



The Liverpool Motor Club

Successor to the Liverpool Self-Propelled Traffic Association of 1896

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1999 & 2004 Winners of the HSA's Trophy for the Best British Championship Sprint

The Bulletin

November 2008

Ed-lines

Firstly I must start this issue of the Bulletin with an apology for the delays that have affected its production. Due to severe problems with my PC I have been unable to access all the Liverpool Motor Club data. Now I am glad to say that the recovered contents of the hard drive are again available I am back in business. This issue catches up on all our events and I am planning to get a final Bulletin issued prior to Christmas to keep everyone up to date. So what has been happening?

Liverpool Motor Club has completed its 2008 programme of sprints and track days at Aintree and had a great week-end at Loton Park—sadly our last for some time. On a personal front I have witnessed a superb season-long performance by 23 year old Stewart Robb Junior who in his first full season in the British Sprint Championship has emerged as our champion. I have also made my Shelsley Walsh debut as a commentator and spent a day as a marshal at a Scammonden Hillclimb meeting.—I can certainly recommend the latter to everyone.

With a full blown recession hitting the country, many people are wondering what will happen to grass roots motor sport. From what people are telling me there may be a small amount of budgeting cuts but most are still planning to be competing but maybe not on such a far reaching basis. Within the British Sprint Championship the organisers are putting on more double-header week-ends (i.e. where there are rounds on the Saturday and Sunday at the same venue) this will hopefully keep the travelling costs to a reasonable amount.

On a more personal note, I have sold the Lotus Elan and am currently trying to convince myself that I really do need another competition car! I hope to bump into more LMC members on my travels but, for the time being, that is all from a not so sunny Southport, enjoy your motor sport and keep it on the island!

Steve Wilkinson

Have we got your Email address?

Please help the Club save money & the environment!

Let us have your email address so we can communicate with you electronically.

See page 6 for all the contact details.

Chairman's Chat by *John Harden*

In the last edition of the Bulletin, I failed to mention the **May Track Day**. (*My fault – Sorry - JH!*)

It was so popular that we were swamped with early bookings and the event was full weeks before the closing date. There must be a significant number of people out there sitting on the edge of their seats just waiting for Ron's email advising that bookings have opened, as we had received our first bookings less than 24 hours after the forms first appeared on the internet. Once again we had to turn away quite a number of applications because the event had filled up so quickly. Do please remember to get those bookings in by return as any delay seems to mean that disappointment is inevitable!

As for the event itself, a great day was had by all – well, all except those whose cars decided that 10 minute sessions really are more than sufficient at Aintree. We can't emphasise enough the need to properly prepare cars for use on the circuit, any circuit. The prolonged g-forces encountered on track are way beyond anything normally experienced on the public highway, so oil surge becomes a real problem unless everything is working as it should.

It never fails to amaze me how often cars return to the paddock with a significant engine knock indicating a serious malady, only to see them going out again a few sessions later "cos it doesn't seem too bad". Inevitably, they don't get far & an early end to the day and a hole in the pocket (or worse) is the result. Quite simply, if it doesn't sound right, then it's not right! Look after your motor & it'll look after you and we won't then need to clear up an oil slick either— ok, sorry, rant over!

John Garnett's BMW DTM M3 didn't put in its intended appearance as he was having fuelling troubles so rather than risk damage, the car stayed at home. Sensible eh? Star of the day was undoubtedly Kelvin Jones' immaculate 'continuation' Chevron B8 being run for the first time. Kelvin was over the moon at being able to test the brand new car at the venue that the original car was tested by Derek Bennett's Bolton based Chevron works in the 60's. Jeff Hodson was seen to wipe a wistful tear from his eye as he sat in his FF1600 waiting to go out right opposite the bright red B8. Some of you will remember that Jeff raced a B8 rather successfully at Oulton & Aintree in the 1960's and admitted that whilst he was very tempted to put down a deposit straight away, he was rather relieved to find that he hadn't brought his cheque book with him! The weather? – Superb of course!

What can I say about the **Aintree Summer Sprint** in June that's not been said about our Sprints before? Not a lot really, as it was another excellent event with plenty of close competition and (thank goodness) was dry throughout. Steve Wilkinson's report fills in the details about the event itself, so it really just leaves me an opportunity to thank all the marshals who provided their services during the day. Particular mention should be made of our startline crew who once again did us proud with well over 600 starts in the day (not counting the driver who gave start marshal Geoff Peters a fright by setting off in reverse, thankfully inflicting only minor bruising and receiving some colourful language in return!). Bookings were significantly down for this Sprint, so extra runs were the order of the day. We went home pleased with the way the day went but concerned that the much talked about recession may just be starting to bite. Time would tell. Certainly the Jaguar Charity Drive (planned for Aintree a week before the sprint) was cancelled due to "budgetary cuts" at Jaguar, coupled with the sign up of fewer participants than expected.

Many of you will know or have had your car examined by our long time MSA Scrutineer, Jack Neal, at Aintree or at any number of events in the North West. Sadly, Jack died in June after a long battle against Cancer. Jack had been an integral part of the scrutineering team at Aintree since the 1980's and had officiated at most of LMC's Sprints from 1997 to 2007.

He was well known by a whole generation of competitors in the North West, undertaking his duties at a wide variety of motorsport disciplines including Rallying, Sprinting, & Off Road events. His affable manner and timely, friendly advice to competitors will be remembered for a long time. It is with pleasure therefore that I can announce that we have decided that in future the Aintree Summer Sprint will be named "The Jack Neal Memorial Sprint" to commemorate our friend and colleague. We know that all of you who knew him will most certainly approve.

The **Loton Park Hillclimb Weekend** in late July was another extremely well received event, co-promoted with Hagley & DLCC, once again running as 2 separate one day events. Virtually a sell out, with near perfect weather, the events ran superbly with much welcome comment being received from our competitors. Unfortunately, the week after the event, Hagley informed us that they had decided that they will not co-promote any further events for the foreseeable future, so sadly LMC will not be at Loton again for at least a couple of years. Hagley have promised to invite our championship to one of their events in 2009, but they need to retain all the income that they can get toward their own club funds. Whilst it is certainly disappointing that LMC has lost its events at Loton, your organising team is just a little relieved that we now have a gap in our calendar as, to be honest, organising 7 events each year is proving to be quite hard work for our small team of volunteer officials and the extra month rest will be most welcome.

2008's weird weather played its part at the **Oulton Park Gold Cup** meeting in August. The poor conditions in the weeks leading up to the Bank Holiday didn't help the public attendance, with Oulton Park disappointed by a significant drop in ticket sales this year. We certainly noticed considerably fewer visitors to our display, and the majority of those that we did see were enthusiasts rather than general public. Thanks to all those who turned up to help erect our display and who brought along their cars, I reckon ours was the best Club stand there; it was just a shame that we were preaching to the already converted rather than entertaining potential new members. Oh, the racing was entertaining too!

Our final competitive event of 2008, the **Aintree Autumn Sprint** in September nearly didn't take place. The most diabolically wet weather preceded the event, culminating in the worst conditions I have ever known at Aintree whilst setting up on the Friday afternoon. Thank goodness that Peter Lawton appeared a day early, all the way from Inverness, to help. Peter's self taught irrigation skills were put to excellent use as he, Michael "Vanny" Van Gordon and I battled the deluge to dig drainage channels, dams and soak-aways at various points around the Circuit as we tried to clear the large areas of flood water that were threatening to make the track unusable. We won, thankfully, but only because the rain abated overnight, though a brief but heavy shower during Saturday's drivers' briefing almost put paid to our efforts. The Sprint itself was a text book example of how to run an event, albeit with strategically placed cones out on the circuit to draw drivers' attention to the large puddles that remained. Fortunately, the rain soon abated and by the end of the first of the timed runs a dry line was evident all the way round the track. We decided on an early lunch, just in case the wet conditions returned but our fears were unfounded as by mid-afternoon, the sun put in an appearance too. OK, so we "only" ran 2 practice plus 3 timed runs for the 138 cars taking part (that's still well over 675 starts) but I hope everyone had a great day. To be honest, after clearing so much water from the track in the morning we thought that, in view of the approaching storm clouds, 4pm finish was sensible, especially when you consider that it still takes up to 2 hours to pack away all the equipment after an event at Aintree. We just got everything away in time too, so it was a good call. Those of you who travelled home along the M62, would have seen only too readily just how lucky we were with the weather. Acres of flooded fields either side of the motorway around Warrington - floods in Shropshire, more in Yorkshire and in the North East, I'll never again complain about a brief shower at Aintree! Cont>>>>

Thanks drivers for staying on the black stuff (no I don't mean Guinness!). A truly great event in the finest LMC traditions!

Particular thanks must go to the marshals who turned out despite a forecast of weather that would make most sane people stay at home for the day. Having suffered a deluge whilst attending their briefing, they continued to stand out on track all day "drip drying" whilst the event continued. Thanks guys & gals. You are a great bunch and we truly value your help!

Just 4 days after the sprint, a hardy bunch of members and friends of the Club were back at Aintree to host the first car races at Aintree since 1982. On Wednesday 10th September, we hosted the North West heats of the **IMechE Greenpower Electric Car Races**, one of a series of events for students at schools & colleges to design, build & then race lightweight electric cars. What a fantastic experience! Ok, away from the pits area, the on track activity was somewhat subdued with only the occasional swish of (very narrow) tyres to herald the passing of each vehicle, so the patience of our marshals was severely tried that day. Against that, the pits (our normal assembly area) was an absolute hive of activity, with driver changes, battery changes & running repairs. What amazed those of us who saw them do it, were the incredibly well orchestrated pit stops by the Sandbach girls. They'd make an excellent F1 pit crew!

Whilst most teams were taking up to 5 mins to effect a driver plus battery change, the "Gulf" Sandbach car was doing the same in around 2 mins. Each member of the pit crew knew exactly where to stand, & what their duties were. The car would stop & the new driver helped the retiring driver out of the car, carefully arranging the full harness belts to be in the right place for quick fastening as she then got in. The retiring driver then helped secure the new driver's belts before moving on to help with the battery change. Meanwhile, the pit crew (a max of 4) had undone the quick release nose, removed the purpose made over-centre clamps securing the batteries, undone the quick release battery connectors, removed the 2 car batteries, replaced them with the 2 spares, clamped them in place, reconnected the terminal connectors, slid the nose back on & secured the catches before sending the car on its way. Fantastic - it took me longer to type this than it took them to perform the pit stop! See the club website for photos (courtesy of Steve Wilkinson who had popped down for the morning and was so hooked that he stayed all day) and more comments too.

I must really thank all those who came along to marshal, particularly those who took a day off work to do so. As I mentioned above, it wasn't terribly interesting away from the pits but our volunteers were vital to the safe running of the event, for which we have been highly commended by Greenpower themselves. Several participants said that it was the best venue that they've run at in the last 10 years because they can safely get so close to the circuit and everyone really feels part of the action. In fact, Greenpower have already asked to come back next year. Thanks everyone.

Our last event of the season, our **Autumn Track Day** took place at the beginning of October and was, for most, a great success. Just as happened in May, bookings flooded in as soon as they opened, with the first arriving just 10 hours after the forms appearing on the Club website. 3 of the 4 sessions for the October event were full within 11 days and we have had to return record numbers of bookings that were unsuccessful. I'm sorry if your application was one of those that was returned, but it looks as though our reputation for organising an excellent value, friendly event is spreading apace. I just wish that we had some more days available for motorsport at Aintree so that we could put on another track day or two.

A diabolical weather forecast caused quite some concern amongst the organising team but, amazingly, LMC luck struck again with a virtually dry day when, apart from the last few sessions after 4pm, what rain fell barely wet the ground -nuisance value I think they call it. I was quite surprised when asked by a couple of participants late on if they could delay going out on track until it was really wet? Glad to help, we agreed! No accounting for some folk! Unfortunately, just before lunch, Geoff Peters (well known to many of our sprinters as our long time start line marshals) had a serious brake failure on one front wheel of his venerable single seater special, causing it to make rather heavy contact with the scenery. The result; a rather bent car and a rather painful broken shoulder for Geoff. Latest news is that he "resting" at home for a few weeks. Resting already seems to have included stripping the bodywork off the car to check what went wrong! Geoff has decided that the car is beyond repair as, being a one-off design, he cannot simply get another chassis & transfer the bits across. As he says though, "I'll be back next year, even if it means using my road car!" Best wishes for a speedy recovery Geoff.

Finally, may I express once again my thanks to all those who stay to help pack up at the end of each of our events, particularly when the weather is inclement. I never tire of saying that we have a great core group of volunteer marshals at Aintree. They turn up in all weathers to help us run our events when they could be at one of the main circuits (or at home keeping dry). Let's face it, Sprints & Track Days are not the most exciting disciplines to marshal and I do sometimes wonder if our drivers truly appreciate our unsung heroes without whom there really would be no motorsport.

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!

WEB NEWS

The wonderful World Wide Web is chock full of fantastic goodies if only we knew where to look. As I have previously mentioned there is a lot of stuff on FACEBOOK. For those who don't know FACEBOOK is a 'friends' website where you find loads of people you have never met who want to be your friend! Seriously it isn't half bad. I have set up various groups covering CHEVRON RACE CARS, LOLA RACE CARS, SPRINTING, AINTREE MOTOR RACING and ERA racing cars.

For those with a desire to learn more about racing cars and drivers there are two excellent Forums to look out for; THE NOSTALGIA FORUM on Atlas F1 is where discussions range from Personal Photographs of Hillclimbs to Aerial Views of Disused Race tracks. On Ten Tenths there is an equally superb HISTORIC RACING & MOTORSPORT HISTORY section which has some wonderful photos and chassis history subsections. There is also the excellent www.oldracingcars.com website run by historian Allen Brown. This specialises in various Formulae and has wonderful histories of F5000 cars for example. Gerald Swan has set up a couple of interesting sites www.chevronheritage.co.uk and www.lolaheritage.co.uk; these are aimed at owners of these cars but do also include some interesting chassis histories.

Finally there is the MSA website at www.msauk.org As you will find out there are many fascinating aspects to the sport and it all comes from this site. You can download License Application Forms, submit your license renewal on-line and best of all enquire about events.

Steve Wilkinson

A to Z of Sprinting Part 4 : D

Daggle - To trail in soft mud (ask Mark Wallwork for a demo).

Dallara - Italian for expensive.

Damask - That which we all want John Harden to wear.

Daredevil - A desperado; one who will fearlessly attempt anything. A.k.a. Geoff Peters.

Deadweight - A heavy or oppressive burden. If only that Ralt could speak!

Decibel - A unit of loudness unknown to an MSA noise tester.

Decipher - A task associated with the Blue Book.

Defluxion - The brown fluid sprayed out the back of a racing car. Ask any one who has driven a yellow Ralt for a demonstration as they are all experts.

Deranged - to displace. As in 'deranged suspension' copyright Geoff Peters.

Differential - The difference between what you expect to pay and what you are charged.

Diminutive - Small. See John Harden - suggest you use a telescope. PS make sure you use it the right way round or you'll never find him!

Disband - Geordie for 'this tie-wrap'!

Discombobulate - to confuse a sprinter e.g. Did you enjoy Oliver's Mount? Dunno never saw the film!

Dishevelled - state you'd be in after a night in a Dastle Racebox.

Disguise - Geordie for 'This person's' e.g. Disguise about to start.

Distaff - Geordie for 'this Welshman'.

Djinn - A 1930's special created by Rupert Instone which featured twin JAP engines. Not to be confused with other cars that used two Japanese engines.

Doublon - Small village in Ireland, birthplace of many Irish racers.

Drag Strips - when a bloke in a dress takes it off - see Kilt.

Dunnose - Brummy word meaning 'my nose-cone appears to be broken'.

Our Aintree dates for 2009 have now been agreed, so get them in your diary now.....

25th April	- Spring Sprint
30th May	- Track Day
27th June	- Jack Neal Memorial Sprint
5th September	- Autumn Sprint
3rd October	- Track Day

LMC Internet Forum

Don't forget the LMC Forum. It's a great source of up to the minute information and news.

Marshals News

We are now sending the Bulletin to all our regular marshals even if they are not members of LMC. We would be delighted to hear from any of you with articles or comments as the marshals are the backbone of our sport. I am planning to cover such elements as a day on the banks, so if anyone would like to help with that please get in touch.

Chester & Liverpool Motor Club's Speed Championship

This is now the biggest & most successful Sprint & Hillclimb Championship in the North of England. We are working flat out to get the 2009 schedule finalised and it will be on the website as soon as it is available. So keep checking and don't forget to register in plenty of time for the 2009 season.

See our website, or contact Ron Hunt for more details.

Useful websites:

<http://www.anwcc.org/> ANWCC website – great for downloadable event regs & events calendar

<http://www.donington-park.co.uk/> Exactly what it says!

<http://www.flag-marshall.org.uk/> John Newman's excellent site about marshalling.

http://www.flag-marshall.org.uk/driver_home.htm Marshalling site for drivers to look at!

<http://www.silhouet.com/motorsport/> a fascinating site detailing all manner of F1 motorsport history & statistics

<http://www.historicracing.com/index.cfm> Martin Stretton's very flash historic motorsport site

<http://www.msauk.org> Everyone should know about this one!

<http://ukmotorsport.com/uk.html> If it isn't here, then it's not worth knowing – or so they say!

<http://www.volunteersinmotorsport.co.uk/> exactly what it says on the tin!

Do you know of any websites that would be of interest to other members? Let us know!

Another Appeal for help

At well over 600 starts per event, it's no easy task lining cars up all day at our Sprints with only a lunchtime break, so we'd rather like to recruit another one or two willing volunteers to share start-line duties with our existing team for 2009. Our thoughts are to have a two teams in operation, the first would set up the cars for half an hour then the second team would take over for the next half hour and so on, alternating throughout the day. Would you be interested? No previous experience is required, but a sense of humour would be a great asset. It's an excellent way of getting close to the cars and drivers! Please contact our Chief Marshal, Bill Gray for more information.

Wheels Magazine

The MSA's Wheels magazine is now available in electronic form direct from the Publications section of the MSA website. Old versions of Wheels & e-Wheels are also archived there. Check it out occasionally, there is usually something of interest each month. Here's a link to the MSA Publications page:

<http://www.msauk.org/site/cms/contentViewArticle.asp?article=2197&category=658>

Marshals Wanted

The LeJog (Lands End to John O'Groats) Rally is back in our region this year and we shall be running the stage (actually it's called a test) at Park Hall, just off the M6 at Charnock Richard, on the morning of 7th December 2008. This well known & highly respected endurance rally for classic cars starts on 6th December at Lands End (yes, really!) and finishes on 9th December at John O'Groats (which despite popular belief, is not actually the most northerly point on the British mainland).

LMC will be running the whole test at Park Hall, with the first car due at 09:54, so a finish before lunch is on the cards. This is one of the UK's best Classic Endurance Rallies and, just like the Rally of the Tests, has a superb range of classic cars taking part.

More background info at http://www.hero.org.uk/artman2/publish/lejog08/2008_LEJOG.shtml

Can you give us a hand at this non-spectator venue? Give Jim Bebbly a call on 0151 523 0428
No previous marshalling experience is necessary - it's a fun day out!

Got a Palfinger or maybe a HIAB?

If this doesn't mean anything to you then don't worry, it's not contagious. However, we need to move our Aintree equipment store (a standard 30ft container) from adjacent to the paddock road to a new location near Country Corner and are looking for someone who has a wagon that can do the job for us (cheaply!). It shouldn't take more than an hour or so, so if you can help, or know someone who can, please contact our chairman, John Harden.

People you should know!

President & Publicity: Imc-president@liverpoolmotorclub.com

Chairman: Imc-chairman@liverpoolmotorclub.com

Treasurer: *still in the dark ages, no email yet!*

Secretary: Imc-clubsec@liverpoolmotorclub.com

'Bulletin' Editor: Imc-editor@liverpoolmotorclub.com

Comp Sec: Imc-compsec@liverpoolmotorclub.com

Sprint enquiries & entries:

Chief Marshal: Imc-marshals@liverpoolmotorclub.com

Track Day Bookings: trackday-bookings@liverpoolmotorclub.com

Membership Sec: Imc-membership@liverpoolmotorclub.com

Website matters:

CMC & LMC Speed Championship:

To reduce the amount of spam we receive we have changed all LMC email address, so please amend our contact details accordingly as soon as possible as the old addresses will soon cease to work.

Geoff Ashworth

John Harden

Jim Bebbly

Geoff Maine

Steve Wilkinson

Phil Gough

Imc-entries@liverpoolmotorclub.com

Bill Gray

Ron Hunt

Ron Hunt

Imc-webmaster@liverpoolmotorclub.com

info@speedchampionship.com

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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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