



Liverpool Motor Club The Bulletin



November 2011

Ed-lines

This is to be my penultimate issue of the club's Bulletin. After three years I have made the decision to move on. I have already resigned from the Committee but will be remaining as a member of the club and will be publishing this and the December issue before handing over to my successor. I have enjoyed my time as the Editor but I have had a lot of other pressing work and feel that it is time to hand over.

On the sport front I have been very busy getting ready for the British Sprint Championship Awards Evening as I have the responsibility of getting all the souvenir awards ready. This year we are presenting pistons to the bulk of the Top 12 finishers (the top three get awards from the MSA) and for the class winners we have mounted Vauxhall and Duratec camshafts. The special awards have been made up from various items such as con-rods and jack-shafts. Our evening is in the middle of the month and after that I will be getting back to my on-going research project, compiling the results of the British Hillclimb Championship from 1947 up to the end of 2011.

I am still looking at replacing the Lotus Elan I sold a couple of years back and have spotted a couple of possible candidates — a Lancia Fulvia and a TVR Vixen. I would really like something that I can also run on the road but have been tempted by a Mallock Mk 8B which seems a bargain!

For 2012 I will once again be continuing my commentating duties and it is looking like it will be a very hectic year. Having done most of the Loton Park events, Harewood and Aintree along with Bo'ness and Kames in 2011 I suspect there will be even more events to get involved with next year.

I am also looking forward to the rally marshalling over the winter and hope to see a lot of you out there. In the mean time, keep it shiny side up!

Steve Wilkinson

Chairman's Chat

Our final event of the year, the **October Track Day** was another LMC success. All of the road car groups filled up within days of bookings opening and, with just a few spaces unsold in the single seater sessions, it was another financial success for the Club. And with pleasantly warm and dry weather the participants had another great day at Aintree. Driving standards were good once again and, judging by the number of appreciative comments we received, the drivers thoroughly enjoyed themselves. There were quite a few "first time here" drivers, and our ARDS instructors Malcolm Barfoot and John Sinclair were kept busy all day long. It was good to hear so many people saying how their performance had improved during the day and especially the number who said that they will definitely be back next year. The only disappointment was the very low number of marshals who turned up to help. We just (and only just) managed to keep the circuit under observation; it is vital that we find more people to cover this event next year.

We experimented with **on-line booking** for the track day, with the option to pay on-line too. The vast majority of drivers took this option, proving that on-line booking is popular and needs serious consideration for the future. However, there is a drawback – the charges levied on the Club for processing payments. The terms of the contract prepared us for a 2.5% charge, but further conditions that were well hidden in the small print upped the charge to over £4 per driver and resulted in PayPal taking over £350 in fees from that one event. We want to offer on-line booking for our sprints next year too, but the events simply don't make enough to absorb that level of charge. So, do we put up the entry fee (just for those paying on-line), or do we stay with postal bookings only? Would you be prepared to pay extra for the option of booking & paying on-line? (The charge is currently 3.6% plus 20p, ie £3.80 per driver for Sprints; £4.10 for Track Days). Do let us have your thoughts.

I understand our **Speed Championship** Awards Night went off well, though as I was enjoying the delights of the Isle of Mull at the time, I was unable to attend. Thanks must to Ron Hunt for not only organising the Championship but also the awards night itself – particularly when he was somewhat under the weather that evening. Well done Ron from everyone who was part of the Championship this year; as ever your efforts are very much appreciated.

Continued over the page

Chairman's Chat continued ...

The end of the year looms ever closer and, for many of us, the motorsport season is over. Not for everyone however, as there are still many events running right through the winter months. As I write this, one event in particular brings the focus of the world onto the UK, [Wales Rally GB](#). After many years concentrating its activities on South and mid Wales, this World Rally Championship event kicks off in the North Wales seaside town of Llandudno on 10th November. The first stages are around the spectacular Great Orme before the competitors head off to classic North Wales stages in the forests around Clocaenog, not used on this rally for 30 years. Strangely, the competitors then return to Conwy for the official start and overnight halt (no I don't understand how you can have an official start at the end of day one either) before continuing down to familiar mid & south-Wales stages over the next three days before arriving at the finish at Cardiff Castle on Sunday. It looks like being a great event. Will the weather be kind? History says not, but who knows!

The Principality is likely to host the rally again in 2012, but negotiations are currently underway to secure a contract to base the rally for the following 5 years. Previous host cities York, Chester and Nottingham are each bidding to have the rally centred on them from 2013, though Wales is not giving up the event without a fight – evidenced by this year's start in North Wales and rumours of stages on closed public roads next year. May the best location win!

Closer to home, we are looking after a test on [LeJog](#) (Lands End – John O'Groats Endurance Rally) on Sunday 11th December at the Mannheim Auctions site at Haydock, just off the A580 East Lancs Road near its junction with the M6. We don't have exact details of the test yet, but what we do know is that we need marshals to observe the tests. Signing on will be from 9.30am and the first car is due at 11.24am. All cars should be through by early afternoon, so we can be packed up and away well before dark. Interested in helping at this non-spectator venue? Then contact Geoff Maine (our Classic Rally co-ordinator) by [email](#), via the [Club Forum](#), or by phone on 0151 521 5060, but don't delay! To see the entry list, have a look at the Historic Endurance Rally Organisation's [website](#). It looks as though the rally is very much back on form after a couple of disappointing years.

As you will already have read in his editorial, our Bulletin Editor and Committee member Steve Wilkinson has decided to stand down after fulfilling both roles for several years. Steve has been a valuable member of the Club's committee, and I shall be very sad to lose him. His knowledge of the wider world of speed events and his encyclopaedic knowledge of motorsport has been incredibly valuable and I know we will have great difficulty replacing him. Good luck in whatever you decide to do with all that spare time that you will now have Steve! Competing next year perhaps?

John Harden

Spotlight

Ian Trainer – a brief introduction

Last month, you may have noticed a photo of the Marshal of the Day at our September Sprint (repeated again on the right—Ed). That “young” chap was Ian Trainer, often the first person that many of you speak to when you arrive at Aintree for an event. Ian undertakes the unenviable role of trying to encourage competitors to park tidily in the paddock and answers many an obscure question about the venue.

Ian has a long history in motorsport, both as a competitor in his pre-war Fraser Nash, and as spectator and amateur photographer. He has an encyclopaedic knowledge of Aintree in its heyday and will be only too pleased to share his recollections of the Aintree Grand Prix of the 1950's & 60's. If you want to know anything about motor racing at Aintree, Ian is the person you need to speak to.

I think it fair to say that this short note just scratches the surface as far as Ian's history in motorsport is concerned. Talk to him and it's like opening a Pandora's box of information. We are so lucky to have him!



Situation Vacant – Bulletin Editor

The Club is looking for a volunteer to take over the role of editor of the Club's newsletter, the Bulletin. The job entails enticing contributions from members and assembling them into a readable form. Most contributions will be sent in by email, so it is usually just a matter of copying & pasting the articles to form the magazine. A very basic knowledge of MS Publisher would be an advantage, though not essential, as training and support will be given. The draft magazine is then emailed to our Webmaster who places it on the Club's website and emails members to tell them that it is available to read.

Although the role is not a committee position, if they wish the incumbent may decide to become involved there too. It is intended that the Bulletin be published at monthly intervals, though sometimes contributors (particularly the Chairman) need a strong reminder that their jottings are due.

Interested? Please talk without obligation to any Committee member – or your Chairman – for more details.

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 a turn by turn account, 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! I do hope we'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 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 we'd like to see our club a little higher up the charts next 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.

What's On?

Away from Aintree, we also help other clubs in the North West by providing marshals and/or timing crews for their events. We are currently due to help with the following, but please do check on the Marshalling pages of the [Club Forum](#) before travelling to one of the events as some venues are closed to spectators and you may not get in unless you have registered with us first:-

11th December 2011	LeJog (Lands End – John O'Groats Classic Endurance Rally) – Haydock
3rd/4th February 2012	North West Stages Rally , Blackpool area
TBA March 2012	Tour of Cheshire (Classic Rally), Chowley Oak, Nr Chester

Aintree 2012:

28th April 2012	Championship Sprint – Aintree
26th May 2012	Aintree Track Day 1
30th June 2012	Jack Neal Memorial Sprint – Aintree
1st September 2012	Championship Sprint – Aintree
29th September 2012	Aintree Track Day 2

Non-LMC Events 2012:

23/25 March 2012	North West Classic Car Show , Trafford Centre (Static Display)
TBA April 2012	SMC Stages Rally, Weeton Camp
26/27th August 2012	Gold Cup Meeting – Oulton Park, Cheshire (Static Display)
2nd? September 2012	Sporting Bears "Dream Rides for Kids" Charity event – Aintree
13th September 2012	Greenpower Electric Car Races – Aintree

We are looking for people to help, marshal or observe on all these events, previous experience not necessary. If you can assist your Club with any of the events, please let us know. See LMC [Club Forum](#) for more details, or [contact our Chief Marshal](#), Bill Gray, without obligation.

ANWCC Meeting, 21st November

Cheryl Lynch (Race, Speed & Kart Executive at the MSA) will be at the next ANWCC meeting in Knutsford on 21st November. Club members are welcome to attend, or if you would like to ask Cheryl a question through me as your Chairman, please let me know. Contact John Harden on 0161 969 7137 or via the [contacts page](#) on the Club's website.

Supersonic Car in Wrexham, 23rd November

The Bloodhound Super Sonic Car is coming to Wrexham for a 2 day event, including a FREE Public Lecture at Glyndwr University given by Bloodhound Project Director Richard Noble OBE, next Wednesday 23 November. The lecture starts at 7pm, and a full-scale prototype of the super sonic car will be available to view from 6.15pm. For more information or to book places, please call 01978 293466 or visit www.wrexhamsf.com.

Training Days

28th January 2012 - Marshals Rally Training – Stockport. (email training@brmc.org.uk)
March, June & September 2012. - CSMA(NW) runs MSA approved multi-discipline marshals training sessions in Accrington. They include practical sessions (eg fire training) and are open to anyone who marshals at Aintree. For more information about dates & sessions, contact Steve Johnson on 01254 392 663 (evenings) or by email: steve.johnson@csmaclub.org

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.

Top Tips on buying Petrol

With petrol expected to reach £2 per litre by end of 2012 these tips might come in handy.

I don't know what you are paying for petrol.... I am paying up to £1.35 to £1.50 per litre. My line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for each and every Litre:

Only buy or fill up your car or truck in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the petrol, when it gets warmer petrol expands, so buying in the afternoon or in the evening....your litre is not exactly a litre. In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products plays an important role.

A one degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three stages: low, middle, and high. You should be pumping on low mode, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your Petrol tank is down to HALF FULL. The reason for this is the more Petrol you have in your tank the less air occupying its empty space. Petrol evaporates faster than you can imagine. Petrol storage tanks have an internal floating roof. This roof serves as zero clearance between the Petrol and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every litre is actually the exact amount.

Another reminder, if there is a petrol truck pumping into the storage tanks when you stop to buy petrol, DO NOT fill up; most likely the petrol is being stirred up as the Petrol is being delivered, and you might pick up some of the dirt that normally settles on the bottom.

Denis Power
Piping Systems Engineer.



SPORTING BEARS DAY at AINTREE

Left: Merseyside Police BMW—the most popular ride of the day?
Above: rounding Bechers and the joy is unconfined!

RIGHT: the winning car in the Greenpower Formula 24 Four Hour Race was Starlight from Abbotsholme School seen exiting Club Corner.

BELOW: Anthony Taylor's wonderful M6 McLaren-Chevrolet rounding the tricky Country Corner during the October Track Day.



BO'NESS: Right Top is Simon Durling in the Brabham-Buick entering the Courtyard.

Right Bottom it is Simon Taylor in the Stovebolt Spl at the Hairpin.

BELOW: Jon Goodwin at Curborough in his Ferrari 458 Italia setting a new class record for the Ferraris.



News from Motor Sports House

Motor sport industry veteran **Christopher Tate** has been appointed Managing Director of Donington Park Racing and will join the company's Board of Directors.

Tate's career has included senior positions at Lola Cars International, Elan Panoz, Rockingham Motor Speedway and Masters Historic Racing. "I am truly delighted to have been entrusted with this challenging new task and wonderful heritage," said Tate. "Donington is about a driving passion, in every sense. I hope that every customer, from the top world professional series, to the club racer, the track day enthusiast, and every spectator will see and enjoy the steady programme of improvements we have planned."

Dan Wheldon will be honoured in a special memorial kart endurance event on Monday 5 December at Daytona Milton Keynes.

Jenson Button, Dario Franchitti and Anthony Davidson will be among drivers from the world of motor sport to remember their close friend and colleague. Event organiser Johnny Mowlem hopes that between 25 and 30 teams of four people, each including a professional driver and three members of the public, will take part in the two hour endurance race aboard DMAX 125cc two-stroke water-cooled karts.

Public places, costing £175, can be booked by calling 0845 644 5503 or e-mail dwmkr@daytona.co.uk. All funds raised will be given to the Wheldon family's nominated charity, the Alzheimer's Society.

MSA looking for Go Motorsport manager

The Motor Sports Association is now recruiting for an individual to manage the MSA's Go Motorsport programme to increase participation in motor sport across the country. Responsible for co-ordinating the network of Regional Development Officers and implementing the governing body's campaign to assist clubs with their development activity, the successful candidate will possess a strong understanding of the sport as well as the ability to deliver a nationwide marketing campaign. For more details and a full job specification, please visit www.msauk.org.

A Book Review of GHOST STORY by Graham Dukes & Elisabet Helsing available from The London Press £11.95 (ISBN-13978-1-905006-52-6)

This is a quirky little book about the history of a single Rolls Royce and its various bodies. It takes the reader on drive from June 1924 to the present day and sees the car bedecked as an Enclosed Drive Landalette, a shooting brake and finally an open topped four seater. During the process the car starts its hectic life in Swainswick, goes down to darkest Cornwall, becomes Scout transport in Worthing, gets stripped down in Somerset, travels to America and ends up in Denmark.

There are masses of footnotes in every chapter, something it took me a little while to get used to, which take you off into side roads but all the time you are driving towards the resurrection of a singular car.

This book is not just a motoring book, it is also a slice of social history and is the more fascinating for the insight it gives into just how the various generations looked upon the Rolls Royce in question. The fact this unique car survived is probably more down to good luck, however the end result looks stunning – long may she continue to glide over the roads of Europe.

People you should know!

Club Contacts

President & Publicity	Geoff Ashworth
Chairman	John Harden
Treasurer	Jim Bebbey
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 officers 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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