



Liverpool Motor Club The Bulletin



March 2011

Ed-lines

With February almost over the motor sport world is slowly coming back to life. There are several local events that the club is involved with on the horizon (See Page 6) and nationally there will be plenty to keep everyone busy and entertained.

My plans are slowly coming together. I have made the decision to spend less time travelling to events and will be concentrating mainly on three venues (Harewood, Loton Park and Aintree). However I still have over 40 events in my diary already!

Nationally there has been a squeeze on venues with several going to the wall however the good news is that Dyrham Park near Bath is coming back on-line. The Bristol Motor Club has been in discussion with the National Trust who own the property and has concluded a deal to take Hillclimbing back onto the park's roads. The course is a sharp 750 yards with the start by the mansion and the finishing line a few hundred yards from the main gate! The first event for over 40 years will be held in October and it will hopefully be the first of many on this parkland venue.

Meanwhile Lancashire & Merseyside are still without a hillclimb course! The last one to be operational was the exceedingly short 400 yard course at Leighton Hall near Carnforth. This venue fell out of favour after a rather nasty accident involving a car ending up in the holding paddock at the top of the hill. It is a great shame that in all those rolling hills there isn't a suitable course available, however if the MSA's initiative to get public roads freed up for use as motor sport venues actually comes off then maybe, just maybe, there will be a Lancashire hillclimb course.

At the latest committee meeting we learnt that our 2011 membership has already broken the 140 barrier and climbing. Entries are also starting to trickle in for our three sprints. We have also had someone volunteer to help out with Club admin but are always looking for more people to marshal and organise our sprints, trackdays and rally special stages. So if you are not competing on a particular event and would like to help out on the day please contact the relevant member of the committee (see Page 6 for the complete list of contacts).

In the meantime take care and I look forward to seeing you all throughout the year.

Steve Wilkinson

Chairman's Chat

Time marches on relentlessly and the start of the Sprint and Hillclimb season is rapidly approaching. Are you ready? No, neither am I, but with any luck, and a fair bit of hard work, we shall all be ready in time. Have you checked to make sure your car and clothing complies with the various changes in the Blue Book this year? How about our own event and Championship regs? Not many changes there though please do make sure you have thought about how to ensure your car complies with our requirement for a readily identifiable towing point.

We've noticed that some saloon car competitors are now attaching a webbing or rope loop to a suitable point at the front of the car rather than using a metal towing eye. This is perfectly acceptable as long as it's up to the job, so it must be reasonably stout, be attached to something solid that will take the load, and must be easily identifiable as a towing point. Be aware that the load can increase significantly if you are being towed off a grassed area or gravel trap, compared with being towed on smooth Tarmac. And don't forget that if you need to be towed backwards onto the track from somewhere inaccessible, a towing point at the rear of your car will be essential too.



What have we been up to? The Club made its first official outing of the year when we sent a team of 20 or so members to marshal on the **North West Stages** Rally at the beginning of February. Fair to say that unlike the last few years, this year's event was run in conditions that can politely be described as diabolical. I felt so sorry for the clubs who set up and ran our venue (Weeton) on the Friday evening because not only did they also suffer the deluge that greeted us on the Saturday, but they had to contend with winds bordering on gale force too. We had early warning of the conditions likely to be found inside the venue when we arrived to find the main road outside under a foot of water. Our first job once signed on was to play "hunt the sign", as most of the stage signage had blown away overnight and had to be re-erected on Saturday morning. Good job the first car wasn't due until after midday.

Chairman's Chat continued ...

As in previous years, we ran the flying finish & stop controls at Weeton and this year we also covered three adjacent corners on the 4 stages run during the afternoon and early evening. And by 'ek it was dark once the sun(?) went down! I am so proud of our team for undertaking their duties so efficiently and with such good humour in such awful weather; we have since received considerable praise from Stockport 061 MC who were in charge of the venue – we certainly impressed them once again. Well done everyone and thanks.

What's next? The Classic **Tour of Cheshire** on Saturday 5th March will be the next outing for the Club. This hotly contested event is based at The Wild Boar, Beeston, near Tarporley and covers several demanding tests and road sections around Cheshire. Judging by the organiser's comments, the event is going to be fairly tough on crews. The [rally](#) is full with 75 entries amongst whom are several big names taking part from the Historic Rally Car Register's national championship. We are running two tests at "our" traditional site at Chowley Oak (South of Chester). Can you help us man the tests (see left) on this most friendly of rallies? Although we just have enough people to run our venue, you are most welcome to join us. More details later in this edition of the Bulletin. And our own David Dunlop will be representing the Club in his venerable Austin A90 Westminster. Do come along and give him your support.



Then on Saturday 2nd April, we are running a test on another classic event, **The Flying Scotsman**. It's an Endurance Trial for pre-war cars (right), and we are running the test on the private roads of Arley Hall, Cheshire as the cars pass on en route from London to Edinburgh. 80 Great cars! Great location! Early start! Again, we need 15 volunteers to man the test at Arley, can you help? For more information see the appeal below. Check out the [rally's website](#) too, and our [Club Forum](#) or contact [John Harden](#) on 0161 969 7137



Then for the last of our external events prior to the start of our own Aintree season, we will be back at Weeton again to assist Stockport061 MC with their own single venue rally on Sunday 10th April on the **Legend Fires SMC Stages**. Once again, we have been asked to run the flying finish and stop line. I'll provide more details in next month's Bulletin, but in the meantime keep an eye on the Marshal's section of the [Club Forum](#) where more information will be posted once it becomes available.

Contingency Provisions

You will recall that last month I asked if anyone would be interested in finding out how they might be able to help the Club's officers with the day to day running of the Club and its events. Well, I am pleased to say that one offer of help has flooded in and we shall be having a chat with that most welcome volunteer to see how he can help us. In the meantime, is there anyone else that might be interested in lending a hand? We are increasingly aware that running the Club falls fully on the shoulders of the seven key members of your Committee, none of whom is getting any younger, and we really should have people in the background who could help out if one of the key personnel was incapacitated. Are you interested in finding out more about how the Club runs, or what the individual jobs entail? Do you think that you might be able to help us if one of the officers needed an assistant or, heaven forbid, was unable to continue with their role? If you think that you may be interested, please do have a quiet word with the appropriate officer, or me, entirely without obligation of course. It would be far better to have two or three people in the wings now, rather than us suddenly having to find someone at short notice. Can you help?

As usual, stay safe, have fun & I hope to see you at one of our meetings in the coming months.

John Harden

(Advertisement):

Don't miss the **North West Indoor Classic Car Show 26th/27th March**.

Event City, Phoenix Way, off Barton Dock Road, Manchester M41 7TB (by the Trafford Centre).

Gear-up for a new North West indoor car classic run by the organisers of the highly popular Classic Car Shows held in Tatton Park, Knutsford.



Well known Classic car show organisers Cheshire Auto Promotions are set to celebrate 25 years of car show excellence with the inaugural launch of a major indoor classic at the new Event City venue, situated next to the Trafford Centre, Manchester.

The [North West Indoor Classic / Vintage, Sports & Performance Car Spectacular](#) will take place on the weekend of March 26th / 27th at the new 25,000sqm events and exhibition centre, and will be a superb showcase for many of the finest classic, vintage, sports and performance cars from the North West and around the UK.

Membership Matters

All memberships and Championship registrations have been actioned and posted up to 24th February so you should have received them by the time you read this Bulletin, but please allow time for them to arrive. Please let Ron Hunt know ASAP if you have not received your new membership or championship card. 0151 6775346 (office hours only)
To date we have a healthy total of 145 new & renewed members which is excellent so early in the season.

ANWCC Events Calendar

Here's a link to the [ANWCC](#) calendar. If you know of an event that others should be aware of, let our editor know via our [contacts page](#) or give him a ring on 01704 225 267.

ANWCC Championship

Are you entering one of the ANWCC championships next year? If so, please tell their championship co-ordinator that you are an LMC member, or if you are a member of another club, put down LMC on your entry form too. Your championship scores will then contribute to LMC's position in the ANWCC Club Championship, and I'd like to see our club a little higher up the charts this year.

LMC Social Meetings.

The Club has informal social meetings from 8pm on the second Monday of the month at the Unicorn Inn, Cronton (405 Cronton Rd, Widnes, Cheshire WA8 5QF), not far from the M62/M57 junction. See the calendar below. The venue is a nice cosy un-modernised pub, very convenient for the motorway and we don't bite! I do hope I'll see you at one of the meetings in the near future. The next social meeting date will be Monday 14th March. Come along and put the world to rights!

LMC Forum

Got something to say? Want to know what's going on and can't wait until the next Bulletin? Got something to sell? Want advice? Then don't forget the [Club Forum](#). It's there for you, it's running way under capacity, it's dead easy to use, and it's free! It is also an ideal place to keep an eye on what we are doing on track and what events are coming up.

What do you do at the weekends?

Do you compete in another clubs events? We have several members who regularly compete in Rallies in the North West, but we never hear how they went on. Please drop a note to the Editor and let us all know how you are doing. We are not looking for war & peace, but a few lines will help publicise your efforts and may even encourage others to have a go too.

Event invitation

The '12 COUNTIES' OPEN COMP SAFARI

3 APRIL 2011

Bryn Gwyn Farm, near Mold, Flintshire, North Wales

For the first time in many years the North Wales Land Rover Club is running an Open Comp Safari at Bryn Gwyn Farm near Mold in Flintshire, North Wales on 3 April 2011.

Be the first driver to put your name on the new '12 Counties' Comp Safari Shield using your 4x4. Why '12 Counties'? Because from the highest point at Bryn Gwyn Farm you can, on a clear day, see 12 counties across North Wales and England. The 12 Counties Open Comp Safari is being organised by the North Wales Land Rover Club: a group of Land Rover & 4x4 enthusiasts who intend to put on one of the best (if not the best) comp safari events of 2011. Come and be a part of it!

The North Wales Land Rover Club - who ran the ARC International Rally of 1997 - has brought together an experienced team who have been organising 4x4 events for a great many years in and around Wales and the UK. The club is fortunate to have the services of founder NWLRC member (& LMC Member) David Mitchell who was Clerk of Course of the Comp Safari back in 1997 and will again be CoC for the 12 Counties Comp Safari. He promises to use his knowledge and experience gained whilst being the CoC & Rally Director of the Hill Rally, from 1992 to 2000, to good use. The site at Bryn Gwyn Farm is a short distance from the market town of Mold in Flintshire, North Wales. O/S Grid Ref: SJ 211611

So, can you manage the three forties at the 12 counties and survive? With 40 entries only at £40.00 per entrant - if paid by the first closing date - and with 40 miles over the day competitor numbers are strictly limited and will be awarded on a 'first come: first served' basis. If you are interested in competing in the 12 Counties Comp Safari please contact the Event Secretary, providing your name, address and contact details:
Stuart Guy, Event Secretary, 20 Corwen Road, Penyffordd, Flintshire CH4 0HL
Tel. 07933 795275, Email: stuart.guy@btinternet.com

Another Dirty Weekend by "Moke"

We have been competing in Classic Reliability Trials for the last four years and I have posted some previous experiences on the club forum. Our chosen trials car was a Skoda Estelle 120 which, after many modifications and an engine change to a 1.3i Felicia engine was a useful tool for Class 4 trialling. As well as competing in many one day trials held in the Midlands, the events that really spark the desire to get out there and compete are the Motor Cycling Club's long distance events, namely the Exeter, Lands End and Edinburgh Trials. We have been quite successful in the 11 MCC starts so far, achieving two Gold, one Silver and one Bronze medal. Last year's Edinburgh Trial, held in the Peak District in early October and of the "Three" considered to be the rough one, exacted a heavy toll on the running gear and underside of the car. In particular, Bamford Clough and Putwell, which we climbed successfully, were the real culprits and along with the ravages of the tin worm on a 25 year old body shell, resulted in a failed MOT in late December.

Having secured an entry on this year's Exeter Trial and having also the dubious honour of being first car on the road, we needed another mount otherwise we would have to scratch and offer our services as marshals! To guard against such eventualities we had acquired a reserve vehicle in the earlier part of 2010 from an old friend who had something of interest to dispose of - enter the Suzuki X90. To some it's a hairdresser's car and somewhat quirky, but to others it's a useful tool. Modifications so far from the standard 2WD X90 specification are full profile tyres, 2.5" lift kit and Vitara diff, along with a full length sump guard and some extra ballast. All these changes were completed in 3 days.



The Exeter starts on a Saturday at the Haynes Museum in Sparkford. To add to that there is a 100 mile touring assembly run from three start points in the south. Our chosen start was Cirencester at 21.30 hrs on the Friday and having reached Haynes and had a compulsory one hour rest halt commenced the event at 02:00 hrs. There are seven hills and one timed, tie deciding, test in the first half of the event, most of which are between Seaton and Exeter. With an early start time nearly all of these were in the dark and, after the torrential rain of the previous week, it was with some trepidation that we tackled Meerhay followed by Norman's Hump, Clinton, Waterloo, Rill Path, Stretes and Bulverton Steep. Conditions, to say the least, were extremely muddy but we were more than pleasantly surprised at the X90's performance and it was only Waterloo that gave us any cause for concern but with a little bit of "bouncing and rocking" it was a "clean".

After the one hour rest halt at Exeter M5 services the route takes in the eastern part of Dartmoor for the final six hills, and it was on the first of these that we had another scary moment. Tillerton Steep which, despite its name, is not too steep but extremely rough, had a restart box positioned on a rock slab, but only for certain classes. Fortunately, our class had no restart but nevertheless if you tackle it on the wrong line.....disaster! We ground to a halt at just the wrong point but once again with some judicious bouncing, rocking and considerable tyre smoke, we managed to get away without a rollback and so managed a clean. However, at the top, after we stopped to inflate tyres, ominous sounds emanated from the diff though they fortunately disappeared once we got moving again!

Fingle Hill and Wooston Steep then followed without drama before we tackled the notoriously difficult hill "Simms" near the village of Islington. A compulsory half hour rest halt at the village hall for tea and cakes (profits for the restoration fund) enabled a quick change of a slow puncture. The hill has been in continuous use by the MCC since the 1920s and it always pulls a large crowd of spectators who come to see the antics on a Saturday afternoon. Invariably a queue of competitors develops because of the time required to clear the fails and this year was no exception. Steep, lumpy and muddy is the only way to describe it and it has to be taken full tilt if you stand any chance of a clean. For us it was not to be and we ended up reversing down to take the escape track instead. Tiple and Slippery Sam rounded off the event with both hills cleaned, so we lay claim to a Silver Medal having had one fail. This may be upgraded to Gold as the "A" boards were out on Simms. If no competitor in a class manages to reach the "A" boards that are positioned about three quarters the way up the hill then it is scrubbed for that class. We have to wait for the results to be collated and finalised – fingers crossed! **

All in all, the event is extremely well organised and marshalled by a large and willing band from all over the country and is a fitting fixture to bring in the new trials year – so what of the X90? Enormously impressed with its capabilities and no longer to be found at the annual hairdresser's convention, but it will require more development to tackle some of the more grassy sections that are to be found on some of the one day events. Our next outing is the Clee Hill Trial starting at Craven Arms.

If you want to know more about trialling then there are a number of web sites to visit but chiefly www.themotorcyclingclub.org.uk and www.actc.org.uk . Pictures and video can also be found at www.hoits.smugmug.com/ and www.youtube.com/watch?v=uM4NzbLljzI

** When the results were eventually finalised we were awarded a coveted Gold as no-one in our class reached the "A"boards. A terrific result!

Help needed pt.1 – Tour of Cheshire classic rally.

Chowley Oak, off A41 Nr Chester, Saturday 5th March

Once again, we are running tests for the [Tour of Cheshire](#) rally, at "our" normal site of Chowley Oak (just off the A41 South of Chester). The event has a full [entry list](#) of 75 crews, with some fantastic cars entered.

Can you help? We now have the minimum number of volunteers required to run our tests – but there's always room for more. Or just come along to watch! We have two tests on the site, and duties include manning the clocks & filling in timecards and observers for each test to ensure competitors follow the right route and don't touch any cones.



Are you interested in coming along to help?

Signing on 12.30 to 13.30

First Car 14.11 Last car 15.26. Closing Car 15.57 (at the very latest)

If you can help with the Chowley Oak test on this excellent classic event, please contact [John Harden](#) ASAP by email or phone 0161 969 7137 so that we can ensure that we are going to have enough people to man the venue. Previous experience is not essential; our duties are fairly relaxed, setting up the venue (cones, tape etc), timing the cars through with Liege clocks and checking that everyone follows the correct course, without hitting any cones - just like an AutoSolo! Then it's just a matter of packing up & going home.

Chowley Oak [Location](#):- Postcode CH3 9GA

Directions:- From the M53/M56 and Liverpool: Remain on the M53 beyond its terminus, continue onto the A55, and take the first slip road exit for the A51 (signposted Whitchurch). At the roundabout take the third exit and then immediately first left at the traffic lights onto the A41. At the next roundabout, turn left and continue on the A41 for approximately 7 miles. Turn right onto Chowley Oak Lane.

After the event, you are welcome at rally HQ at the Wild Boar at Beeston to be entertained by a guest speaker while the results are computed. Last year the speaker was Tony Mason, who enthralled his audience with tales of his exploits in rallying, and also interviewed some well known (& not so well known) names from the era of the cars taking part.

Help needed, pt.2 – The Flying Scotsman, (an endurance trial for pre-war cars)

Arley Hall, (South of Warrington), Saturday 2nd April

In an exciting departure for the Club, we are running a section of the [Flying Scotsman Endurance Trial](#) when it visits [Arley Hall](#) in Cheshire. Can you help us run our part of this amazing event?

Signing on 07.00 – 07.50 (yes, really!)

Test opens 07-59 First Car 08-59 Last Car 10-51.

The event is already full having reached its max number of Entries – 80 cars. The [entry list](#) has to be seen to be believed!

The Arley Hall test is wholly on closed roads within in the private estate. It's part Tarmac and part gravel, and our test finishes right in front of the spectacular hall, frequently used as a location for period film & TV shoots. It is an incredible and highly appropriate location for this rally as the crews continue on their voyage in style from London to Edinburgh. It's an event not to be missed, despite the early start!! I believe that this is only the second time this venue has been used for a rally stage, the last time being a stage of Rally Evo (ex-Lombard Revival). Incidentally, LMC ran that test at Arley too.

Arley Hall Location:- Postcode CH3 9GA

Directions:- Arley Hall is signposted from Jcts 9 & 10 on the M56 and Jct 19 & 20 on the M6. Access is best from the B5336 through Appleton Thorn village as the estate roads from the South will be closed very early ([see map](#))

Interested in coming along to help or even just watch?

Please contact [John Harden](#) by email, or on 0161 969 7137 to register your interest

Aintree on DVD

A big thank you to Edward Lea for pointing out that there are two Duke Video offerings which feature footage of Aintree in its heyday. Vanwall Victory (Ref 3156) has a lot of footage from the 1957 GP at Aintree plus the '57 Monaco GP. British Racing Green (Ref 3675) features Aston Martins at Aintree plus footage of the first race meeting in 1954 when they went 'the wrong way round'.

On his Travels

Again Edward Lea has been putting pen to paper to let us know about the Southport Weatherspoon's at the south end of Lord Street. Apparently it has been named after Sir Henry Segrave and features photos of his motor racing and water speed record activities. So a quick pit-stop may well be in order when next visiting the resort.

FREE To a Good Home

Edward Lea's last input is to advise us that he has approximately 20 copies of Practical Motorist from the early 1960s plus approximately 30 copies of Autosport from the late 60's and early 70's that are no longer needed. So if you fancy a good nostalgic read contact Edward on 01925 755063 to arrange to meet & collect the magazines. I know he regularly attends our Social evenings so maybe you could arrange to meet him there!



Left: the award winners at the MSA Night of Champions featuring, on the front row at the extreme right, LMC club member and 2010 British Sprint Champion Nick Algar.

LMC Calendar 2011:

5 th March	Tour of Cheshire Classic Rally – help needed – see John Harden
14 th March	LMC Social Meeting, The Unicorn, Cronton
2 nd April	Flying Scotsman Trial, Arley Hall, Nr Warrington – help needed – see John Harden
10 th April	Legend Fires SMC Stages Rally, Weeton – help needed – see John Harden
30 th April	LMC Spring Sprint, Aintree – help needed – See Bill Gray
9 th May	LMC Social Meeting, The Unicorn, Cronton
28 th May	LMC Track Day, Aintree – help needed – See Bill Gray
13 th June	LMC Social Meeting, The Unicorn, Cronton
25 th June	LMC Jack Neal Memorial Sprint, Aintree – help needed – See Bill Gray
11 th July	LMC Social Meeting, The Unicorn, Cronton
8 th August	LMC Social Meeting, The Unicorn, Cronton
28 th /29 th August	Oulton Park Gold Cup – cars needed for LMC display – see John Harden
3 rd September	LMC Autumn Sprint – help needed – See Bill Gray
12 th September	LMC Social Meeting, The Unicorn, Cronton
15 th September	Greenpower Electric Car Races, Aintree – observers needed – see John Harden
1 st October	LMC Track Day, Aintree – help needed – See Bill Gray
10 th October	LMC Social Meeting, The Unicorn, Cronton
21 st October	Chester & Liverpool MC's Championship awards
14 th November	LMC Social Meeting, The Unicorn, Cronton
10 th December	LeJog Classic Rally – more info later in the year
12 th December	LMC Social Meeting, The Unicorn, Cronton

People you should know!

Club Contacts

President & Publicity	Geoff Ashworth
Chairman	John Harden
Treasurer	Jim Bebbly
Secretary	Dr David Drucker
'Bulletin' Editor	Steve Wilkinson
Competition Secretary	Phil Gough
Chief Marshal	Bill Gray
Marshals' Coordinator	Pete Proudley
Track Day Booking Info	Ron Hunt
Sprint enquiries	Ron Hunt
Membership Secretary	Ron Hunt
Web Site Matters	Ron Hunt
CMC/LMC Championship	Ron Hunt

If you wish to contact any of the persons listed please use the contact facility on our website.

www.liverpoolmotorclub.com/about/contact-us

or contact LMC secretary
Dr. David Drucker on 01625 582770 for advice.

The Bulletin and Spin-Off are the official journals of The Liverpool Motor Club Ltd.
The opinions expressed are those of the individual contributors, and are not necessarily those of the Club, its officials members or committee.

Material for publication should be sent to the Editor, Steve Wilkinson,
47 Marshside Road, Southport, PR9 9TD
Tel 01704 225267 before 9 pm please
or by e-mail to LMC-editor@liverpoolmotorclub.com