



Liverpool Motor Club The Bulletin

2009—November Issue

Ed-lines

The Speed Event season is now over. Scott Moran, the British Hillclimb Champion, and Nick Algar, the British Sprint Champion, will soon be celebrating their victories whilst the rest of us start to get ready for the 2010 season. Over the Winter our club is still quite busy with rallying—mainly helping run stages on events like Le Jog. Then of course there are the Autosolos which our Chairman is partial to (note to self must get along to watch one of these). Having sold the old Elan last year I have been on the look-out for a replacement and I still am. I had hoped to get something from the late 1950s or early 1960s; however with my sort of budget a Mercedes Benz 300SL Gullwing is out of the question—however I can still dream and I do keep buying those Lottery tickets!

I have already started to put together a Winter To Do list—I heartily recommend this but have to admit the bulk of things on mine hardly ever get finished! Currently I have to scan old colour slides, research the British Sprint Championship (again!), create a list of Class Record holders for the Aintree sprint course, sort out the 2009 results & programmes, get ready for Christmas & New Year, get a haircut, etc etc etc.

In the meantime I hope that you are all free from the vagaries of this season and don't forget to keep it on the island.

Steve Wilkinson

Chairman's Chat

Time flies (as usual) and here we are again at the end of our Aintree motorsport season. The last event was the **Track Day** in October, which was a great success once again. Though the day was a sell out, strangely several of our "regulars" were missing for this one. That didn't detract too much from an excellent day and judging by the number of cars still turning up for the final sessions at 5.15pm, our drivers were enjoying themselves and seemed reluctant to go home. I was slightly disappointed that our instructors were un-booked for several of the sessions, particularly as were offering their services for free. Those drivers who did avail themselves of a bit of 1:1 tuition, found the experience a great help; one driver (a sprint competitor) who has been attending our track days for several years, made a point of coming back to thank us for providing an instructor as suddenly he'd found 3 seconds a lap (though he wasn't timing himself of course!) and at the same time found he was working far less hard than previously. If you take part in a track day, do consider taking a few laps with an instructor. You'll be surprised how much you will benefit. Let's face it, if you play golf & are offered a free round with the course professional, you'd jump at the chance, so why are people so reluctant to do the same at Track Days?

We are finding that an increasing number of our sprint competitors are becoming regulars at our track days, so if you are a sprinter and want to try a day of "joined up" laps to hone your skills, do have a go at a track day. You even get the chance to take the tricky Club Corner at speed. It's a great way to learn and we even have sessions for single seaters too.

The **Speed Championship** Dinner on 23rd October was a most pleasant evening. It was great to see so many of you there and to have the opportunity to have a chat without the pressure of competition. I must confess that I sometimes struggle to put names to faces at the do (nothing new there!), as I normally see drivers in fireproofs & helmets and to see them in civvies without their cars does make life difficult. Maybe we should show pictures of each competitor's car on the screen as they come up for their awards.... now that's a good idea, I wonder if it's feasible? What do you reckon Mr Editor? **(Nice one John! Thanks, Ed)**

I'd really like to see more non-award winners there too. At just £7 a head for the evening, including the buffet (which was excellent), it's great value and a wonderful opportunity to have a natter with your fellow competitors. What can we do to encourage you to go? Do let us know.

Earlier in the year, I told you that we had helped **Phoenix Rescue** purchase a new vehicle and they have brought it to all but one of our Aintree events this year. As the crew are all volunteers we decided to offer a bit more help to keep the unit on the road by holding a collection for Phoenix during the awards evening and I'm pleased to advise that we raised £102. Thanks to everyone who contributed.





The first event will be LeJog, an endurance rally for pre-1975 cars, starting at Land End & finishing at John O' Groats. We shall be running a test at Hoscar, near Skelmersdale on Sunday morning, 6th December; if you are interested in coming along to help, please let me (John Harden) know. **(You can also register interest on the LMC Forum—Ed)**

We had intended to help with the Rally Evolution (nee Lombard Revival) at Llandudno in November but, sadly, it has been cancelled for this year. Keep an eye on the LMC forum to see what else we are doing over the winter.

There's usually something going on each month, and don't forget our monthly social meetings at the Unicorn Inn, Cronton. Nothing formal, just a get together to keep everyone in touch.

2010 Sprint Classes

I'm sure you are only too well aware that the current class structure in speed events is a bit of a mess. Whilst some clubs/championships use our "Aintree" classes, there's a whole variety of other systems in use throughout the country which at best is confusing for competitors, at worst leads to conflict between competitors and scrutineers. Your car may be in Class 2A at Aintree for example, but in Class G or maybe 2E somewhere else. In order to clarify the vagaries of the Blue Book and to bring into use a common set of speed classes, our club is leading a team that is reviewing the current rules and is developing a set of standard classes for Speed events whilst making the rules clearer for existing competitors and scrutineers. The team has also put together a set of classes for Standard Road Cars which we hope will encourage new competitors into the sport; lets face it, did you know if you could compete in a standard road car when you first started? And even then, would you be competitive, or would all the other cars have been modified and give you no chance?

We recommend that you look at the proposed classes and the explanatory notes on our Speed Championship website <http://www.speedchampionship.com>, particularly if you have a car that you intend using in the road-going classes in 2010. You have the opportunity to add your comments either via the Championship forum or direct to Ron Hunt (whose contact details are shown later in the Bulletin), and all observations will be taken into account. But be quick!

Input has been received from most of the Northern & Midlands clubs & championships who are all now intending to adopt the structure. If they wish, organisers may still add additional classes for one-make championships but we hope that eventually the basic structure and numbering system is used throughout our sport.

Already, the following clubs have confirmed that they will be using the new class structure from 2010:

Chester Motor Club, Lancashire & Cheshire Car Club, Lancashire Automobile Club, Liverpool Motor Club, Longton & District Motor Club, MG North West Speed Championship and Luffield MG Car Club Speed Championship, Midland Speed Championship, BARC Yorkshire (Harewood), Shenstone & District Car Club, and Nottingham Sports Car Club. It looks as though at last we are getting somewhere! **(see page 3 for the list of classes—Ed)**

That's it from me for now. As I said in the last edition of the Bulletin, if you'd like to see less of this drivel, please **please** write something & send it to our editor. Don't worry if your journalistic skills are not up to much, just let Steve know and he'll wave his magic wand once again.

Happy motoring!

John Harden

LMC Forum

Got something to say? Can't wait until the next Bulletin & want to know what's going on? 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! <http://liverpoolmc.proboards.com/index.cgi?>

In-Car Video

Have you got some in-car video that you'd like to share? We are looking for some suitable footage of Aintree for the LMC website, so this is your chance to be famous! Please contact Ron Hunt, our webmaster if you think that you can help. Judging by the number of cars that we Scrutineer with cameras these days, we should be able to find something!



Left: Nick Algar 2009 British Sprint Champion en route to victory at Anglesey in his Gould GR55



Right: Scot Moran 2009 British Hillelimb Champion at Doune in his Gould GR61X

Events Calendar

We are now featuring a calendar each month giving details of ANWCC events. If you know of an event that others may want to know about, let us know via www.liverpoolmotorclub.com/about/contact-us/

Nov 14 /15 - James Trenholme Memorial Road Rally - Closed - Harlech & DMC
Nov 19 – A Navigation Run - Closed - North Wales CC
Nov 20 – A 12-Car Road Rally - Closed - Knutsford & DMC
Nov 21 - Inston Road Rally - Closed - Druidale MC
Nov 22 - Neil Howard Memorial Rally - National B - Bolton-le-Moors CC (ANWCC Stage Rally C'ship)
Nov 28 /29 - Oak Leaf Stages Rally - National B - Ecurie Royal Oak MC (ANWCC Stage Rally C'ship)
Nov 28 /29 – Farrington Road Rally - National B - Clwyd Vale MC (ANWCC Road Rally C'ship)
Dec 05 /06 - J J Brown Memorial Road Rally - Clubmans - Caernarvonshire & Anglesey MC
Dec 05/6/7/8 – Le Jog, Classic Endurance Rally (see Chairman's Notes)
Dec 06 – A Prod Car Autotest - National B - Accrington MSC (ANWCC Allrounders C'ship)
Dec 06 – An Autosolo - National B - Accrington MSC (ANWCC Autosolo C'ship)
Dec 06 – An Autosolo - Clubmans - Accrington MSC
Dec 06 – A Prod Car Autotest - Clubmans - Accrington MSC
Dec 06 – A Car Trial - Clubsport - Ilkley & DMC
Dec 07 – A Scatter Rally - Closed - Knutsford & DMC
Dec 12 - Liz Lawson Road Rally - Closed - Druidale MC
Dec 27 – An Autotest - Clubmans - Caernarvonshire & Anglesey MC

Northern Speed Classes

Roadgoing Production Cars: (Section I70 to I81)

You must be able to produce a current Tax Disc, Insurance and MOT certificate, where applicable, at Scrutineering.

- SA:** Standard Saloon & Sportscars up to 1400cc
- SB:** Standard Saloon & Sportscars 1401cc up to 2000cc
- SC:** Standard Saloon & Sportscars over 2000cc

- 1A:** Saloon Cars up to 1400cc
- 1B:** Saloon Cars 1401cc up to 2000cc
- 1C:** Saloon Cars over 2000cc
- 1D:** 2 & 4 Seater Sportscars up to 2000cc
- 1E:** 2 & 4 Seater Sportscars over 2000cc

- 2A:** Roadgoing Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 2B:** Roadgoing Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)
- 2C:** Roadgoing Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 2D:** Roadgoing Specialist Cars

Modified Production Cars: (Section I82 to I102)

- 3A:** Saloon Cars up to 1400cc
- 3B:** Saloon Cars 1401cc. up to 2000cc
- 3C:** Saloon Cars over 2000cc
- 3D:** 2 & 4 Seater Sportscars up to 2000cc
- 3E:** 2 & 4 Seater Sportscars over 2000cc

- 3F:** Modified Kit, Replica & Spaceframed Cars up to 1700cc (car derived engines)
- 3G:** Modified Kit, Replica & Spaceframed Cars over 1700cc (car derived engines)
- 3H:** Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines)
- 3K:** Modified Specialist Cars

Sports Libre & Hillclimb Super Sports Cars: (Section I103 to I129)

- 4A:** Cars up to 1700cc & Hillclimb Super Sports
- 4B:** Cars over 1700cc

Racing Cars: (Section I130 to I132)

- 5A:** Up to 1100cc
- 5B:** Formula Ford 1600 Racing Cars manufactured before 1 January 1994
- 5C:** From 1101cc up to 1600cc
- 5D:** From 1601cc up to 2000cc
- 5E:** Over 2000cc

Classic & Racing Cars (to be calculated on handicap or by splitting by type and or capacity)

- 6:** Classic & Racing Cars manufactured prior to 1973

Extra classes for single make & Championships etc can be added as required

All vehicles must comply with Technical Regulations I46 to I69 and with the specific regulations for each category/class as specified in I68. See the 2010 Competitors & Officials Yearbook for the definition of a Sportscar.

Equivalence factors are as per I49 to I51 with the addition of diesel engines x 0.714 and forced induction engines x 1.4

Clarifications for Roadgoing Series Production Cars

Classes SA, SB & SC

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low-cost entry into the sport. All cars running in the above classes must remain in totally road legal form at all times.

All cars must have current VED & insurance in the name of the main driver, with a current MOT if age requires it. Note. Trade plates and traders or company group insurance policies will not be accepted.

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

Wheels & Tyres; *The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit. Tyres must be from MSA list 1A and be Road Legal.*

Engine & Exhaust; *The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. Electronic ignition may be fitted.*

Suspension & Steering; *The steering wheel may be replaced by a non-standard item. Up-rated dampers may be fitted.*

Body; *In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed.*

General; *No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC.*

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Classes SA, SB and SC.

In the event of an unresolved eligibility issue, the driver of the car concerned may be required to produce within four weeks of the event in question, a manufacturer's catalogue to substantiate any queried modifications / specifications and allow championship points to stand.

Any modifications not specifically permitted are, by definition, not allowed.

Classes 1A to 1E

Tyres must be from MSA list 1A and be Road Legal

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Engine & Gearbox; *The engine block &/or cylinder head must remain as original type and material. Internal modifications are allowed but the cubic capacity must remain within the same capacity class as the original car (I77). Gearbox and differential casing must be of the original type and material and remain in the original position. Internal modifications are allowed (I81)*

Brakes; *Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted. Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted*

Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

Suspension; *The suspension type and mountings must remain the same as that fitted by the manufacturer. The shock absorbers may be of any make and may be up-rated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials, but rose-joints or similar metal joints are prohibited.*

Otherwise as specified in I46-I81.

The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-E must be adhered to.

Classes 2A to 2D

Tyres must be from MSA list 1A or 1B and be Road Legal

Class 2C must have an operational reverse gear fitted (I 64)

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Otherwise as specified in I46-81.

All other classes as specified in I46 - I132

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The above has been produced by representatives of the following clubs/championships, which will be adopting these classes from January 2010;

Chester Motor Club, Lancashire & Cheshire Car Club, Lancashire Automobile Club, Liverpool Motor Club, Longton & District Motor Club, MG Northern Speed Championship, Luffield MG Car Club Speed Championship, Auto66 and Yorkshire Sprint & Hillclimb Championship.

The following have provided input and will also be adopting them from January 2010; Midland Speed Championship, Shenstone & District Car Club and Nottingham Sports Car Club.

Currently under consideration by Hagley & District Motor Club, Wigton Motor Club and BARC Yorkshire (Harewood)

### 20<sup>th</sup> October 2009 Committee Report

Items discussed included:

#### **2010 Events**

Our 2010 dates have been agreed with Aintree as..

Sprints: 24<sup>th</sup> April, 26<sup>th</sup> June & 4<sup>th</sup> September.

Track Days: 29<sup>th</sup> May & 2<sup>nd</sup> October.

We have received a request to avoid clashes with other Speed Events but clashes have actually been due to others encroaching on our existing dates.

The Chairman has been in discussion with Aintree following a further incident during which a car collided with the perimeter fence at Becher's. The new straw bale wall had worked well.

We have already had confirmation from some championships (notably Paul Matty Lotus) that they will include at least one of our Aintree events

Timekeepers and Medics/paramedics. These are under usual annual review as we always seek best value for money for our competitors. Our current timekeeper has been able to provide real-time data on computer this year which has proved most helpful.

Gate staff. Next season we will be using Air Cadets to control entrance to events.

**Marshals** - We are always interested in finding additional marshals. Can you bring someone to help?

**Equipment**—We will buy rakes to clear up after "offs" and extra radio earpieces for marshals.

**Some other items discussed included:** Purchase of historical LMC items. Possible sponsorship contact  
A handsome trophy of a horse was shown to Committee. It will be fitted with a plinth and will then be presented to Greenpower next season as the LMC Grand National trophy for the Aintree round of their Electric Car Races for Schools .

David Drucker  
(Club Secretary)

## **STOP PRESS!!!**

### **Important Notice**

### **Membership Matters (Renewals)**

The membership renewal reminders that I usually send out around the end of November might be delayed this year as there have been significant changes to the Blue Book. As I normally enclose the Speed Championship regs with your membership renewal, I need to wait until the new Blue Book arrives to ensure the regs booklet is fully up to date with the amendments.

As a result, your renewal invitation will be delayed until later in December or even January by the time I get everything back from the printers.

If you need your membership card before the end of January please either download a membership form off the Club website and send it to me, or alternatively give me a call and I will send one out to you in the post. If you get my answerphone, please leave message containing your name and membership number.

Please do not forget to enter your **membership number** or mark the form **RENEWAL**.

Many thanks for you patience - this is turning out to be a rather busier time than anticipated! Ron Hunt

#### **People you should know!**

##### **Club Contacts**

|                              |                  |               |                                               |
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| Sprint & Hillclimb enquiries |                  | 07790 388698  | LMC-entries@liverpoolmotorclub.com            |
| Membership Secretary         | Ron Hunt         | 0151 677 5346 | LMC-membership@liverpoolmotorclub.com         |
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**All LMC officials' email addresses changed in April 2009,**

The Bulletin and Spin-Off are the official journals of The Liverpool Motor Club Ltd.

The opinions expressed are those of the individual contributors, and are not necessarily those of the Club, its officials members or committee.

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