



The Liverpool Motor Club

Successor to the Liverpool Self-Propelled Traffic Association of 1896

2003 Winners of the WAMC's Tyrrell Motorsport Trophy
1999 & 2004 Winners of the HSA's Trophy for the Best British Championship Sprint

The Bulletin

April 2008

Ed-lines

First off I have to start with an apology. This issue of The Bulletin is somewhat late due to a problem we encountered earlier this month. Suddenly the email service started playing up and for about two weeks I was unable to send emails to my fellow committee members. That has thankfully been resolved and it should continue to be business as usual.

On the motor sport front I am well into my season. I made the decision over the Winter to sell the Elan and I am having a year off from competing. In the meantime I am very busy with the British Sprint Championship which has already seen three rounds completed and given us three different winners! The British Hillclimb championship gets underway this week-end (27th April) at Prescott, home of the Bugatti Owners Club. Yesterday saw the first of the Aintree sprints and despite the cool temperatures and occasional spits & spots of rain the event was hotly contested. I am currently looking forward to my first visit to East Fortune in Scotland and will also be travelling North in August for the Bo'ness Revival meeting.

That's all from a rather wet Southport; hope to see you all at one of our Aintree or Loton meetings this year, in the meantime enjoy your motor sport and keep it on the island!

Steve Wilkinson

Bulletin Submission Deadlines 2008:

Submission date	Publication date
19th May	6th June
21st July	8th August
22nd September	10th October
21st November	12th December

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### Chairman's Chat :

#### Aintree, after the Grand National

As I write these notes, it is just 2 weeks to go to our first event of 2008, the Aintree Spring Sprint. It's always a slightly worrying time for us as we don't know what state the circuit will be in after the Grand National. It's not that we are concerned about horsepower of the four-legged variety, apart from a few hoof scuffs to the Tarmac from loose horses, they do not bother us at all. The main problem is the contractors who erect temporary stands, TV camera towers, advertising hoardings and all the paraphernalia that goes with an event that commands the biggest TV audience in the world. Will it all be dismantled in time? Will the running rails have gone? Will there still be a portakabin village in our paddock? Then there's the machinery used by the Racecourse Co to build & then dismantle the Grand National jumps. We think that we have got the message across these days but, until recently, Aintree's own staff cared little when using tractors to scoop the spruce dressing off the Tarmac. Grooves in the surface are not conducive to the longevity of the track!

What we do know is that in an attempt to reduce the risk of flooding that occurred last year at Village Corner, ARCo sensibly decided to re-route the blocked culvert that runs under the track at that point. Needless to say, despite the best laid plans of our Aintree masters, the contractor merely dug a trench straight across the track right in the middle of the corner. So now we have to inspect & if necessary get some resurfacing done PDQ!

Each year, like millions of others, I watch the National on TV, not to see which horse wins (honest) but by recording the race I am able to play back an aerial view of the circuit to see where equipment has been erected and coaches have been parked. This year, the whole of the track from Startline to Village corner was a linear coach park, so one of the things I will be looking for on my first inspection will be signs of oil & diesel on the track. All in a volunteer's days work! A quick inspection by our Comp Sec revealed a nice hole in the Tarmac half way round Bechers Bend, apparently courtesy of one of the BBC's camera platforms. More urgent resurfacing needed!

Many thanks to new member Phil Blanchard for his efforts to find us a supplier of straw bales after our previous farmer pulled out rather closer to our first event than was comfortable. That's one thing ticked off the "to do" list!

## **Marshals, an appreciation**

Now drivers, please don't switch off at this point! It always amazes me that some competitors are surprised when they learn that none of us are paid to put on events for them and in fact we are all volunteers. Not only do we have to take time off work to set up the circuit the day before an event, erecting spectator fences, corner boards, statutory notices, paddock signs etc, but on the Saturday morning of each event we have to manhandle up to 200 straw bales into place, position over 50 cones, 30 fire extinguishers, equip marshals posts..... there's a great deal to do and it's all done by a small but thankfully enthusiastic group of LMC volunteers.

Those same volunteers then change roles and become the circuit marshals for the day, before reversing the entire process to pack everything away before they go home. Even without taking travelling into account, it's a 12 hour day at Aintree for many, just to ensure that our competitors can have a safe & enjoyable day's motorsport.

So, competitors please don't forget our marshals when you are having fun! We run a marshal's draw at each event as an additional thank-you to the marshals, so if you have anything that you could bring along to donate to the draw we would be most grateful. We're not fussy, anything 'motorsport' will do, from motoring memorabilia, books, videos, clothing, bottles of wine, even money! Without the volunteers, there'd be no motorsport at Aintree – or elsewhere for that matter. And don't forget, if a marshal waves a flag at you, he or she is doing it for a reason - to help you. Please give them a wave to acknowledge that you have seen them. It really does make their lives so much easier and makes them feel appreciated too.

## **Do we have we your e-mail address?**

Over 80% of our members have elected to read the Bulletin via our website, rather than having it sent in the post. We email members to let them know when the latest edition is available, so please don't forget to let us know if you change your email address. Equally, if you are one of the 20% who still receive the Bulletin in the post and would like to help us save money by reading it on line, please let us have your email address. Contact Ron Hunt our membership secretary & he'll do the rest.

Same goes for event Finals & Results. We can email these to you and not only will we save postage, you will be able to save the details on your PC for posterity!

**John Harden**

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People you should know!

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## **Disabled marshals**

Many people with disabilities compete in motor sport while others are marshals, timekeepers and officials. The Motorsport Endeavour Club involves people with a wide range of disabilities in a programme of motor sport events and experiences. There is more information at ...[www.motorsportendeavour.com](http://www.motorsportendeavour.com)

## **LMC Internet Forum**

Don't forget the [LMC Forum](#). It's a great source of up to the minute information and news. Have you contributed yet? More & more people, not just LMC members, are joining in and there are several lively threads running at the present time.

## **Legend Fires North West Stages;**

### **Knutsford Motor Club, Tour of Cheshire**

### **Stockport 061 Motor Club, Weeton Stages**

Many thanks to all of you who turned out to represent LMC by marshalling on the above rallies. In each case, the organising clubs have asked me to pass on their thanks for a job well done. The reputation of LMC as a supplier of expertise to other clubs has been recognised yet again. Well done everyone.

## Presidential Matters

### Marshals' Co-ordinator—New Role

For some time we have been aware of the need for someone to take on an important liaison role with our hard working Marshals. Colin Briody-Skinner has kindly volunteered to take on the role and assist Bill Gray, our Chief Marshal. Bill has had a very demanding year in his work environment and will no doubt welcome some assistance. Can you help?

The idea is for Colin to contact potential, existing or past marshals to see when they are interested in marshalling on Club and other invited events. He will also keep you advised about the event marshalling arrangements, and will keep the marshals section of the website up to date together with acting as the co-ordinator of the new Marshal's Championship.

Colin is now your 'day to day' Marshalling contact so for more details e-mail him at colbridskin@aol.com

### New Marshal's Championship

Following approval by the Committee of the finer details, we have a **New Marshals Championship**. Full details are available on the Marshal's Section of the LMC Website. If you do not have e-mail, then please contact either the Chief Marshal - Bill Gray or Marshal's Co-ordinator -Colin Briody Skinner for the details.

We are hoping that the Championship will provide tangible prizes not only for the winner but also for the runners up together with a number of other benefits. Above all we want it to be an interesting Championship for all involved. Register now if you haven't already.

One particular feature of the Championship is that it is likely that certain events will attract **bonus points** so if for some reason you have not been able to gather enough points early in the season you should still be able to build some more up later on. Additional points will be allocated for those who spend time helping to set up and dismantling our Aintree events, and also our non-Aintree events like our Roadshows at the North West Motor Show and Oulton Park Gold Cup, together with

We expect the ranking will be kept up to date in the Marshals Section of the website so that you can easily check to see how you are doing. Announcements about which events will attract bonus points will appear at different times on the web site—so keep watching!

The Championship Co-ordinator will be Colin Briody-Skinner who will also be your day-to-day contact.

### The Summer Roadshows Return

Once again we will be at both the North West Motor Show at Southport on the 21st & 22nd June 2008 and the Oulton Park Gold Cup on the August Bank Holiday weekend. LMC President Geoff Ashworth (tel. 07950 085578) and our Chairman John Harden (tel. 0161 969 7137) are the respective organisers. Please contact them if you are either interested in assisting with the organisation/marshalling or showing your vehicle.

### North West Motor Show – 21st & 22nd June

We are again taking our Summer Roadshow to the North West Motor Show at Southport on the weekend on the 24/25<sup>th</sup> June. Last year we had an excellent site in the midst of the 'Live Action' Arena, which gave us plenty of space to exhibit numerous interesting vehicles and accommodate our large marquee with our historic and up to date display material. We even won 'Stand of the Show' and met a few old friends again.

For 2008, the organisers have asked us to run the 'Live Action' Arena again. We have some ideas on how to improve this and make the running rather slicker for both the cars and motorbikes.. Our displays are also in the process of being revised and updated to make them more interesting. All this means that there are:-

**Marshalling Opportunities** – We need a minimum of 12 committed Marshals each day to Marshal the 'Live Action' Arena for which they will receive Free Entrance to the Show and a Free Programme with time to wander around, together with a generous contribution to their expenses. They will need to attend for the full day to assist with setting up and dismantling the stand, etc., and Marshalling the 'Live Action' Arena display which will be approx 2 hours in the afternoon. President Geoff Ashworth is your contact on president@liverpoolmotorclub.com or 07950 085578

**Card Wanted for Display** - We will welcome a wide variety of cars ranging from Single Seaters (which are always popular with the public), Road and Rally cars and other competitive vehicles, Classics most welcome to even the mundane. Did you see Howard Huskisson's superb Ferrari 250 GTO. Replica last year. I defy you to tell the difference between it and the real thing. Go on come and join us for a fun day. President Geoff Ashworth is your contact on president@liverpoolmotorclub.com or 07950 085578

**Geoff Ashworth**

## FINAL RESULTS for the 2007 ANWCC Marshals Championship

|       |                                                             |       |
|-------|-------------------------------------------------------------|-------|
| 1st.  | Cath Simpson (Morecambe)                                    | 84pts |
| 2nd.  | Alan Evans                                                  | 79pts |
| 3rd.  | <b>Tony Murphy (LMC)</b>                                    | 74pts |
| 4th.  | Paul Cross (C&A)                                            | 55pts |
| 5th=  | <b>Ian Mather (LMC) &amp;</b><br>Jade Wells                 | 48pts |
| 7th=  | Ifor Davies & Peredur Davies<br>Both of Harlech             | 46pts |
| 9th=  | David Barratt (CSMA/Accrington) &<br>Steven Jones (Harlech) | 45pts |
| 11th. | Dave Thomas (NWCC)                                          | 44pts |
| 12th. | <b>Colin Briody-Skinner (LMC)</b>                           | 32pts |

Congratulations to the three LMC members who featured in the Top Twelve.

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On Line Options

If you've nothing better to do than spend all your time on the internet, you may already know about the BBC's open forum called Page 606. For the rest of us, to see what's available for non-rally Motorsport fans, go to ...

<http://www.bbc.co.uk/dna/606/ArticleSearchPhrase?phrase=Motorsport&contenttype=-1&articlesortby=DateUploaded&show=20>

And for rally fans, go to <http://www.bbc.co.uk/dna/606/ArticleSearchPhrase?phrase=rallying&contenttype=-1&articlesortby=Rating&show=20>

Or how about motorsport reports that put the Nationals to shame? <http://www.lancashiretelegraph.co.uk/sport/motorsport/>

LMC Calendar 2008:

31 st May	Aintree Track Day 1
28 th June	Aintree Summer Sprint
21 st /22 nd June	LMC live action and static displays, North West Motor Show, Southport
26 th /27 th July	Loton Park Hillclimb Weekend (2 separate events)
24 th /25 th August	LMC static display at Gold Cup meeting, Oulton Park
6 th September	Aintree Autumn Sprint
10 th September	Aintree – <i>Greenpower</i> Electric Car Races for Schools (see the previous edition of Bulletin)
4 th October	Aintree Track Day 2

For details of all our events, see the website: www.liverpoolmotorclub.com

Interested in helping at one of the above? Please contact our Chief Marshal for the Aintree events, or our President, Geoff Ashworth for the display events – see the LMC contacts page for details.

AINTREE Sprint 26th April 2008

The 129 competitors who made it to the startline at Aintree yesterday had a superb day of sprinting. There were two practice runs & one timed run prior to a short lunch break before a further two timed runs plus a "fun run" completed the day's sport. There were many close class battles but only one new class record set in the Over 2000cc Roadgoing Production Car class when Rob Wakelin took his Subaru round in 48.49 to reset Fred Currell's 2003 record in the Audi Quattro.

Mark Wallwork was just 0.52secs off Ash Mason's Over 1700 Road Going Kit Car class record in his first event at Aintree with his brutish Dax Rush Quadra. The battle for Formula Ford honours was resolved in favour of former class record holder Graham Curwen who was a tenth ahead of fellow Van Diemen driver Derek Martlew in the closest contested class.

The 50 Caterham Academy drivers made their 2008 competition debuts and were as ever highly competitive if not a little over-ambitious at times although there were no damaged cars just bruised egos.

Entries have already been received for the next two Aintree sprints so if you want a non-stop day of sprinting enter now to avoid disappointment!

A [full report](#) of the event is now available on the Club's website.

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!

Calling all ANWCC Championship Contenders.

If you register as a contender in one of the ANWCC championships in 2008, Speed, Rally or whatever, PLEASE don't forget to say that you are an LMC member in addition to any other club that you represent. By registering your membership of LMC, your results will count towards LMC's position in the ANWCC Club's Championship.

Chester & Liverpool Motor Club's Speed Championship

If you are not aware of our Championship, then you need to be. We are currently running the most successful Sprint & Hillclimb Championship in the North of England. If you take part in just a few more qualifying events in addition to our Aintree & Lorton Park meetings, you could be in line for a Championship award. For more information, see our [website](#), the championship website www.speedchampionship.com or contact Ron Hunt for more details.

Just lie back & think of Aintree!

You get talking to some of the 'old-timers' in the paddock and you know what they say: 'I can remember those great battles between Kim Mather, Jim Charnock and Ian Stronach in the 70s', 'John "Plastic" Pearson and Brian Hough', 'seeing Moss win in the Vanwall in '57 and the noise of the Maseratti's being tested down the Ormskirk Road', 'My parents took me to Aintree in 1955 for the British Grand Prix'. 'I can remember being here in 1839 for the very first Grand National', etc., etc., blah, blah, blah... and on and on...

Well, not me. I'm pretty much the baby of the bunch, for I have only been coming to Aintree (as a spectator) since 1991. I'd first heard of motorsport at Aintree in the early 1980s, when Classic Saloons took part in a few of the very last race meetings but it took me the next ten years or so to find out some dates for whatever was still going on there. Where was the Internet when I needed it? To digress, I recently got talking to a chap who's just started attending our Sprints and Track Days, and also the motorcycle race meetings, and he said exactly the same thing - that he'd tried for ages to find out the dates of forthcoming Meetings.

In the early 1990s I was looking for somewhere to go for days out in the summer which would be fairly local and easy to get to on public transport. It also had to be fairly inexpensive to attend, and hopefully something with a future that I could immerse myself in over the years. Now, for a time during the mid-'90s, the occurrence and organisation of Sprint Meetings at Aintree was, shall we say (to be kind) 'unpredictable', and coincidentally Merseyrail Northern Line staff (if there were any about) seemed not to give a damn. Consequently, I found that I could often travel to and from Aintree and watch the motorsport incurring no financial outlay whatever during the day - an era not to be repeated or improved upon, I fear, until I become a 'concession'.

Since my very first Aintree meeting (18th May 1991) the place has insinuated itself into my very pores like no other before it - to such an extent that I regularly dream of the place (in the modern vernacular, 'sad!'). These recurring (but usually deeply relaxing) dreams always (for some reason) centre around the motorcycle race meetings (sorry L.M.C.!); but they're nothing like the real Aintree. Invariably the full 3-mile circuit (that is to say, the area west of the Melling Road) is still being used; not only that, but I get to see many variations and additions which never saw the light of day and which would be totally impractical on Health & Safety grounds anyway. The grandstands figure quite often, and sometimes 'anti-clockwise' racing (and sometimes one class of vehicle mixing it 'head-on' with the 'bikes!) At the other far extremity of the Aintree 'estate', the countryside up and around Becher's, I have enjoyed many satisfying walks, both in reality and during the dream-state! (But I've only ever been drenched to the skin in *this* universe!)


Some years ago I needed to have a minor operation, my first. 'Well, we all have to start somewhere' said a good friend, a veteran of more by-pass operations than the M6. Thanks, Graham. Well, I did manage to survive what people keeping telling me was 'nothing', and what got me through was looking forward to going back to that place I have come to love so much, the Aintree circuit and its environs. As they put me out, I really did quite literally lie back and think of Aintree. And probably as a consequence, as the anaesthetic wore off, I seemed to have woken up in some kind of garage - until the nice ladies in white coats retrieved my spectacles.

So, Aintree has proven ideal over the years. Brooklands had a saying, 'the right crowd and no crowding'?. Of course, I recognise the need to constantly attract more spectators etc. and 'grow the brand' (yuk!). Onwards and upwards. But may I make this plea? Try not to lose the special atmosphere and essence of the motorsport currently taking place at Aintree (that it is our 'best kept secret'). We risk attracting the '*wrong* crowd' as word gets around about what's going on. This does sound awfully snobbish and exclusive, I know, but if we manage to attract the '*wrong* crowd' to our Track Days and something serious goes wrong, then you can be sure that various '*Authorities*' won't be long in regulating us out of existence.

John Lawson


Trailer Wanted!

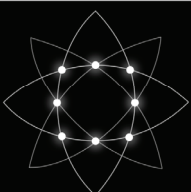
The Club requires a trailer for permanent use setting up our events at Aintree. Ideally it needs to have an open box 6ft x 4ft (or 5ft x 3ft) with min 20" deep sides, preferably galvanised steel construction with a strong floor. Capacity 500kg or thereabouts, brakes not essential. As it will be used for setting up sprints & track days at Aintree, it needs to be reasonably robust. New or good second hand considered. Anyone know of anything that's available within Liverpool/Manchester area? Please let your Chairman know – see LMC contacts page.



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"A Record of Motor Racing at Aintree"

Compiled by Graham Heath & John Lawson. Tabulated data for every single one of the 771 races that were run at Aintree, from the very first event on 29th May 1954 to the last on 17th July 1982, showing all starters, finishers, times, cars; truly a wealth of information!

Available in six separate parts as A4-sized comb-bound books.

For further details, write to: **J. G. Lawson, 12 Nithsdale Road, Liverpool, L15.5AX.**

The Bulletin is the official journal 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. Material for publication should be sent to the Editor, Steve Wilkinson, 47 Marshside Road, Southport, PR9 9TD
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