



Liverpool Motor Club The Bulletin

October 2010

Ed-lines

Well with the successful completion of the October Trackday all the Aintree events that Liverpool Motor Club organise are now behind us. It has been another great year with some great sprinting and some VERY interesting cars at the trackdays. At the recent trackday Anthony Taylor brought another wonderful piece of automotive history. The



Avalone Can-Am—I for one had never seen this car before! It is based on the Lola T222 but uses a spaceframe chassis that has ally sheets riveted to it making it a 'semi-monocoque'. It sports a nice Chevy V8 in the back coupled



to a massive Hewland 'box. These cars, there were approximately 5 built, raced in the South American equivalent of the Can-Am series and were the brain-child of Carlos Avalone, a F5000 driver from 1969/70. It certainly made an awesome sight as it rumbled round the club circuit on its first venture out under power for nearly 40 years.

On the speed event front the joint LMC/Cheshire Motor Car Club championship has concluded and it proved to be another huge success. I have been venturing to some cracking events recently—the Third Bo'ness Hill Climb Revival Meeting proved to be the best so far. It adopted a new format being a single event run over two days (previously it was two one-day events). Again there were some wonderful cars present with George Cooper's Cooper-MG being my personal favourite (see photo on the right). At the end of August I was at the last round of the British Sprint Championship at Colerne and with the final destination of the 2010 crown to be decided it should have been a tense battle. Unfortunately Stewart Robb, who was leading going into the final round, had an engine management problem and had to retire. This left the door open and Nick Algar powered through to take his second title in two years. I was particularly saddened to learn today that Peter Warr has passed away. The Team Lotus guru was in his 60s and suffered a heart-attack. He has left us with so much undone—that biography for one! With Winter approaching there are still a few events in the pipeline but my season is slowly coming to a halt. I have been planning to get another car for over 2 years now—I really should pull my finger out! The plan is to do some hillclimbs, sprints plus the odd trackday and hopefully during the off-season I will get something to have a play with! I have also been looking at my involvement with the sport and I am currently looking at a shift of emphasis. Nothing is decided as yet but it will mean a lot less travelling & also a bit more free time to play with the new toy! In the meantime keep it shiny side up!



Steve Wilkinson

Chairman's Chat

Firstly, an apology for the late arrival of this edition of the Bulletin. It's down to me I'm afraid; there just don't seem to be enough hours in the day at the moment and with all the events that I have been involved in over the last six weeks, something had to give. You see, it's not just the day of the event itself that takes up the time, every event that we attend requires hours of organising beforehand to ensure that everything is in place on the day. And don't mention the paperwork!

Chairman's Chat continued ...

First of all we took our Roadshow to the **Gold Cup** weekend at Oulton Park. Despite the somewhat challenging weather on Sunday morning, it was a fabulous event and our stand did us proud this year. We had plenty of people visiting our display and even signed up two or three new members. It looks as though our display is now becoming a regular meeting place for members and visitors alike, no doubt helped by being located in exactly the same spot for the last four years.

Our members provided a great selection of historic cars on both days, including Austin A90 rally car, Haggispeed and CTG Clubmans cars, Porsche 911 sprint car, Ariel Atom, Westfield, Morgan Plus 8, Mini Moke, Aston Martin Vantage, Lotus 61 FF1600, and two pristine Mk1 Ford Escorts. Something for nearly everyone I think you'll agree! Many thanks to all the owners for bring their pride & joy and particularly for all those who helped set up the shelter and its "indoor" display and then helped to pack it all away again afterwards. And there was some terrific action to watch on track too which rounded off a most enjoyable weekend for all.

Since we got back from Oulton a few members have complained that they were disappointed not to have been invited to put their car on display. Would you have liked to be there but weren't asked? Well, actually I did ask you - via the Bulletin. With nearly 200 members in our Club, I can't possibly phone each of you individually; the only way I can reasonably ask you is by putting an appeal in the Bulletin and waiting for you to respond. If you would like to bring a car to one of our Roadshows next year, please do let me know and I'll contact you again nearer the time to see if you are still interested. But most of all, please keep checking your Bulletin for details of events that we are attending.

Then 4th September, and it was back to **Aintree** for the **Autumn Sprint**. What a fabulous day! Entries were a little lower than we would have wished but with 110 drivers signed on it was still a pretty busy day. As an experiment, those who had competed in one of our Aintree Sprints in the last two years were not required to attend the drivers briefing, though several still decided to do so! I can't believe it's my magic personality, I can only think that they had nothing better to do! We ran two practice runs and two competitive runs before lunch, then two more runs in the afternoon, followed by a further run that didn't count towards the results. So that was a total of 7 runs per driver, and we still finished at 3.45pm – a most agreeable time to finish I'm sure you will agree. Well done once again our hard working start line crew who lines up cars 706 times in the day. Does any other Speed event in the country consistently despatch more cars off the line per event than we do? I doubt it.

Just three days later, the amazing three day **Tour Britannia** Race/Tour (which I erroneously referred to last month as ex-Tour of Britain) dropped into Aintree for its first stage on Tuesday 7th September. Though we didn't get off to a brilliant start initially, once everyone got into the swing of things cars were being released off the line every 30 seconds for a sprint around the course. Did the competitors enjoy their visit? Well, most did though several weren't too impressed by the long road sections from Chester to Aintree and Aintree to Oulton Park. Maybe next time, further venues can be found in-between to make the trip more worthwhile. Not knowing Aintree, several commented that they thought they were going for a drive around the perimeter roads of the

(above) Sean Lockyear Porsche racecourse itself. When they found it was a real race circuit – particularly one with history – they were most impressed.

And the cars? Well, I wouldn't like to be insuring them - add up the values of them all and the total for the 60 or so cars must have been several millions. The organisers were very pleased with the way things went at Aintree and have asked me to pass on their thanks to all of you who helped.

Jim Bebbly and I stayed with the event the next day and, under extremely tight security, helped set up a stage on the Duke of Westminster's estate at Eaton Hall, ready for the competitors to tackle early on Thursday morning. And I was back on Thursday to collect out equipment once the last car had passed through on its way to Mallory Park, via Cholmondeley Castle. Though this was a new event for us at LMC, I hope that we can help again in the future as both the organisers and the competitors are pleasant, appreciative people who were clearly out to have a really good time.

Then 9 days later, on September 16th it was the turn of the **Greenpower** Electric Car Races for Schools at Aintree. With 35 teams taking part, competition was very close this year particularly in the afternoon's 4 hour race. Everyone was sure who was going to win, but all were proved wrong when the leader (who was a full lap ahead at the time) suddenly ran out of juice at Bechers bend on the very last lap handing the win to the second placed car. Edge of the seat stuff! They are incredibly thankful for all the help given by LMC members and our friends and have already asked to come back again next year. Will you come along in 2011 to sample this amazing experience?



Chairman's Chat continued ...

By the time you receive this edition of the Bulletin, the October Track Day will have been & gone – I hope those of you who took part enjoyed yourselves. If so, why not send a few notes to the editor describing how the day went for you?

Well, that's it from me once again. Almost immediately after the track day, I'm off to the Isle of Mull for a well earned holiday, though I suspect that as usual I shall get roped in to helping with the Mull Rally – that incredible event that takes place on the island's closed single track public roads. The best rally in the world? Many think so!

Over the winter months, we shall be helping other clubs to run their events, starting with a stage at Clifton for the Rally of the Tests on 20th November. Why not come along and give us a hand? Previous experience of rally marshalling not essential. For further information about ROT, and hopefully to volunteer to help, please contact Geoff Maine on 0151 521 5060.

Stay safe, have fun & I hope to see you at one of our events in the coming months.

John Harden

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 I'd like to see our club a little higher up the charts this year.

10th Rally of the Tests – help needed

Saturday 20th November 20140

According to the Classic Rally Association's own publicity material, the Rally of the Tests is **"Reviving the Sprit and Style of the RAC Rally of the 1950's"**.

Well, from our past experience of the event, I can't disagree with that! For 2010, we are running the Clifton stage (just west of Preston) of the [Rally of the Tests](#) as it approaches its finish in Blackpool on 20th November. We need around 20 members to help keep an eye on things, so why not volunteer your services and come and join the LMC crew? It's a non-spectator stage, so the only way you'll get to see the rally at this venue is by signing on to marshal. And unless you volunteer in advance, you won't get into the site either.

Interested? Please contact Geoff Maine on 0151 521 5060 or [email](#) him to register your interest.

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. The social meeting dates for 2010 are:- 8th November & 13th December.

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 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.

Historical News

John Wade and the early days of Motorcycling by Geoff Ashworth

Many of you will be aware that our origins involved the early days of Motor Cycles and racing. Following the amalgamation of three Liverpool based Motor Cycle Clubs in 1915 meant that the Liverpool Motor Club soon started to dominate the Motor Cycle scene.

A notable competitor that emerged years was John Wade, the son of a Liverpool motor cycle shop proprietor. Whilst motor cycles were his prime interest he obviously had motorsport in his blood as he went on to compete in a wide range of events and vehicles in both International Rallies and even the London to Brighton Veteran Car Run in his later years.

Motor Bikes/Cycles dominated Liverpool Motor Club events with many famous Trials taking place during this period. Ossie Wade, John's father ran a motorbike shop in Renshaw Street in Liverpool City Centre - the buildings are no longer there as they were demolished many years ago. Ossie was very well known as he competed extensively both locally and in the Isle of Man TT Races.

His son John followed in his footsteps and worked with his father for a time until he left to work in the famous A.J.S. Racing Department in Wolverhampton in the early 1920's. John had up to that point competed in a variety of Sand Races at Wallasey, Formby (when he rode his father's TT Edmund) and on Ainsdale Beach at Southport. He described Southport Beach as being like a Speedway where the mechanical failures were very high. They had no air filters on their carbs so a mixture of sand, water and oil was heavy on pistons and barrels serving to act as grinding-in paste!

John recalled his first race, describing it as a frightening experience as your back wheel slid about 3 inches each side, which once you had got used to it, rarely varied unless you got it wrong! The faster you went the less the slide, needless to say some riders never got used to it. One of those was riders turned out to be, rather surprisingly, the famous Victor Horsman of Liverpool who disappeared early from the 1927 meeting on Wallasey Beach. It was a few years later when John had become Manager of Victor Horsman's motor business that Victor grinned at him and said 'John, I was terrified, I expected to see my rear wheel appear alongside my front wheel at any moment, I decided that Sand Racing wasn't for me'. He wasn't the only one, despite all his many years of biking experience, as many other riders went the same route.

The King of the one mile Sprints was Harry F. Brocklebank who used to ride a Cotton bike. He was a Southport motorcycle dealer and like other serious competitors his machine was lightened and streamlined. He raised the compression ratio to the limit using what in those days was called 'dope' (not the stuff you know nowadays) as a fuel, or PMS 2 or RD1 alcohol based fuel. Those were the days of fuel shortages and there was even talk of making fuel from coal. Riders and Competitors could only obtain straight No. 1 petrol in 2 gallon cans, so for long distance racing they raised the compression ratios to about 8 to 1 and used a 50/50 mixture of petrol and Benzol. So where did the Benzol come from? No less than the Gas works in Garston, Liverpool. It was a by-product of turning coal into gas and they were very pleased to get rid of it at one shilling a gallon (that's 5p in new money!)

Some of the long distance races were of 25/30 miles in length which meant that cornering in the earlier parts of the races was similar to the Speedway styles. After a while the tracks cut up and became very rutted which left the riders with a choice of approach, the first being a wide sweep corner which most of the experienced riders adopted. John took a different approach by getting as close to the corner marker as possible, coming almost to a standstill and pivoting the machine by placing his left leg down and by opening the throttle bringing the back wheel round until you were facing the corner again. This method looked slow, but was actually the quicker way.

In his younger days he thought falling off his motorcycle onto the sand would not be too bad, until it happened to him. He seemed fine and not hurt so he picked his bike up, restarted and completed the race. Later that night before going to bed he began to ache and to cut short a long story he didn't leave his bed for three days and only then in considerable pain. Hitting the sand is not dissimilar to hitting a wall. It hurts!

In later years John went onto to compete in cars (driving and navigating) on Road Rallies including the famous RAC Rally of Great Britain and legendary Monte Carlo Rally amongst others. His enthusiasm for motoring of any kind was legendary. He retired with his wife to Abersoch in North Wales where he spent many happy years before returning to his native Liverpool. He died in 1988.

Late last year his nephew and his wife decided to donate a selection of his trophies and a fascinating collection of photographs of his motoring life to the Club and we decided that it would be fitting tribute to display them for all to see. They were unveiled at the Cholmondeley Pageant of Power Roadshow in late July and will also be on display at our Oulton Park Gold Cup Roadshow over the August Bank Holiday weekend.

MSA Group to hold women's training seminar

The MSA Women in Motorsport Group is organising a training seminar for female competitors, to be held on 12 December.

The seminar will provide training and information on a range of topics, such as media skills, goal setting and handling conflict. Guest speakers include Group Chairman Sue Sanders, 1982 Vice World Rally Champion Michelle Mouton, television presenter Louise Goodman, and renowned motor sport veteran Stuart Turner.

"This event will be the first of its kind and I'm delighted that we have already received strong support from such esteemed figures as Michelle, Louise and Stuart," said Sanders. "The day won't be open exclusively to women, though they will of course be given the first chance to obtain tickets. We hope to reveal full details in due course."

2011 DOGHOUSE CLUB RACING DRIVER CALENDAR

The ladies of the Doghouse Club (Women's Motor Racing Associates Club) are producing a 2011 Calendar of Racing Drivers, as a fund-raising venture to provide all-weather shelters for the marshals at Silverstone. They will be going on sale in mid-October and will be £10 each. We have an illustrious array of drivers, including Sir Stirling Moss, Mark Webber, Reubens Barrichello and Michael Schumacher, to name just a few.

For further information, please contact:

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People you should know!

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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.

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