



Liverpool Motor Club The Bulletin



July 2011

Ed-lines

Welcome to a slightly delayed July issue of Bulletin. Things have been hectic to say the least and just as I sat down to start compiling the latest issue two news stories broke. Firstly I learnt of yet another victim of the “financial crisis” when the double header sprint at Lydden Hill in August was cancelled. The club involved, London Irish MC, have ‘pulled the plug’ after making losses on the last three Lydden sprints and failing to land a title sponsor for the week-end. Not only is this a BIG loss to South East speed eventing but it also has National ramifications as the final two rounds of the British Sprint Championship were scheduled for that week-end. Just as all the dust from this news was settling the MSA announced the awarding of the British Hillclimb Championship franchise for the next five years. This has been ‘won’ by BARC HQ and they take over on the 1st January 2012. Little will change for next year as the calendar of events has already been agreed but expect major changes for 2013!

Since the last Bulletin I have been very busy with my commentating duties. I have presided over hillclimbs at Loton Park and Harewood plus the Aintree sprint. I have already got another week-end at Loton Park to look forward to plus I will be ‘on duty’ at Cadwell Park for the British Sprint round. My month ends with a trip ‘North of the Border’ for the Kames sprint week-end (see page 4 for more details).

On track Scott Moran won both Hillclimb Championship rounds at Harewood and has moved to third overall in the All Time Winner’s listings. Lee Adams continues to impress with his 1600 GWR Raptor whilst Wallace Menzies in the DJ Firestorm is another to impress. With the loss of Lydden the British Sprint Championship’s curtailed season will see Stewart Robb Snr crowned as champion—a long overdue accolade for the gritty Scot. After a two year absence from the BSC Colin Calder looks likely to finish runner-up whilst his daughter Heather is on for a Top 12 finish in the Final Listings.

In the meantime remember it’s shiny side up and keep it on the island!

Steve Wilkinson

Chairman’s Chat

Wow, doesn’t time fly when you are having fun? No sooner had I written the last set of notes than we were straight into our first **Track Day** of the season at the end of May. As usual, the event filled up within days of bookings opening and Ron Hunt had a ‘fun’ time juggling everything to fit in as many cars as possible, whilst keeping to our self imposed limit of 20 cars on track at any one time. Come the event and we just managed to get away with a dry day. Due to other commitments, this was the first time for many years that Peter Lawton didn’t make the 700+ mile round trip from Inverness to help out at one of our events. In his place, we welcomed Peter Mk2, otherwise known as Peter Preston-Hough from that somewhat closer Cheshire Town of Northwich. PP-H has been connected with events at Oulton Park for some considerable time and, wearing his Aston Martin Owners Club hat, completed his Clerk of Course training with us last year at Aintree. He seems to have been pretty impressed with the way we do things as we’ve not been able to shake him off ever since – I wonder if that’s something to do with his previous employment as a driver with Cheshire Police?

A wide mixture of cars out on track as usual, everything from Colin Flynn in his BMC mini Cooper to Dave Taylor in his ex-Doug Niven/Jeff Wilson V8 VW Beetle (what a car, what a sound!!!) Not all at the same time I hasten to add, but split into groups as usual. Interestingly, Colin was competing in a mini in the same Super Saloon races as the Beetle back in the early 1980’s at Aintree. We didn’t let ‘em out in the same sessions this time though! Unfortunately, during the track day, a car went off and collided with the perimeter fence at Bechers Bend demolishing 5 concrete fence posts. An early lunch was called to give us time to effect a temporary repair to the fence, something that took longer than we expected, but which had to be done in order to maintain security before we could start running cars again. The incident followed another earlier in the day when a car lost its rear screen on its warming up lap scattering toughened glass over a considerable length of Railway Straight. “Resourceful Roy” Holder, who was marshalling at Bechers, leapt into action with his garden leaf blower which saved us a considerable amount of time by assisting his colleagues who were brushing the track by hand.

This was the second time in two events that a car had made contact with the perimeter fence, a Caterham having done so during the June Sprint albeit at a different point on Becher’s Bend. I don’t know why, after of 20+ years of no incidents involving cars reaching the perimeter fence, we have suddenly had a series of such incidents over the last 3 years.

Chairman's Chat continued ...

Apart from the Club having to bear the cost of the repairs, such incidents don't go down well with our landlords, Aintree Racecourse, who are rightly concerned. One or two collisions can be explained away as rare occurrences, but the number since 2009 is becoming alarming.

Is it that we have more people driving outside their capabilities? Maybe. Is the track surface deteriorating? Yes probably, as any tarred surface will weather over time, but none of the incidents appears to have been due to a track defect, in fact each has happened at a different place. My theory at the moment is that more people are now using tyres that permit much higher cornering speeds but, when they let go, they go suddenly and spit the cars off further and at higher speed than in the past. Track Day tyres and MSA list 1B tyres may be superb on dry Tarmac but, once the car gets on the grass, all grip disappears. A typical "road" tyre of a few years ago would at least have retained a modicum of grip on grass, allowing the driver to steer away from the looming impact providing there was enough space available. These days, when a car goes off it invariably continues in a straight line with the driver's steering inputs having no effect and him becoming merely a passenger.

How do we reduce the risk of impact with a fence that's at least 50 metres off the circuit? There's no easy answer. I don't want to put chicanes before the most vulnerable corners to slow people down. That would destroy the nature of the Circuit. But at the moment I can't think of another way of reducing the risk of cars going off, or at least if they do go off, preventing them from hitting the perimeter fence. Any ideas?

We ran our second competitive event of the year at the end of June, the **Jack Neal Memorial Sprint**, the title referring to one of the nicest and most competent scrutineers you could ever have the pleasure to meet. Though the track was initially slightly more than a little damp, the surface soon dried and an excellent day was had by all. 128 competitors signed on and swift work by our start line crew saw 741 starts made during the day split into two practices and four timed runs, including just over a dozen re-runs to correct some timing glitches. All in all, a brilliant day that our competitors really do seem to have enjoyed.

It was my most pleasant duty to present an extra award after the event; Dr David Powell has been looking after us at Aintree (and Loton Park) since 2004 but is retiring at the end of July. So the June sprint was his last event in a medical capacity at Aintree and to mark his retirement we presented him with a "Doctor of the Decade" trophy and a bottle of Whisky - for medicinal purposes only of course! Thanks Doc, we have enjoyed having you look after us for all these years. Actually, we are not getting rid of David totally. For some reason he has decided he still wants to be involved with motorsport, so he will be back with us in September for some training as an MSA Clerk of the Course. Now the hard work really starts Dave!

Now, what's coming up?

Nothing now for cars at Aintree until September, but that doesn't mean that we won't be busy. We had originally considered going to the Cholmondeley Pageant of Power again which is on 15-17 July this year. However, we were disappointed to be told that there are no free tickets this year for the drivers of cars for display, so having taken into account the low footfall through our display last year we have made the same decision as several other motor clubs, that the expenditure cannot be justified so we are not attending.

Our next fixture isn't actually at Aintree, but will be our annual visit to **Oulton Park** for the [Gold Cup](#) historic race meeting on the Sunday 28th & Monday 29th of August. Once again we are looking for member's cars for static display on either or both days. Are you interested? We can provide one free admission ticket per display car as long as we know in plenty of time, though Oulton are pretty strict when agreeing to the type of cars that qualify for a ticket. If you are going anyway, and are prepared to park a suitable car as part of our display, we can provide an excellent view of the Lakeside/Foulston's area of the circuit.

If you have a classic, historic or competition car that you feel you would like to add to our stand, please let me know and I'll see what I can do to get you a free entrance ticket. As an example of cars that are suitable, last year we had two of Stuart Mansell's restored roadgoing Mk1 Escorts, Peter Nelson's Haggispeed & Malcolm Evans' CTG Clubman's cars, the David Dunlop & Barry Kendall Austin A90 classic rally car, John Biddulph's Porsche 911 race car, David Hunt's Mini Moke, Dave Kirkman's Westfield, Alex Butler's Ariel Atom, Derek Martlew's Morgan and David Drucker's Aston Martin Vantage. Oh, nearly forgot Eddie Lea's Lotus 61 FF1600. Some cars were there Sunday, some Monday, some both days, producing a fine display each day. And it's amazing how popular our shelters become when the weather is inclement!

We are happy to display anything with an historic or motorsport background. All we ask is that you arrive by around 9.30 on Sunday to help us erect our display shelter, and then the rest of the day is yours, though we'd appreciate you returning to "base" periodically to help staff the stand. On Monday we're there from 8.30 and as the shelter remains erected overnight it's really up to you what time you arrive, though it'd be good to have a reasonable display of cars ready by 9am. We'd appreciate the cars staying on the stand until at least 4pm each day, but if an earlier departure is necessary, we can be persuaded to let you pack up early.

If you have been part of our display in the past you already know how good it can be and you are most welcome to bring your car again. And the car doesn't have to be spectacular. A standard basic road car that is used in competition is still welcome - it's always good to have a car that a visitor can see that makes them think "I could do that".

Have you a car that may be suitable for display? Please contact me, [John Harden](#), by email or phone (0161 969 7137 day or evening) or [Geoff Ashworth](#) (01928 731534 eves only) as soon as possible for more information without obligation.

Chairman's Chat continued again ...

Finally, it's while off yet, but we need marshals to help with our next **Aintree Sprint** on 3rd September and also the following day when we will be running the "on track" activities for the **Sporting Bears charity rides** day at Aintree. I'm sure you don't need me to explain what the sprint is about, but the Sporting Bears day is a non-competitive event giving disabled &/or disadvantaged children from 4 North West charities rides around Aintree in various exotic cars. The owners are giving their time & petrol free and we have agreed to look after things once the cars leave the paddock area. Each car will do ¾ lap of Aintree, and speeds shouldn't be too high, but we still need to marshal the event to ensure safety. Can you help? Please let [John Harden](#) know if you wish to be involved with this most worthwhile event.

That's it from me for now. I hope you enjoy your summer, whether you be competing, watching or just reading about motorsport.

John Harden

Pilbeam—a brief history in time by Steve Wilkinson—Part 4

The glorious MP43 sports racer design saw four chassis constructed over several seasons. The first was created for David Garnett and was fitted with the almost obligatory Hart four cylinder (on the left is a photo of Garnett at Barbon in 1981). This car (Chassis 01) now resides in Scotland and its keeper, David Seaton, has fitted a meaty BMW V8 unit in the back. Chassis 02 was built for Martyn Griffiths but it was never used and was bought by Jim Thomson who again slotted in a Hart unit. This car was used by Martin Bolsover and won several rounds of the British Hillclimb Championship and was part of Bolsover's final BHC victory. The car changed



hands several times and after being re-chassied is kept by Rodney Thorne—the car now has a rumbling Rover V8 unit in the back (on the right is Chassis 02 being driven by Ray Rowan at Loton Park in 1987 when owned by David Render). Chassis 03 was used extensively by Ian Fidoe and was recently sold to Terry Clifford who has slotted in one of those torquey Millington 2.5 litre engines. Chassis 04 was for many, many years campaigned by Jim Robinson and a host of co-drivers. Jim eventually selling the car to Charlie Smith in the Channel Islands who still runs the car and co-drives with son Justin.



To be continued ...

ANWCC Championship

Are you are taking part in one of the ANWCC championships this 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 as we are drifting rather lower in the charts at the moment, you could boost our standing in the Championship.

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. Or how about telling us what you thought of a recent LMC event that you took part in?

Contributions Needed

Let us know what you are doing, what you've done, what you'd like to do, or what's causing you problems! The Bulletin is your magazine but it can only ever be as good as the contributions, so why not send something in for us all to read. It doesn't have to be earth shattering stuff (as you can see from our Chairman's missives), but let us know what you are doing, your successes, your failures, your intentions, your history. Please! If you like what we do, tell your friends....if you think we could improve something, please tell us!

ANWCC Update

The ANWCC has a completely blank news page just crying out for a report from an LMC member, which will of course also give us useful publicity – as long as what you say isn't too negative! Go to <http://www.anwcc.org/> and click on News. Reports are to be emailed to David Thomas dave@anwcc.freemove.co.uk

The ANWCC News editor says: "Clubs are invited to submit articles relating to club events, etc. and Competitors are invited to submit reports, stories, etc. Please keep them to about 300 words maximum otherwise I'll cut them down, and I don't want to have to do that! These are your pages so tell the world what's going on!"

Have we got your (correct) Email address?

Please help the Club save money & the environment! If you haven't already provided the club with your email address please do so as soon as possible. This will help the club to communicate with you electronically and will save the club money in the long run. Come on, do your bit for the environment!

Wales Rally GB 2011

In a very welcome departure from the last few year's events which have been concentrated in South & Mid-Wales, this year's Wales Rally GB is coming to North Wales and will be starting in Llandudno on Thursday 10th November. North Wales Car Club is heavily involved and their Keith Pulling has sent us the following appeal:

Our commitment involves the Llandudno town start area; the Great Orme stage, [of which there are 2 runs]; Conwy town; Service in the Llandudno area & a forest stage in Clocaenog.

As a rough outline of the time schedule – first car starts at 14.30 hrs from Llandudno on 10th. Clocaenog will be around 16.00 hrs and the cars start returning to the coast around 18.00 hrs where they will go into 'Parc Ferme'. On Friday 11th, the first car then leaves Llandudno at 06.00hrs for the stages in the Dyfi complex.

With the above in mind I would be grateful if you can let me know if any of your members are able to help out. Once we have had the replies we can then work out with the MSA where we can best utilise the support.

Although North Wales Car Club will be heavily involved in the overall period, we cannot do this without your help please. This will be something new for a lot of us and, hopefully, between us all - we can do this.

I look forward to your reply as soon as you are able.

Best Regards. Keith Pulling 01492 878622 : k.pulling@btinternet.com

Back in the 1980's, LMC used to take on the running of complete stages of the rally, but things have moved on and we don't have sufficient members with rally interest or experience to take on such duties these days. So, whilst LMC isn't helping as a club, we are more than happy for members to offer their support by helping North Wales Car Club in what will no doubt be a superb event, back where it should be – in North Wales.

Inter association Sprint, 31st July

We are members of both the ANCC & ANECC regional associations, and each is looking to put together a team to compete in the 2011 MSA Inter-Association sprint which is being held at Kames in Scotland. If anyone is interested in taking part, please contact [Tim Bendelow](#) of the ANCC on or [Dave Thomas](#) of the ANWCC. Here's the invitation from East Ayrshire Car Club which is hosting this year's event:

MSA Inter-Association Sprint Challenge – 31st July 2011

In co-operation with East Ayrshire Car Club, the Scottish Association of Car Clubs welcomes the other MSA regions to Kames for the 2011 Inter-Association Sprint Challenge. Last year, the Scottish Association of Car Clubs won the challenge, while in 2009 the East of Scotland Association of Car Clubs retained the trophy they won at Curborough in 2008. It is really about time that the trophy went elsewhere, but not until it is won – the Scottish Association of Car Clubs invites the other regional associations to take up that challenge...

The event will be run alongside the Scottish Sprint Championship, the British Sprint Championship, and the Ginetta Owners Club Speed Championship. All these events are two-day 'double-headers', whereas the Inter-Association Challenge is on the Sunday only. However, competitors are invited to enter the Saturday event, which will make it excellent value, particularly for those travelling long distances.

At this point it is important to remind competitors that, in addition to entering a team for the Challenge, individual entries must be submitted to EACC for the event.

Kames Motorsport Complex

Kames is situated in the village of Muirkirk, less than 10 miles from the M74. There are a number of respectable and reasonably priced B&B's within the village, a campsite within 300 yards of the complex, and several hotels and B&B's within an 8 mile radius. Camping is also available on site at Kames, which is free of charge.

Kames is owned and run by East Ayrshire Car Club, and has been transformed in recent years with a number of significant upgrades. The track itself has been cleaned and repaired, tyre-walls have been rebuilt and bolted (in line with MSA guidelines), the gravel traps have been cleaned and refilled and the paddock reorganised and re-lined.

The trailer park has been extended and upgraded, and the entry roads to the complex upgraded and tarred for ease of arrival and departure. The perimeter of the complex has also been fenced off with a 6ft high timber slatted fence, increasing security and noise containment within the complex.

A new toilet block has been custom-built for the complex and situated next to the café complete with disabled facilities and electric showers. As well as improving facilities for spectators, this is also a significant improvement for competitors and their families who wish to camp on site.

The Kames Café is now managed on a professional basis, providing home-made hot and cold snacks all day as well as drinks, confectionary and home-baking. And to keep things sensible, even the café prices are closely monitored by the EACC committee.

Great event, great venue, great competition. What are you waiting for?



Left: May 2011 Track Day

Dave Taylor' (second from left) and his fabulous VW Beetle Super Saloon complete with a rumbling five litre Chevy V8 in the rear, photographed in the Paddock prior to venturing out. There's a F5000 car hiding underneath

Photo by John Harden

Right: August 1981

And the same VW Beetle sits in the Aintree Paddock awaiting the Super Saloon car race. At that time it was being driven by Jeff Wilson. And, yes, it's the same paddock road that we use today, the circuit is behind the camera.

Photo by Steve Wilkinson



Left: 1989 Aintree Sprint

Graham Curwen — he drives a FF1600 Van Diemen these days — is seen here getting Country Corner wrong whilst pedalling the Nelson's Gryphon.

Photo by Steve Wilkinson



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.

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.

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:

Ever thought of coming along to help run or 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 at the startline, paddock or assembly areas. Everyone who helps out receives a cash contribution towards their travelling costs and we provide a free buffet lunch too.



Have you heard of Track Driver magazine? It's the successor to Circuit Driver magazine and is a glossy publication that is sent to subscribers entirely **free of charge**. It's an excellent read and it's well worth signing up to. Issue 6 has been on doormats for two weeks now and includes guest columnist John Watson MBE plus Bernie Meldrew writing about internet forums, and Dave Walker on what causes and how to cure 'engine knock'. Not enough? Then try a Blyton Park circuit guide from John Barker, and Nigel Greensall tries his hand at ice racing in Italy. Ray Collier is a tyre testing specialist and covers track day tyre basics, and Editor John Hayman track tests a Brabus Smart ForTwo race car at Silverstone. Then Track Driver owner Mark Hales looks at braking, and also co-drives a Mazda MX-5 production racer with ex F1 driver Mike Wilds. Plus all its usual regulars, track day diary and more. The next issue has content from new contributor, technical expert Simon McBeath, and a feature on the Gurston Down Hillclimb school. EVO magazine's John Barker tells all about racing an Audi R8 in the Nurburgring 24hr, and there are arrive and drive comparisons between an Aston Martin and a Renault Clio. The magazine is still available on free subscription to active track drivers (track days, sprints/hillclimbs etc), so if you know someone who should be reading TrackDriver let them know. There's absolutely no catch, even though this sounds too good to be true!

Go to <http://www.trackdriver.com/> to sign up – **completely free** - before they change their mind!

Oulton Park Gold Cup 28th / 29th August.

Cars wanted for the LMC stand. Have you got a car that you'd like to include in our display? We have two cars offered for Monday, and that's all at the moment. We need at least 8 cars for each day, so can you help? We can provide one free admission ticket worth at least £25 a day for each car put on display. Cars with a motorsport or historical background are what we're after, so if you can help, please contact, [John Harden](#), by email or phone (0161 969 7137 day or evening) or [Geoff Ashworth](#) (01928 731534 eves only). But please don't delay as we need your details by mid July so we can get the free tickets from Oulton Park.

A Warning Message!

By John Lovell

A word of warning to owners of Lotus 6, 7, 11's etc with aluminum nose cones and also who are members of the RAC; if like me you are ever need to call them out and use them to get you home, do not under any circumstances let them tow you with a rigid metal tow bar!

When I needed this service, I asked their patrol man to have my Lotus 7 put onto the apparatus which lifts two wheels off the ground, but was refused. I was asked whether I had been towed before, replied yes and signed a form. All this in the pouring rain and without my reading glasses!

£1500 (or maybe £1600) worth of damage later the RAC insists that I agreed a clause (in their small print) that stipulates that I had received adequate training from their patrolman and that the damage to my nose cone and radiator is therefore my fault.

The moral is that if you breakdown and can't fix it on the roadside, insist on your car being trailered or carried home, or refuse to sign the "Customer Service Report" unless this disclaimer is crossed out. A message from a wiser, but poorer, old Lotus owner who learned the hard way!

MSA News:

RDO Johnson takes motor sport to the fair

Go Motorsport's North West Regional Development Officer (RDO) Steve Johnson organised a Production Car Autotest at a country fair in Witton Country Park, Blackburn last month, in an effort to introduce people to motor sport for the first time. Johnson recruited the services of the Under 17 Motor Club North West, Accrington Motor Sports Club and the CSMA North West Motor Sport Group to help run the event. Team Duck, a co-operative of marshals, also lent its support. It was a tremendous success and will be repeated next year.

Helmet standard labels

The MSA Technical Department has been made aware of competitors presenting helmets with missing standard labels during scrutineering, and presenting in their place letters from the Standards Authority "confirming that the helmet is of the required standard".

Competitors are advised that such letters are not an acceptable substitute for standard labels, as the Standards Authority cannot confirm that a particular helmet has been manufactured to a quoted standard. As soon as a standard label is removed from a helmet it becomes unacceptable under MSA – and FIA – regulations.

Online regulation consultation

Regulation changes proposed by the Race, Rallies, Speed Events, Historic and Cross Country Committees are now available for online consultation.

To view action sheets detailing the proposed changes, visit www.msauk.org/regulations

GREENPOWER at Aintree

Just a reminder that the fantastic Greenpower racers will be visiting Aintree on Thursday the 15th September. If you can make it please do come along as we can always use additional helpers to marshal the track where you get a real sense of what this racing series is all about. For further information take a look at the Greenpower website: <http://www.greenpower.co.uk>

DVD Review

A Castrol Classic Motorsport 1950 & 1953 – Duke Marketing (DMDVD 5899)

This includes footage from the inaugural race meeting at Oulton Park with some of the earliest on-board camera work taken on a trip round the circuit filmed from the passenger's seat. Featured races include one for the 500cc F3 cars of the day. As Edward Lea says, it's well worth buying.

Feedback

It's good to hear from you about our events, what you enjoyed, what you didn't. You can leave your thoughts on the [LMC Forum](#), or on our [website](#), or by [emailing](#) us directly. Your comments, preferably constructive ones, are always welcome.

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.

People you should know!

Club Contacts

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Marshals' Coordinator	Pete Proudley
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Sprint enquiries	Ron Hunt
Membership Secretary	Ron Hunt
Web Site Matters	Ron Hunt
CMC/LMC Championship	Ron Hunt

In order to reduce the number of spam emails we receive, we no longer publish all officers' email addresses. So if you wish to contact anyone listed opposite, please use the secure 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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