - life just wont be so much fun without you.

*Malcolm Barfoot.*

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The Panther

Jim was part of the 80's Formula E gang and he always seemed to have a grin on his face no matter what.

The first time I ever drove my F/Ford at Oulton I accidently pushed him on the grass at Druids. I felt so guilty I went and apologised afterwards and expected a rollicking but was greeted with a smile and a bit of advice of how to take the corner in the future. A genuine, nice guy.

*Alan Raine*

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It is with great sadness that I heard about the passing of Jim (Panther) last week, having been part of the Formula E crowd during the 80's I was privileged to have shared many a laugh (and many beers) with Panther and he will be truly missed. He was a great racer and one of the nicest blokes that you could wish to meet, some one who would always have a story to tell and a joke to share, normally ending up with the line "it's the way I tell them".

I am unable to attend the funeral this Friday as I would have liked to have paid my respects but I am sure that those of you who attend will have many of story's to tell, and I'm sure that the incident with the XR3 door and a transit van after we all left the Red Lion will come up !!!! Here's to you Panther.

*Greg Baker*

## Events Calendar 2009

Once again here is the calendar of ANWCC events. If you know of an event that others may want to know about, let us know via [www.liverpoolmotorclub.com/about/contact-us/](http://www.liverpoolmotorclub.com/about/contact-us/) or give our Editor a ring.

**The calendar below has been extracted from the ANWCC's excellent website [www.anwcc.org/](http://www.anwcc.org/)**

- Oct 10 - Anglesey Weekend Sprint National B - Longton & DMC (ANWCC Allrounders Championship)
- Oct 10 - Gareth Hall Memorial Rally - National B - Bala & DMC (ANWCC Stage Rally Championship)
- Oct 11 - Anglesey Weekend Sprint National B - Longton & DMC (ANWCC Allrounders Championship)
- Oct 17 - Ken Wharton Memorial Autotest National B - Hagley & DLCC (ANWCC Allrounders Championship)
- Oct 17 - Cambrian Rally - National B - North Wales CC (ANWCC Forest Rally Championship)
- Oct 17 - Cambrian Historic Rally - National B - North Wales CC (ANWCC Historic Stage Rally Championship)
- Oct 18 - Autotest - National B - Kirkby Lonsdale MC (ANWCC Autotest Championship)
- Oct 24 /25 - Classic Illuminations - National B - Morecambe CC (ANWCC Historic & Road Rally Championships)
- Oct 25 - Autotest - National B - Knutsford & DMC (ANWCC Autotest Championship)
- Nov 07 /08 - AB Motorsport Rally - National B - Matlock MC (ANWCC Road Rally Championship)
- Nov 07 /08 - Glyn Memorial - National B - Caernarvonshire & Anglesey MC (ANWCC Stage Rally Championship)
- Nov 22 - Neil Howard Memorial Rally - National B - Bolton-le-Moors CC (ANWCC Stage Rally Championship)
- Nov 28 /29 - Oak Leaf Stages - National B - Ecurie Royal Oak MC (ANWCC Stage Rally Championship)
- Nov 28 /29 - Farrington Rally - National B - Clwyd Vale MC (ANWCC Road Rally Championship)

### Gold Medal

We've recently secured for our archive an historic Liverpool Motor Club medal in pristine condition and wonder if anyone knows anything of its history? We've seen bronze or nickel silver medals of similar style over the years, but this is the first gold one we have seen.

The marks indicate it is 9ct gold, assayed and marked at Birmingham, together with the sponsor's mark of Elkington and Co. of Newhall Street, Birmingham. Other than that, we know very little of its history. Presumably it was awarded for a quite significant achievement, as even in 1925 it would have been of considerable value. Was it awarded for the best LMC member in someone else's event, or did LMC organise an Edinburgh Trial in 1925? Was the winner driving a car, or riding a motorcycle? Any information that comes to light will be greatly appreciated. Please contact John Harden.



### Committee News

On 22 September 2009, your Committee discussed the following topics:

1. Oulton Park Gold Cup meeting. We gained several new members at the event. We especially thanked Malcolm Evans for his invaluable help with equipment transport.
  2. In 2010 we shall increasingly use email and our website, rather than the post for sending out regs & results.
  3. October Track day. Already fully booked.
  4. All our 2010 event dates are confirmed by Aintree.
  5. LMC/CMC Speed Championship Awards evening tickets will be £7 to purchase. In 2010, we hope all championships in the North will use the standardised classes that we are developing with other local clubs.
  6. Safety was discussed, including extra protection on Bechers Bend.
  7. 2010 Entry fees and cost-cutting measures were discussed.
  8. LMC will provide a trophy (the LMC Grand National Trophy) to the winning Greenpower team from the Aintree round. The trophy will be presented at Goodwood motor racing circuit where Championship finals will be held.
- David Drucker

## 2009 IMechE Greenpower North West Heat 7

Early morning at Aintree and as the teams assembled in blustery conditions the track looked in first class condition for the second running of the North West heat of the Greenpower championship. Last year's victor's were the pre-race favourites but what was about to unfold would prove once again that there is no such thing! After a short practice session and the rather disappointingly poorly supported Formula 24 Plus event (there were just 4 starters) the noise level slowly rose as the 25 teams got their tiny chariots to the start area.



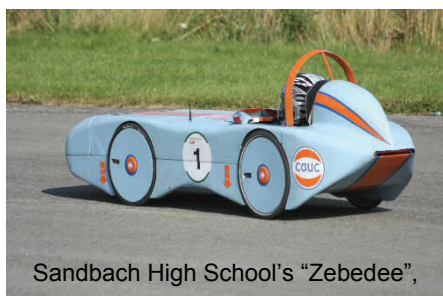
Once the flag dropped each row in turn set off and as they completed the first lap Zebedee (last year's winning car from Sandbach) took the lead with Brian (Sandbach's Number 2 car) in second. The rest of the pack was well strung out and over the next half hour Zebedee sprinted into a commanding lead. Suddenly the car was missing; it was stuck out on course with a puncture. After it had been retrieved a repair was swiftly affected however this was to prove the Achilles Heel for Zebedee as three more punctures would see far too much time spent in the pits. Taking over the lead was Brian but shortly after it too slowed and finally stopped on track.

The Sandbach team however were undaunted and once Brian was back on track there would be no more punctures for the old boy to have to endure. Meanwhile Springhill High School's Zencar had taken the lead. Slowly but surely the Sandbach crew pulled back the deficit but it wasn't that easy as the Zencar was not only well driven but also well prepared.

The same couldn't be said for all the cars and one or two that were out there last year were starting to show their age!

As the battle for the lead started to intensify Zebedee was starting to haul itself back thanks to slick pit work and flat out driving (speeds of 45 mph were being recorded!) As the race started to draw to a close Brian was in the lead with Zencar second however Zebedee might just squeeze through into the Silver Medal position.

In the last quarter of an hour Zebedee unlapped itself but just couldn't close the gap on the Zencar. So once again Sandbach Girls School won with their trusty old car Brian; Springhill High School were second with Zencar whilst the fast but fragile Zebedee of Sandbach was third. I can't wait until 2010 when they will be back again!



Sandbach High School's "Zebedee",



Springhill High School's "Zencar"



Sandbach High School's "Brian"

### People you should know!

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**To reduce the amount of spam we receive we have changed all LMC email address please amend your contacts accordingly ASAP as the old addresses have ceased to 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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