



Liverpool Motor Club The Bulletin



May 2011

Ed-lines

Well my season has got off to a great start. The weather so far has been superb. At Castle Combe the first round of the British Sprint Championship saw Stewart Robb Snr take the win & start his 2011 assault on the title with his usual determination. Next I was in Yorkshire for the opening round of the BARC (Yorkshire Centre) Harewood Championship where Richard Spedding celebrated his 31st birthday by setting FTD & shattering the 1600cc Racing Car Class Record.

By the time this reaches you I should have had two days at Loton Park where there is a Hagley & DLCC Nat B event on the Easter Sunday & a Midland Championship Round the following day. Hot on the heels of this double header will be the LMC Aintree Sprint which has already attracted a full entry of 145 drivers and looks like being a cracking day!

Nationally there has been little activity as the modern speed eventers seems to hibernate far longer than those of the past. I remember vividly travelling to Loton Park in the 1980s for the first British Hillclimb Championship Round of the year at Easter and passing through a snow covered landscape; in fact the meeting was at one point stopped as snow started to fall! Nowadays only the British Sprint Championship starts in March whilst this year the hillclimb championship doesn't get under way until the 1st of May at the Bugatti Owners Club venue of Prescott.

I am still doing the Lottery in the vain and diminishing hope that I will win sufficient funds to be able to purchase my dream car – the only trouble is that my dream car seems to vary wildly. Earlier this month I spotted a Fraser Nash and then a Talbot Largo. If things continue as they are I doubt that I would be able to afford either! Mind you I have spotted a rather inexpensive Mallock in need of some TLC!

So with a busy calendar stretching out in front of me I guess it is time to wrap up this issue of Ed-lines and get back to finishing off the rest of the Bulletin. It only remains for me to wish all our members a safe and happy month of driving either on or off track. Hope to have seen a lot of you at Aintree,

Steve Wilkinson

Chairman's Chat

I'll start this month by revealing that just for once I am almost lost for words to describe a recent event. If you know me, you'll find the prospect of my silence hard to believe but my words can't do justice to the spectacle that we experienced on 2nd April at Arley Hall, Cheshire. What was the event? It was **The Flying Scotsman Endurance Trial** for pre-war cars. The 11 LMC members (and similar number of marshals from other clubs) who came along to help were unanimous in their praise for this absolutely fantastic event with such amazing vehicles.

Ours was the first test on Day 2 of the event that had started the previous morning at the Brooklands Museum in Surrey. After an overnight halt in Crewe the competitors made their way to Arley Hall where we ran the first test of the day; this was effectively a ¾ mile timed sprint up the drive of Arley Hall, firstly on Tarmac, before turning onto a gravel section to a finish right in front of the Hall itself. Some of the competitors were clearly driving in a manner that would ensure that their historic cars would make the event finish in Edinburgh, however the majority were really trying to record a good time. To ensure that speeds were contained the course included a very basic chicane every 100yds or so, though several competitors seemed barely slowed by the "non-period" cones. Whilst it was supposed to be a non-spectator venue, I had assumed that word would get out about the test so I had arranged access into a field alongside the drive where people could watch safely. It was good job that I had done so, as around 30 people were watching plus several staff from the Arley estate. Why we had not heard about the previous two years' trials, I really don't know, but the unanimous reaction of the LMC members who were there is that we should definitely be involved next time the event comes our way. Phil Gough has posted some of his photos on the [Club Forum](#); his pictures illustrate the spectacle far better than I can ever hope to, so click on the link above to have a look.

Just a week after the "Scotsman", a select band of LMC members enjoyed wall to wall sunshine as they helped Stockport Motor Club with its **Legend Fires SMC stages** rally at Weeton Barracks. The perfect weather conditions were in total contrast to the deluge suffered a couple of months earlier when we undertook similar duties at the venue for The North West Stages Rally.

Continued>>

Chairman's Chat continued ...

Once again we were running the Flying Finish and Stop Line on the event, together with an important sector out on the course itself. The organisers have asked me to pass on their thanks for a job well done. So to those who turned up to help, many thanks from me too.

Now, our attention turns to the first Aintree event of the season. Okay, I know that the Grand National was the first event of the season at Aintree, but our first event will be the **Spring Sprint** on Saturday 30th April. With over 140 competitors entered, the event is full and once again forms the first competitive event for the new intake of drivers of the Caterham Academy. Series sponsor this year is Autosport magazine and, given that one of their employees is competing in the series this year, let's hope we get a decent mention!

The Sprint clashes with events at both Oliver's Mount and Anglesey Circuit on the same weekend, and apparently there's a certain Royal Wedding on too, so marshalling resources will be stretched more than ever. The slow decline in numbers of marshals at speed events continues, so we are appealing for people to help marshal the event (our sprint, not the wedding!). How about you? Though the primary need is for marshals to help track side, we also need help elsewhere so if you would like to give us a hand running what will undoubtedly turn out to be a pretty busy event, please let our Chief Marshal, [Bill Gray](#) (01704 220839) know as soon as possible. Prior experience is not necessary, nor is a set of fetching orange overalls! We will give you a contribution towards your travelling costs and provide a buffet lunch too. If you are not competing at this event, 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 watching other competitors trying to get that perfect line round Aintree's challenging corners. Why not give marshalling a try – without marshals, our sport can't exist.

As a new departure for us at Aintree we are introducing a **warning light** system for drivers as they enter Bechers Bend. This is to supplement the marshals at that point, not to replace them, because there have been several instances over the last couple of years of drivers not seeing the marshal's red flags at Bechers. When the marshals have to show a red flag at that point, whether stationary or waved, drivers should also see a pair of flashing red lights to draw their attention to the marshals' signals. We are looking for feedback from drivers, so if you see the red lights, please let us know what you think of their effectiveness. I don't think you'll miss them!

Finally, bookings for our very popular **May Track Day** will open in the first week in May, so if you are thinking of taking part, keep an eye on the Club website and as soon as the bookings open get your booking in to us to be sure of a place. With over 70% of bookings coming from previous participants, the event will sell out quickly. As usual, we shall be sticking to our tried and tested policy of a maximum of 20 cars on track at any one time. The only real change this year will be the **compulsory noise test**. We are using the same level used by most other track day operators, so if your car passes elsewhere, it should pass with us. However, be aware that the limit will be 105dB at ¼ max throttle, taken 0.5m from the exhaust. This differs from the 108dB test at 2/3 throttle used in sprint events. If your car fails the test, you will be given the opportunity to quieten it down of course, but ultimately, the onus is on drivers to ensure that their cars will pass.

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

John Harden

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 decided to slightly relax 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 amended wording 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 won't 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!

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

Action from the Flying Scotsman Endurance Trial



Photos by courtesy of Phil Gough.



Above: Shades of the Peking to Paris comes to Cheshire

Above: Enthusiasm abounds!

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.

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.

Help Needed

Interested in coming along to help marshal our Aintree events? Then please [contact our Chief Marshal](#), Bill Gray, without obligation and see if marshalling is for you. Previous experience isn't required, 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. We give everyone who volunteers cash towards their travelling costs and provide a free buffet lunch too.

Pilbeam: A brief history in time by Steve Wilkinson Part 2



With the success of the Alister Douglas-Osborn car more orders started to arrive. Over the Winter of 1976 Malcolm Dungworth had his Repco V8 powered Brabham BT35X worked on by Pilbeams to improve the handling (see the photo to the left of the car at Harewood) - this work was given the R25 project number. Also in late 1976 the R26 project was undertaken; this was an ambitious F2 car for Donington Park supremo Tom Wheatcroft. Tom had Pilbeam



design the car to take the glorious sounding straight 6 Abarth 2 litre engine.

A year later R26 was back for an upgrade to Hart 420R power and was designated R27. Meanwhile Martyn Griffiths took his March 74B for a rework which was project R28 (see photo to the right again taken at Harewood). This car would be extensively reworked over the years by Mike Pilbeam's company. Finally in this part of the history the Hexagon concern in London took their F1 Penske PC6 to the Mike Pilbeam factory to have it made more useable in the Aurora F1 series.

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 are 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 lot higher up the charts this year.

The Tiga Saga - Part 2

by Derek Martlew

After surviving it's first outing, I thought it would be a good plan to tackle the bodywork while we still had 'summer'. Main reason for this was that my spray booth also doubles as a garden, so best to do it with some kind of above freezing temperature. This was soon completed, and with the car resplendent in it's new white and blue colour scheme we set off for Ty Croes and a 2 day sprint. I shared this drive with Dave Kirkman so he could tow his caravan (instead of Westfield) and consequently bring another fridge to store the Ty Croes essentials of wine, food and beer. Mixed weather again but I really enjoyed the car which seemed to handle quite nicely and more or less behaved itself. One problem that was starting to emerge was that the foam inside the bag tank had disintegrated into a brownish porridge which was blocking the tank outlet from time to time. Just another job to be tackled over the winter!

After this I hit the garage with a vengeance and stripped the car to its last nut and bolt. Good news was that the ally tub looked to be strong and straight and the engine internals didn't hold any nasty surprises. I loaded all the engine bits into the back of the car and, picking Phil Major up for moral support, headed off to see engine man and Ford Guru, Paul Gardener. I thought it would be a good idea to take Phil as he knew Paul well and was also big enough to pick me up when Paul had



quoted for the job!

Good news again; Paul thought things looked OK-ish apart from the con rods which were the more fragile early type. Then of course, changing these would mean changing pistons (which are prone to wear on Pintos) etc, etc, etc. If you've ever had a motor rebuilt you will know where this is heading! I left it with him and set off back to my garage to start fettling, polishing, cleaning and painting. When I picked up the bits of engine a couple of weeks later they all looked either new, polished, ground, honed or skimmed etc and were accompanied by a bill which was about twice the original budget - was it me that said 'do it once, do it right'? - Oh well...

Another major job that had to be done was the troublesome bag tank. When the car was

manufactured I am convinced they put the tank in the middle of the floor and then build everything else around it. It is situated between the engine bulkhead and the bulkhead behind the seat. To get at it you have to remove the engine, gearbox, rear frames and suspension, then drill out about a hundred rivets and remove a rear bulkhead panel. Fortunately as the car was stripped, I was already nearly there. Once removed I decided that as it was such a pain to get at, it really needed to be replaced to guarantee no future problems. As the price quotes of around £1500 began to roll in, I started to think again. The solution was to make a re-sealable inspection slot in the top of the tank, remove said brown porridge and re-foam it with new blocks of tank foam from that endless source of racing bits, eBay. Total cost about 30 quid - result! I pressure tested it by blowing it up with the airline and checking for leaks, all was well. If I ever have to remove it again, I have marked out a panel on the floor pan and will cut that out to drop it down from underneath.

Part three coming soon ...

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.

An Historical Viewpoint – 1945 to 1977

Part Two...

The size and scope of Club events, other than the Reliance, was largely dictated by the petrol ration and the amount that could be spared by organisers and competitors. The ration was only 6 to 9 gallons a month depending on engine capacity, and there were dire penalties threatened to anyone caught using commercial, heavy, lorry petrol which was dyed red, in a private car. Many events were combined for bikes and cars, even the **Jeans** of 1948, competing over the same course, but for different trophies. This helped a lot in organisation as it was that much easier to round up enough marshals and helpers.

At the end of 1947, the Government of the day, openly anti-motoring, stopped the petrol ration altogether for private cars. We held a Sporting Standard Car Trial on the last Sunday of private motoring, inevitably called the 'Cinderella Trophy' as every car had to be home and laid-up by midnight.

Far from dampening the spirits of members this lack of petrol had the opposite effect and we organised monthly outings, usually by coach, to places of motoring interest. Speedway was still allowed, the Government being determined not to do anything to interfere with a 'worker's' leisure activity, but only to hit those who it seemed to think of as the 'upper classes' wealthy enough to own and run motor cars.

When petrol was again allowed, about mid 1948, we continued to combine competitions with the social events that had kept us in touch in the dark ages. We managed Dinner Dances two or three times a year, Noggin & Natters started, at first as lunches with only half a dozen of us, and then regularly every week in a pub or club. On the subject of Noggin & Natters it is worthy of comment that in some 30 years of meeting for a few drinks, so far as is known no member had been done for driving after drinking too much! It just goes to show that members must have an adult sense of responsibility, or is it that we have some very tolerant and helpful wives and girl friends?

In 1950 petrol rationing ended, the Club's activity increased, and during the next ten years a great variety of events were successfully organised. They were so many and so varied that it was a case of 'you name it the Club did it'.

Trials - both Sporting and the Standard Car variety, in winter and summer. Rallies - running to over 600 miles in some cases/ The **'Jeans'** for example with a start in Liverpool used to do a complete circuit of the Lake District. The 'Guys & Dolls' with entries accepted only from cars with both male & female crews. Often you were just given a marked map at the event start on the principle, 'Are you ready? Here is your route, then 'GO' and the first time check is two miles away. Driving Tests – held on tarmac at the Liverpool Aero Club's premises at Speke, or gravel as in the centre car parks at Aintree Race Course, or on grass. Sprints – straight Sprints as at Burtonwood, sprint courses with a kink in them at the entrance drive to the Shell refinery at Ellesmere Port, Sprints on circuits such as Oulton Park and Rhydymwyn. Time Trials - where competitors had to average an exact speed in miles per hour over an undisclosed route. Sandracing and Sandocross - always popular, first at Wallasey opposite Harrison Drive, and later on the bigger and smoother beach at Ainsdale. Autocross - held on various sites with classes for production cars allowing any member to have a go with minimal risk to themselves or their car. Gymkhanas - try driving blind acting only on instructions from your Navigator, 'Not left, right you fool!' Some events had quaint names like 'Summer Term Examinations' but on motoring matters of course, requiring some very odd manoeuvres to be carried out. Mild semi-social events like photo-hunts, with a bunch of photographs of objects to be identified along the route.

A competition unique in motoring must be the annual Inter-Club Driving Tests between Liverpool Motor Club and the New York Branch of the Club. Each entering a team of similar cars to complete the same tests at the same time (the two Clubs send each other measured drawings). Then as in the famous Olney Pancake Race, organisers rang each other up with details of times, etc., to ascertain who has won.

Evening Exercises started in the form of a short evening rally so as to enable novices to try rallying for the first time, and regular competitors to try out a new crew member or car.



To be continued in the next edition...

MSA News

UK government announces three-month 'closed road' motor sport consultation

The Motor Sports Association's campaign to bring closed road motor sport to mainland Britain received a major boost recently, as the coalition government confirmed that it will shortly begin a three-month public consultation to establish how existing legislation can be amended to allow motor sport to take place on public roads.

The MSA has been pushing successive governments to empower local authorities with the right to suspend the Road Traffic Act without having to resort to an Act of Parliament. Such an amendment would open up the way for competitive motor sport events such as stage rallies, sprints and hill climbs to take place on a limited number of British roads, as happens across most of mainland Europe.

Three-time Formula 1 world champion, Sir Jackie Stewart, expressed support for the initiative. "The British motor sport industry is one of the UK's most successful enterprises and we indeed lead the world in this field," he said. "There are many other countries that use their roads on a temporary basis for significant sporting events that attract worldwide interest. In many cases it can even progress safety standards on those same roads for the benefit of the general public and all road users." Former F1 world champion Nigel Mansell OBE agreed, saying: "This would be a great move forward for the sport in the UK and would bring visitors and pride to parts of the country that wish to stage such events. I am delighted that this government seems to be willing to embrace motor sport which will assist the UK's world-leading position, and improve the sport's ability to help provide opportunities and focus for young people."

Marshals' registration

The MSA has undertaken to update its marshals' database this year and will thereafter do so on an annual basis. Currently, those who have registered as a marshal remain on the database indefinitely. As a result, many people who are not actively marshalling are still receiving communications and information from the MSA. In order to cleanse this data, the MSA will be sending out registration documents later this year. All marshals who wish to be registered on the database will be asked to renew for 2012, even if they registered as recently as 2011. The MSA licensing department will then send out personal registration and record cards after processing the renewals. All marshals should receive these documents by the end of the year.

MSA switches to green energy

The MSA has adopted a 'green' electricity supply package as part of its commitment to environmental responsibility. The power supply to Motor Sports House is now drawn from renewable energy resources and is expected to reduce carbon dioxide emissions by approximately 150 tonnes per year, which is equivalent to that emitted annually by 42 cars.

Membership Matters

A reminder to all who have not yet rejoined, unfortunately this will be the last Bulletin notification you will receive as we will be changing over to the 2011 membership email database at the end of April. If you still wish to receive these notifications and see the latest edition before it appears just prior to the following months bulletin please send in your renewal form ASAP. If you have mislaid or not received one a membership form is available on the website.

People you should know!

Club Contacts

President & Publicity	Geoff Ashworth
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'Bulletin' Editor	Steve Wilkinson
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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.

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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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