



Liverpool Motor Club

The Bulletin



October 2011

Ed-lines

After a very busy end to the season I am sat writing this with the central heating blasting away and Autumn well and truly with us. At the end of August I had commentary duties at Harewood which was followed by the sprint at Aintree, the Sporting Bears charity day at Aintree, two days at the Bo'ness Revival Hill Climb, the Greenpower races at Aintree, the final two rounds of the Harewood Championship, the final round of the British Hillclimb Championship at Loton Park and the MAC Curborough Sprint. I am already starting to put together my 2012 calendar and expect it to be very much a repeat of this year.

I have been somewhat disappointed by the level of support that the club has received in the latter part of the season what with the September Sprint being well down on entries compared to recent years and also very little coming through to put in the Bulletin. However on the plus side our involvement with the Sporting Bears charity and Greenpower never ceases to impress. The Sporting Bears day was probably the most delightful day at Aintree for all those involved. It was great to see the kids enjoying themselves and having the Merseyside Police also supporting the event was wonderful. The Greenpower experience is one I would recommend to all the club members. I know it is mid-week. I know it isn't our club running the event. However the sheer enthusiasm that is generated by the school teams is fantastic and everyone should experience this. It is also a wonderful example of modern technology where the schools are pushing the boundaries of performance from these tiny electrical racing cars. Finally I should point out that Greenpower is the only race for Motor Vehicles that is taking place on the Aintree circuit—the only other such events are the motorcycle races.

On the National front the British Hillclimb Championship was again won by Scott Moran with his father Roger coming in second they became the first father/son pairing to finish at the top of the championship. Meanwhile on the flat the British Sprint Championship was won by Stewart Robb Snr who has previously only won titles in Scotland. Stewart Snr follows in the wheel-tracks of his son (Stewart Jnr) who was the title winner in 2008. What of next year? Well on the hills I expect there to be a rash of new cars whilst on the flat Mike Musson will have the Pilbeam he ran at Aintree in September for his first serious challenge for the title.

In the meantime keep getting involved with the club's sporting activities, the club socials and our Winter rallying. I look forward to seeing many of you over the Winter and don't forget it is shiny side up!

Steve Wilkinson

Chairman's Chat

What a busy time it has been for the Club during the last couple of months. It started with our annual August Bank Holiday visit to Oulton Park for the **Gold Cup** historic race meeting at which we put on a wonderful display of members' (and some non-members') cars. Unfortunately, Oulton in their wisdom had decided to move us to the inside of **Old Hall** this time. Though the almost flat site was enormous compared with our location for the past 5 years overlooking Cascades/Fosters, it afforded absolutely no view of the circuit. Whilst appreciating that part of the deal with Oulton Park is merely to provide space for car clubs to put on a display of vehicles, it was disappointing to lose the great view that we'd had previously particularly when we found on the Monday that there was no-one in "our" original space.

Having said that, what a great display of cars we managed to put on; many thanks to everyone who brought their prized possessions along; without doubt it was our best display to date and showed the Club in a great light. So what did we manage to have on the stand? An AC Cobra Superblower, a Mini-Moke, two Ford Anglia's, two FF1600s, a Tiga, two Mini Coopers, two pre-war Austin Sevens, two E-types, an Aston Martin, a Lotus Elan, a Renault 5 Turbo, an Lotus 62, an Austin Healey 'Frogeye' Sprite, an Austin Healey 100, a Ford Focus ST170, an Austin A90, a Westfield, a Mk 2 Ford Escort van and a Mk3 Ford Cortina. And all but three of them are used in competition. Despite the less attractive location, we still had quite a reasonable number of visitors to the stand where our shelter housed an updated version of our display boards showing both the history and current activities of the Club. As usual, the shelter was particularly popular during the occasional showers that seem to be a feature of the event these days. Oh, and I believe the activities on-track were pretty exciting too! I must mention Stuart Deeley too. As well as bringing his Banks-Lotus 62, he kept us supplied with a most appetising selection of products from Jacobs biscuits – what a nice man, and he's not even a member – yet!

Continued over the page

Chairman's Chat continued ...

No sooner had we recovered from our outing to Oulton Park than the following weekend we were back at Aintree for our last **Sprint** of the season. The weather as we were setting up on Friday's afternoon set the scene for a rather wet event, and once again I must pay tribute to our gallant band of marshals who stood out all day in pretty dire conditions. At least our new E-Z UP shelters helped provide some protection but it is never pleasant in such conditions particularly when safety considerations mean that marshals cannot sit down whilst an event is underway. The event itself ran remarkably well given the conditions, with many drivers expressing surprise at just how much grip there was out on the wet circuit. Whilst no records were set, several drivers' times were not far off those normally seen on a dry day. Although the entry was disappointingly low at just 90, it did attract several contenders from the British Sprint Championship who, with the last championship round having already run, came along to Aintree "just for the fun of it". I'll leave our venerable Editor to describe the event itself, but with two practice runs, four runs to count for awards and an extra run too, everyone went home having had an enjoyable, if wet, day. And that man Stuart Deeley brought along yet more of Jacobs products for the marshals to try. We'll get him to join the Club yet!

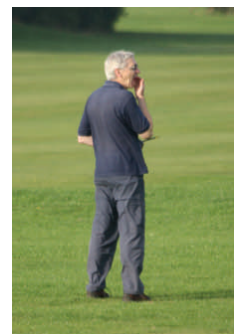
The following day saw a new chapter in the history of Aintree when for the first time ever (as far as we know) a motorsport event took place on the Club Circuit on a Sunday. During the year, members of the **Sporting Bears Motor Club** (SBMC) raise funds by offering rides in their exotic and classic cars at various events around the country, in exchange for donations to their fund. Almost uniquely in the fund raising world, 100% of the money they raise is passed on to local charities; all overheads being covered by their members or are specifically sponsored by sympathetic businesses. This time, rather than giving rides to the general public, it was a closed event during which children with health problems, their families and carers were given rides around a "sprint lap" of the circuit by owners of over 40 exotic cars. LMC controlled the action on track, to ensure the safety of all concerned. I have never seen so many Porsches, Aston Martins, Lamborghinis, Bentleys and Jaguars active in one place before. What a fantastic day! I can honestly say that this was the most rewarding thing I have ever done in motorsport, a feeling that has been echoed by many of our members who turned out to help. Yes, it was hard work after a full day with the sprint the previous day, and we were somewhat thin on the ground with marshals, but what an amazing day. Professional photographer [Paul Griffiths](#) has uploaded to his website nearly 300 photographs of the event which capture the spectacle beautifully. Well worth a look. The event will be featured soon in Cheshire Life magazine; their photographer came along for a couple of hours and stayed all day, she was so taken with the occasion.

The children's faces, the atmosphere, the cars, the weather.... if you had tried to design your perfect event, this was it. The drivers drove the circuit at a speed that reflected the health condition of their passengers. Some children needed support (literally) from their carers and corners were taken at very slow speeds in order to limit lateral forces, other less disabled kids were able to experience rather faster speeds, and many were treated to rides that were not too far short of a sprint start and with only slightly reduced speeds round the corners. The directors of Chester based [CES Motor Factors](#) not only paid the circuit hire fee and sponsored the food at lunch time, but also brought along a Ferrari and two Porsches to join in the fun. And joint sponsor [Bentley Motors](#) lent two of their latest cars to SBMC to give rides to the kids.

We are currently negotiating for the event to return next year, probably on Sunday 2nd September, and hopefully Aintree will do their bit for the occasion by not charging for use of the circuit next time. If you attend only one event as a volunteer next year, this should be the one! Many, many thanks to those marshals, members and friends who turned up to help. In the words of one of the kids as he was getting out of a Lamborghini, you helped to make it "the best day of my life"!

Continuing with the theme of "non-core" events, just ten days later we were back at Aintree to help run the [Greenpower Electric Car Races](#) event. This was the fifth time we have hosted the *Greenpower* event at Aintree, and interest from schools and colleges was as strong as ever as the students raced around our famous circuit. Many of the cars have seen further development since first making an appearance at Aintree a few years ago, but several were running for the first time at the venue. Safety has dictated that the standard car type lead-acid batteries have given way to safer non-spill versions and this side of the technology proved to be less reliable than the old. Once again I acted as vehicle recovery, having borrowed a car trailer from LMC member Howie MacPherson of [Aintree Motors](#) which, coupled to my Skoda Yeti was kept very busy all day. Riding shotgun with me was David Mitchell, without whom I would have really struggled. Picking up the cars (literally) became a fine art, at times we were collecting three cars at a time & returning them to the paddock – usually because they had run out of juice. But what a great day we all had. The weather was kind once again and the teams taking part had a terrific time. Will they be back next year? You bet they will! The date is already booked – Thursday September 13th.

I write these notes just prior to our last Aintree event of the season, our October 1st **Track Day**. We have tried a new booking system this time, enabling people to book and pay on-line. Without doubt, the on-line booking feature has been a great success, with over 20 bookings coming in within 3 hours of going live. However, once the event is over, we will need to consider again the facility of paying via PayPal, as their charges have been far greater than we were led to believe and are probably uneconomic. This looks like another task for the winter months!



Coming up:

The Chester & Liverpool Motor Club's Speed Championship awards night takes place at Broughton Wings Club, Broughton Nr Chester on Friday 21st October. Regrettably, I can't be there this year, but it is a great opportunity to meet your fellow competitors, in a relaxed social atmosphere and without the pressure of competition. If you haven't been before do go along, but you'll need to book in advance. Speak to Ron Hunt for more details: 0151 677 5346 (daytime) or email him via the [contacts page](#) on the Club's website.

Wales Rally GB starts on 10th November in Llandudno. Geoff Ashworth has offered to co-ordinate members who wish to marshal. He can be contacted on 019287 731 534 (eves) or via the [contacts page](#) on the Club's website.

Le Jog classic rally is calling on our expertise once again, and we have agreed to man a test somewhere in the Merseyside/South Lancs area on Saturday 10th December. As soon as we get more details we shall be publishing a request for marshals for this fun event. Geoff Maine is acting as co-ordinator and he can be contacted on 0151 521 5060 (eves) or via "[General Enquiries](#)" on the Club website. Or keep an eye open for more details on the Marshalling Matters section of the LMC [Club Forum](#).

That's it from me for now. Once the Track Day is over, I shall be heading north to Scotland for a couple of week's well earned holiday. Strange though, it's happening again.... there's a rally taking place on the middle weekend of our stay. I recall the same thing happened last year too... and come to think of it the year before. How odd! It's the [Mull Rally](#) of course, once known as the Tour of Mull, and often referred to as the best rally in the world – and I certainly can't disagree. 2½ days of flat out day & night time competition on closed single track public roads on the picturesque Isle of Mull. Although in theory just a local event, it has such an impact on motorsport that the IRC Scottish Rally had to change its date this year so not to clash with Mull. I can't wait!

Drive safely out there!

John Harden

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

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.

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 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 what events are coming up.

Event 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.

Re: May Track Day:

'Thanks for a great day on Saturday & well done to everyone on the team. Everyone, from signing on crew to the marshals, you all did a terrific job under trying circumstances'. J.S

'Thanks for Saturday, brilliant day. John and Tom Bradshaw were pleased the Argo F3 got sorted. Martyn McGrillen (with Neil Bold working on his car ... it wasn't even one of his engines) had his first drive in his FF1600 and I worked out the Beetle was pulling 154 mph down the straight. All in all very useful day. Thanks very much. They all enjoyed it and said you're a mega organiser. Not had that much fun in ages, you made an old chap very happy'. Dave T.

Re: June Sprint:

'Just a quick word of thanks to you and all the team that made Carol and my first sprint a brilliant experience. Particularly the start and "collecting/sorting" marshals who helped her settle in to the rhythm of the day and her growing confidence showed in her steady improvement during the day. Once again thank you. We will be back in Sept and have already delayed our holiday by a week so we can come Best regards' Bill. (car 742/42)

'Went with a friend of mine, and although the forecast sun never appeared, I enjoyed it very much. So much so that I decided to dust the cobwebs off my car, get a bigger engine and, after speaking to Ron Hunt, am joining the Club!' R.P. (spectator)

'Thanks for a great event on Saturday. Despite having to retire early with car trouble, I had an enjoyable day. I'm looking forward to coming again next year and seeing what I can get out of the old thing when it is running better. I lost a magnetic roundel somewhere on the track. If anyone found it, could you please send it back to me as they are not cheap. Please could you also send me a copy of the lap times as I had to set off before the end to make sure I could get home in the old banger. Many thanks, Ben'. (Car 110)

'A quick thanks to you & the team for a good day on Saturday. A lot of work goes into these things....so thanks to everyone. Fastest my Sprite has ever gone! Be great if we could have a two lapper? Thanks again'. Richard. (Car 152)

'Hi, I would just like to say how much I enjoyed the Aintree Sprint I had never been before so it was a bit daunting but I can't wait to do it again now. Thank you all'. Bob. NSCC club member. (Car 728)

'A super days sprinting, made even better by meeting old and new friends. An escape from today's stresses among people with same interests and old fashioned values. Thanks'. Keith (Car 83)

Re September Sprint:

'Thanks to all the officials, marshals and rescue services for a well organised and run event - as always, in challenging conditions! The addition of the red light at the end of Valentine's was an excellent safety upgrade'. Bruce Mckie

'Well done on yet another very well run event despite the poor conditions. I liked the addition of the Bechers split, great idea'. Gary Thomas

Contributions wanted

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!

Have we got your 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!

LMC Internet Forum

Don't forget the LMC Forum. It's a great source of up to the minute information, news and a great place to sell your car or any surplus spares.



September Sprint's Marshal of the Day.

Chester & Liverpool Motor Clubs' Speed Championship

The Championship has not looked back since its inauguration as a joint venture between Chester and Liverpool Motor Clubs back in 2005. At that time many UK Club events were over-subscribed and several were restricted to regular competitors of the organising clubs, so we saw the need for a Championship that would help drivers compete in Sprints & Hillclimbs at an exciting range of popular venues that they might not otherwise get the chance to experience.

Over the seven years it has been running, the Championship has averaged over 60 registrations each year; even in these hard times 56 competitors have registered this year.

In the very first year we managed to attract sponsorship from The Unicorn Inn which was then owned by good friends of Liverpool Motor Club, Roy Holder and Sue Thompson. Their sponsorship meant that not only were we able to purchase the main Trophies, but for the first few years we were also able to offer free tickets to the annual awards night for all those registered for the championship. Over the years, the cost of running the Championship has slowly increased and although last year we were only able to provide one free ticket per competitor, with a second one at half price, the awards night was still a great success with over 90 competitors, friends and guests present to see over fifty awards presented.

Roy and Sue's sponsorship ended when they sold the Unicorn in 2007 so we were grateful when Peter Brogden, proprietor of Belgrano Services Ltd and himself a regular competitor, stepped in to fill the breach as main sponsor. We also acquired sponsorship from Dave Coveney of Interconnect IT who was also a regular competitor in his very fast Lotus Elise.

The championship has continued to grow and is probably now the best Speed Championship in the North West consistently attracting excellent support from our competitors each year. This year's Championship has included 20 rounds, visiting Aintree, Anglesey, Barbon Manor, Curborough, Three Sisters, Loton Park & Oliver's Mount, and will finish with an exciting double header at Thoresby Park. By popular demand, we retained the two division format that has been such a success and also continued with our sub-Championships for Classic Production and Racing Cars.

To try and boost entries for the two promoting clubs, and with the help of Stella Motors of Dove Holes in Cheshire, we added The Top Ten Challenge to the Championship in 2011. The Top Ten Challenge only uses Liverpool's & Chester's events with a magnificent prize fund of £400 up for grabs.

After the last round at Aintree the winner is John Graham who manage to compete on five of the six available rounds ending on 49 points, the runner up is Craig Powers who managed three out of the six to score 28 points and Derek Martlew is 3rd on 26 points. They will receive their trophies and prize cheques at the awards presentation.

The last rounds of the championship were at Thoresby Park over the weekend of the 17th /18th September and the winners of Division One after a close fought battle. In 1st place Jim Spencer, 2nd Mark Wallwork and 3rd was Geoff Ward, Division Two was won by David Ormerod Jnr in 2nd is Stuart Tranter and in 3rd is John Moxham

We are very grateful to all our Sponsors and advertisers who help keep the Chester and Liverpool Motor Club's Championship the premier championship in the North West.

For further information and to find out more about the championship, please visit our website www.speedchampionship.com. You can also email us at info@speedchampionship.com or phone 0151 677 5346 / 07095 677058.

If any club member of either club wishes to attend the Awards presentation and Buffet at The Brought Wings Sports & Social Club Brought, Nr Chester, CH4 0DR on the Friday 21st October at 8.00pm for an 8.30pm prompt start.

Tickets are available now, the cost is £9.00 per ticket and includes a wonderful buffet please contact me for more details as soon as possible because of the late publication of the bulletin no later than the 14th October if you wish to attend so that I can make sure the for the Buffet is for the correct number. Please note that there are only a maximum of 100 tickets available this time due to the lateness of this bulletin.

Admission is strictly by ticket only.

Ron Hunt
Championship Co-ordinator



Left: Jim Spencer at Loton Park's Fallow Corner.



Right: David Ormerod Jnr at Anglesey's Book-A-Track Hairpin.

News from the MSA

National Motorsport Week to start with Goodwood and end with Grand Prix

Next year's National Motorsport Week (30 June to 8 July) will feature two of the most popular events on the UK motor sport calendar: the Goodwood Festival of Speed and the Santander British Grand Prix at Silverstone. The grand prix dates were recently confirmed as 6-8 July 2012, while The Earl of March, patron of the Goodwood Festival of Speed, has announced that the world's largest celebration of motoring culture is provisionally scheduled to take place over the weekend of 29 June to 1 July.

Motor sport action sees off threat to 14/28-day rule

The UK motor sport community has demonstrated how effective it can be, having played a significant role in dissuading government officials from recommending changes to planning regulations that could have caused significant damage to the sport. In July the Department for Communities and Local Government released an issues paper regarding the way in which change of use of land is handled within the planning system. This included a review of the current 14/28-day rule (Permitted Development Rights – provision within planning legislation for temporary change of use) under which approximately 60 per cent of MSA motor sport permits are issued.

The MSA had urged its membership to respond to the consultation and ensure that the sport's voice was heard. Following the consultation, it was confirmed to the Land Access and Recreation Association (LARA) – of which the MSA is a founding member – that officials did not consider that there was any basis for advising ministers to amend the 14/28-day rule in any way that affects motor sport.

MSA Chief Executive Colin Hilton said: "We try not to mobilise the motor sport community too often, but it is encouraging to see the overwhelming response when there is a matter of significant national importance. It appears that almost half of the responses submitted as part of the consultation were from people involved in motor sport. This is the second time in ten years that we have had to explain to government the importance of this legislation; not just for motor sport, but also for village fetes, carnivals and other community activities.



Derek Tye, 1942-2011

The MSA is saddened to report the death of former MSA Executive Derek Tye last month. Derek spent his early career in the press office of RAC Motoring Services in Pall Mall, with his career evolving alongside the RAC Competitions Department as it moved to Belgrave Square and became the RAC Motor Sports Association, which he joined in 1987. He was responsible for print management of the year book, event programmes and all associated advertising, and was integral to the press accreditation system for events such as the RAC Rally, the British Grand Prix and the Veteran Car Run. He also organised the annual Night of Champions prize giving ceremony. After leaving the MSA in 2002 he continued to work for the governing body for a few years in a consultancy role. The MSA sends its condolences to Derek's wife, Jane, his children Gavin and Amanda, and his wider circle of family and friends.

People you should know!

Club Contacts

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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.

To reduce the amount of spam we receive we have changed all LMC email address.

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.

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