



Liverpool Motor Club

The Bulletin

April 2011

Ed-lines

With the new season just a few days away I am really looking forward to the first event. My season opener is the British Sprint Round at Castle Combe and by the time you are reading this I should be getting ready for my second event! This year I am doing a mixture of hillclimbs & sprints with the emphasis on the commentating—although Combe doesn't have a commentary for the spectators (a grave omission in my opinion!) Several competitors who were looking to sell their cars to move on have unfortunately failed to find a buyer so one wonders if they will emerge in their old mount. The financial situation in the country is starting to bight with the sprint at Mallory only managing 71 entries where they had a maximum allowed of 120. The one factor that will hit all competitors is the cost of fuel to get to events and I have to admit that is one reason for my change of plans.

In this issue there are the first parts of a three very interesting articles. The first, submitted by Geoff Ashworth, is on the early history of the club, the second is all about Derek Martlew's rebuild of his Sports 2000 whilst the third is the initial part of the Mike Pilbeam story. I have serialised all three rather than fill-up a single issue with the one story so remember, there is more to come.

One thing that has come to our attention is Totally Transport (see here for more details <http://totallytransport.info/whatson.html>). As we learn more we will keep you informed.

Meanwhile I have become involved in a major project to record the historic results of the British Hillclimb Championship. Not sure where the fruits of my labours will end up but it should be a substantial reference work. I am not alone however and am able to call on several 'experts' who have already been able to help in 'filling in the blanks'. My knowledge of the early years of the Championship (1947 to 1967) is sketchy to say the least. It looks like it may take the rest of the year to complete the task to-date and then we will be looking to get it published and open to ridicule!

In the meantime best of luck to all our members and I look forward to bumping into you at future events.

Steve Wilkinson

Chairman's Chat

People power rules again! You may recall that last month I mentioned that the regs for most speed events now include a requirement for Towing Eyes, front and rear. Well, following suggestions from competitors (and discussions with the MSA), we have relaxed the requirement slightly so that as long as adequate Towing Points are clearly designated, the car will be acceptable. See the amended wording later in the Bulletin. Although it would have been better if we had got it right in the first place, it's good that we have been able to quickly change the wording to accommodate the suggestions of competitors.

Elsewhere, the Club's involvement with the Classic **Tour of Cheshire** on 5th March was yet another very successful outing. 32 people turned up at Chowley Oak to help run the two tests. Incredibly, only just over half the helpers were LMC members, the rest were people who have helped us on other events over the years and want to be associated with us when we are out and about. What a shame they don't turn up in such numbers at Aintree! The only down-side to this over supply of volunteers was that it became difficult to find everyone something meaningful to do. I am conscious that some of our own members who came to help for the first time probably felt a little surplus to requirements, but nevertheless, I was most pleased that they were there because it's far better to have too many volunteers than to be short – very embarrassing when it's someone else's event! It's a fact of life these days that when you appeal for help, the same half dozen people respond straight away, then everything goes quiet until a few days before the event, by which time you are getting really worried. Fearing an inadequate turnout, you put out another appeal, send emails to regulars who have not responded, phone up members etc., and start asking for help from other clubs. Then your own members start coming out of the woodwork (sometimes) and you either scrape through with just enough volunteers, or alternatively you find yourself swamped. There doesn't seem to be a happy medium.... I just wish that folk would volunteer earlier so that you can be more confident that the Club can do what it has offered.

Chairman's Chat continued ...

On that note, our next outing is on Saturday 2nd April, when we are running a test on another classic event, **The Flying Scotsman**. It's an Endurance Trial for pre-war cars, 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! We needed a minimum of 15 volunteers to man the test at Arley, we've got 17, but there's still room if you want to come along and be part of this amazing event. We need everyone to be on site at Arley and signed on by 8am, but you should be away again by around 11am as that is the target for re-opening the estate road to the public. 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. Now this appeal was also published last month, and only 9 of the 17 volunteers are from LMC. Being a non-spectator venue, I am now getting enquiries from members of other clubs offering to help but I want LMC members to have first choice of the duties on this event. So if you are interested – and it's just for the Saturday morning, please get in touch as soon as possible.

Then for the last of our external events prior to the start of our own season at Aintree, we will be back at Weeton a week later to assist Stockport061 MC with their own single venue rally on Sunday 10th April - the [Legend Fires SMC Stages](#). Once again, we have been asked to run the flying finish and stop line on this single venue event for current rally cars. And again, please let me know if you can help on this very busy event. As Ken Wilkinson of Stockport MC says:-

"Do you notice anything – YES – we have listened to all your comments and we have moved our date to avoid the hour change to summertime, so no excuses for getting up late and thanks from me too, because I hated losing the hour. The usual team are in control, so expect a good day's rallying, minimum delays, great cars, free breakfast, Hot Food Van, toilets and for this year only, a prize draw for Williams F1 team clothing, generously provided by Steve Johnson. Signing on is between 07.00-08.00, finish by 18.00."

To be part of the LMC team at Weeton, please get in touch with [John Harden by email](#) or on 0161 969 7137, but don't leave it until the last minute – please!

Then, it's on to our first event at Aintree, our **Spring Sprint** on 30th April. Entries were coming in very slowly indeed, but have suddenly taken off. If the promised 50+ Caterham Academy contenders materialise, the event will be virtually full, so if you are considering entering and haven't done so yet, please get your entry form in the post ASAP. We appear to be clashing with a L&CCC sprint at Anglesey, and an Auto 66 event at Oliver's Mount. Oh, and a certain Royal wedding. The clashes have occurred because Easter is so late this year, throwing the normal motorsport calendar well out of kilter. We have done our best to avoid the date clashes but L&CCC are in the same boat as us when it comes to choosing dates – neither of us had a choice as we were both given the dates by our respective venues. Same thing is going to happen in September, and again we will be clashing with a L&CCC event at Anglesey. It's just to be hoped that the Anglesey Circuit management are more accommodating next year so that we (LMC) regain exclusive use of our traditional dates.

We are always short of marshals for our Aintree events of course. If you are not competing this year, why not offer your services as a marshal? More than once I have heard a driver say how much they enjoyed being trackside for a change, and how revealing they found it to watch other competitors trying to get that perfect line round Aintree's challenging corners. Why not give marshalling a try – without marshals, there'll be no motorsport!

Talking of Aintree, I recently attended the ACU's venue inspection prior to the re-issue of their track licence for motorcycle racing and it was interesting to observe the similarities, and differences, of what our two disciplines perceive to be hazards. I learned quite a bit, their main concerns seemed to revolve around the possibility of a motorcycle (or bits of) ending up in the spectator area. When the discussion turned to the speed of the bikes as they exit Club Corner, I was truly amazed. No wonder they are taking so much trouble to put extra safety kit in place.

Sefton Council's Environmental Health representatives were present for part of the meeting to discuss the issue of noise. They are now getting regular complaints from local residents about noise, one of whom had compiled a log over the last year which revealed that not all the dates being complained about were motorcycle race day, some were our Sprints or Track Days. As a result of the complaints, sound levels are now going to be monitored at the boundary of the Aintree Circuit, and also at the complainant's property. We could be in for a difficult time. Logic doesn't seem to be too high on the agenda of some Environmental Health people, witness the enforced reductions in the activities at both Croft and Castle Combe circuits thanks to local complaints - mostly from newcomers to the area. [Editor's Note: a similar complaint at Pembrey in South Wales proved groundless. Yes you could hear the racing cars at the complainant's property but it didn't constitute an environmental health issue.] We are going to be taking a more rigorous approach to noise testing, and not just on Sprints but on Track days too, so please make sure your car is legal.

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

John Harden

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.

We have nearly 200 members, of whom around 150 live within 35 miles of Aintree. Yet our social meetings attract a dozen members at the most, often only 5 or 6. Where are you? Why don't you come along and have a good old natter? The venue is a nice cosy un-modernised pub, very convenient for the motorway and we don't bite! At the last meeting 50% of those present had travelled over 25 miles to get there, so if they can make the effort, why cant you? I do hope I'll see you at one of the meetings in the near future.

What did you do at the weekend?

Do you compete in other 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.

Towing points – change to requirement

The *North & Midlands Classes & Clarifications* (and therefore virtually all organisers' regs for 2011) have a rule about towing eyes. Following consultation with competitors & the MSA, we have slightly relaxed the rule as follows;

From (Old wording):

(All classes) Towing eyes of adequate strength and size must be fitted to the front and rear of the vehicle. They must be painted a distinctive and contrasting colour. Cars of periods A to F and single seater racing cars are exempt from this requirement subject to a suitable towing point being clearly identified.

To (New wording):

*(All classes) The vehicle must have a clearly identifiable **towing point** of adequate strength and size at both front & rear. A suitable point on the roll hoop will generally suffice for open single seat racing cars.*

The MSA has suggested that we adopt the more relaxed version immediately, to make it easier for competitors to comply with the requirement of towing points. On a single seater, or open sports GT type, this can be the roll hoop as long as the tow rope will not decapitate the driver when seated in the car. However if the car has a windscreen, towing from a roll hoop clearly wont work, so a towing point at the front of the vehicle will be necessary.

This seems to be a sensible change that still requires the competitor to mark a suitable point on the car to attach a tow rope, in advance, and not to start thinking about it when the recovery crew are on their hands & knees in the grass at the side of the track looking for something solid to fasten their rope to on your car!

It is likely that this wording, or something very similar, will be incorporated in the Blue Book effective from the 1st January 2013.

Pilbeam – A short history of time by Steve Wilkinson



Mike Pilbeam got involved in motor sport through the 1172 Formula and in 1959 he built his first car – Pilbeam R1. In 1961 he built two new cars for the 1172 Formula (R3 & R4) for himself and friend Tony Gould. Further 'engineering' studies & work took charge before he started work on a Lotus for Tim Goss. This was the fabled Lotus 7X Clubmans car which Mike re-worked to improve performance. Once again other engineering work took charge until 1975 when Alister Douglas-Osborn (ADO to the hillclimb fraternity) brought his Brabham BT38 in for a make-over. This was designated R15 in the Pilbeam work-log and saw the humble Brabham transformed into a winner. After a couple of jobs for Tony Dickinson

working on his Imp Special Saloon, Pilbeam got a commission to design his first car from scratch. Tom Wheatcroft wanted a Formula Atlantic car which Mike duly delivered. There was also a conversion of the car to Formula Two before Mike's first BIG commission. David Purley asked Pilbeam to design and build a Formula 5000 car but before the metal was cut he changed his mind and decided to go the Formula One route so R21 became the Lec F1 car.

At this point ADO brought back the reworked Brabham and the R15 mods were to be engulfed in a major reworking as the Brabham had a Cosworth DFV V8 shoe-horned in – this would become R22 and the most successful car in the Pilbeam line to date.



To be continued

The Tiga Saga by Derek Martlew

After a few years campaigning Formula Fords I decided a change of scene might be in order. Andrew Henson kindly relieved me of my ex Graham Curwen RF91 in return for some coin of the realm. So the hunt was on.

I have always sort of fancied a Sports/GT car. Coming from a rallying background, I am not used to seeing front wheels bouncing around (not while attached to the car anyway). Trawling the interweb one day, I stumbled across the Sports 2000 Club website and thought this could be the way to go. Basically a Formula Ford 2000 (Pinto engine and MK9 Hewland) in a sports car chassis. So, easy to work on and sensible to run with potential for a bit of racing (got the licence but never used it, if I am going to get signed by an F1 team before I hit 60, I need to get a move on). Wouldn't be too competitive on Sprints with only 130bhp, but with plenty of races and track day potential to consider, I tentatively popped a wanted ad on the usual websites.

I had a couple of replies but the car I eventually closed a deal on was a 1979 Tiga SC79 that had lived in the USA doing SCCA races until about 10 years ago when it was brought back to the UK. After doing a couple of races, the owner got very involved with work and it had stood, untouched, for more than 8 years - plenty of work to do (as usual) then!

Tiga Cars were built in the UK by Tim Schenken and Howden Ganley. They built lots of racing cars over the course of about 10 years before the company ceased trading. The Sports 2000s were very successful in their day competing against the likes of Chevron and Lola, with quite a few still around. My car will be eligible for the 'Historic' race category being built before 1982. It is chassis number 84.

It was obvious that the car would need a fair bit of attention, so I decided that this winter's project would be a complete strip and rebuild. I've always subscribed to the 'do it right, do it once' theory.



First job was to see what I had bought, so after picking it up (from the South Coast, of course) I took the body off and, after the usual maintenance and checks, coaxed the engine into life. It seemed to run OK albeit with a fair bit of smoke on idle, probably from valve stem seals that must have gone hard over the years.

Next job was to get the brakes working (always handy) so the hydraulics were overhauled. The obvious thing to do then was to take it out for a run, so a last minute entry for the 3 Sisters Two Lapper was popped in the post and away we went. Of course, it rained. With a track that is slippery even when dry, and 10 year old tyres, the day proved 'interesting' and I had difficulty with the two on/off switches that I had previously called the 'brake and throttle'.

Also, apologies to Eve Whitehead who had the misfortune to start behind me and was almost gassed on several occasions.

To be continued ...

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, add LMC to your entry form too. Your championship scores will then contribute to LMC's position in the ANWCC Club Championship, and we'd like to see our club a little higher up the charts this year.

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 gives details of events that are coming up for our members to marshal, compete or just watch.

Membership Matters

All memberships and Championship registrations have been actioned and posted up to Mid March 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 160 new & renewed members, plus 50 contenders already registered for this year's Speed Championship, 22 in division 1 & 28 in division 2, both of which are excellent so early in the season. Have you renewed your membership yet? Please note that if you have not renewed it by the 30th April that this will be the last bulletin that you will receive. This because we change over to the 2011 mailing list.

A Historical Viewpoint – 1945 to 1977

A three foolscap page typed document was recently found by the Club President Geoff Ashworth amongst some Motor Club files. This document appeared to be the views of an unnamed member who only signed themselves as J.D. and was written at the time of our 75th Anniversary. At first we had no idea who the author was, but, as it provided a unique period insight into the activities of the club Geoff thought it worthy of reproduction in the club bulletin. Further enquiries have now revealed that the original author was the late Jeffrey Dixon who used to be a Vice President. We have updated the article and have decided to serialise it in future Bulletins.

PART ONE...

'Before the war the Club Secretary's office was in Cook Street a few doors up from where the Property exchange is now, and as many older citizens will know, this part of Liverpool suffered good deal of 'alteration' from roof to cellar during a certain noisy night in 1941.

Although many club records were lost, luckily it was not as big a calamity as it might have been. Most of the Club's many valuable trophies were out in the hands of the 1938 and 1939 winners, and the Club Chairman and President, Russell Lowry and Vivian Crosthwaite, were able to effect a revival to club activities as soon as petrol became available to the ordinary private motorist in the summer of 1945.

At first, events were mainly of the 'Standard Car' type; mild reliability trails that a chap could enter with an ordinary car that he would go to work in the next day if it had not suffered too much from rust and decay in the previous six years.

Looking back on those days we had some interesting motoring, with no sign posts, (all removed during the war so as to baffle the enemy if they ever came), and many side roads lacking six years of maintenance (sounds like present times – ed). There were cases where hedges met in the middle and trees met overhead, and the surfaces had been well washed out underneath. This sort of thing, with next to no traffic about meant that if you got stuck you stayed stuck. There was not likely to be any passing help.

Inevitably, Club events had small entries as there were not many cars about and a lot of events were almost of the Gymkhana type. Try a timed downhill section on wet grass to stop astride a line at the bottom of a steep bit (remember no ABS!).

The youngest car seen on the roads was six years old, and when one considers that the late 1930's was probably the worst of all time in the motor industry for given the lack of rust proofing and the general ability to rot away, we were lucky to have any cars at all. Construction had moved towards the integral body-chassis of pressed steel with plenty of spaces where water and mud could lodge. Also by today's standards suspension, steering, transmission & wheel mountings parts were fragile and lacked longevity. How many mid-1930's cars do you see on the roads now apart from the genuine 'chassis' models like MGs etc.

Then there was pool petrol, supposed to be about 80 octane, but, often less. Decent engines hated it, and said so with loud knocking noises. This stuff gave rise to the need for frequent de-carbonising and valve grinding so that keeping a car in reasonable condition meant lots of regular maintenance to keep them running.

The biggest single event that the Club organised all through the late 1940's and 1950's was the RELIANCE Trial. This was and still is, the oldest motoring event in the British sporting calendar, having been held annually, apart from the war years, since 1911 as Open Trial for Solo Motor-Cycles competing for the famous Reliance Cup presented to the Club by the reliance Motor and Cycle Company of Liverpool in 1911. Incidentally if any reader knows the whereabouts any member of that company, believed to have ceased trading in 1914, please let us know. The cup, had over 60 winner's names on it. The Editor of Motor Cycling kindly confirmed to us that the Reliance was Britain's oldest event, the RAC Tourist Trophy having pre-dated it by a few years, starting in 1907 but having missed a few, especially recently. In those days, the late 1940's and 1950's, the Reliance used to attract up to 100 entries, many being 'works' teams entered by such famous names as Norton, Triumph, BAS, Matchless, AJS, and others. During the days of petrol rationing the club obtained a special allocation of fuel for organisers and competitors.

As time went on, competition for four wheeled vehicles, ever popular in the club became more so and we began to find difficulty in rounding up enough experienced organisers to help on the Reliance. Fortunately, we had friends on Merseyside, still do of course, and help was forthcoming, first from Chester Motor Club, and lately from South Liverpool Motor Club. This latter still runs the Reliance successfully and is just as popular as ever.

To be continued in the next edition.....

Right: February 1951 photo from Autosport magazine.



Help needed: 1

The Flying Scotsman, endurance trial for pre-war cars. At 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 – 08.00 (yes, really!)

Test opens 08.00 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 on closed roads 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? Then contact [John Harden](#) to register interest.



Help needed: 2

Stockport Motor Club will be running its [SMC Stages rally](#) at Weeton Barracks on Sunday 10th April. This single venue Tarmac rally for contemporary cars is expected to have an excellent entry and makes for quite an exciting day out. We have been asked to help man the event once again, particularly flying finish & stop line but also anything else we can manage. The aim is to run 12 stages covering approximately 50 miles on a mixture of quick and twisty roads all on tarmac, coupled with quick stage turnarounds, giving everybody a good day's motor sport. Signing on is between 07.00 – 08.00
First car due around 09.00; Last car due at 18.00.

To volunteer: please contact John Harden (again!) by posting a message on the LMC forum, send a message via:- www.liverpoolmotorclub.com/contact-us or phone John on 0161 969 7137

Help needed: 3

Not competing, but still interested in coming along to our Aintree events this year? Then being part of our friendly marshalling team could be for you. Previous experience isn't essential, and you don't have to go trackside if you don't want as there are ways you can help in the paddock or assembly areas. Everyone who volunteers is given cash towards their travelling costs and is also provided with a free buffet lunch in the Clubhouse. For information, please [contact our Chief Marshal](#), Bill Gray, without obligation.

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 people 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.

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