



Liverpool Motor Club The Bulletin

Over 110 years of Motorsport Excellence

May 2013

Chairman's Chat

Apologies for the absence of a Bulletin in March & April; it's all down to your Chairman/Treasurer/Editor (yes, I'm currently fulfilling all 3 roles) being rather busy with a whole variety of duties on behalf of the Club. Something had to give, and in view of the lack of contributions from members, it was the Bulletin that had to take a back seat.

So what's been going on? Read on.....

First of all, the observant amongst you will have noticed a new tab that has appeared on the LMC website sporting the informative title "[Barbon Hillclimb](#)". Have you investigated further? Please do!

In 2013, Liverpool Motor Club is joining with Kirkby Lonsdale Motor Club to run the challenging Hillclimbs at **Barbon Manor** in Cumbria. This has involved us in a considerable amount of research and negotiation with KLMC & Westmorland Motor Club as we take over WMC's share of the jointly run car events at the venue. We had to make sure that the events can be made viable and that there is potential to gently develop them for the future.

The good news is that everything appears to be going well and the 2013 permits have now been issued in LMC's name. What we need now is a good turnout of competitors (and spectators) to get things off to a fine start. If you've never been to Barbon, you are missing a treat.

On a clear day the views are spectacular, the fairly short but quick and demanding course is a real challenge and the relaxed atmosphere in the paddock is straight out of hillclimb events of 20 or more years ago. It's like



Haydn Spedding at Barbon - Photo courtesy of Steve Wilkinson

taking a journey back to a time when just being there was as much of an occasion as actually taking part.

Of course we have to be careful not to change anything that causes the events to lose that unique atmosphere but some gentle changes are necessary as in the past, the events have not been attracting enough competitors to ensure financial security. Under Phil Gough's excellent leadership over the last 4 or 5 years, drivers are already getting more runs than they ever had previously and the number of competitors is slowly improving as word gets around that this is once again a great day out and should not be missed.

Come along as a competitor or spectator on May 11th or June 15, you won't be disappointed.

Whilst that was going on behind the scenes, we supplied a sizeable marshalling team to run the flying finish and stop line on 9th February at Weeton Barracks for this year's **North West Stages Rally**. Just like last year, it was a bitterly cold day with a penetrating and constant breeze coming in straight off the Irish Sea, but at least we didn't get a repeat of last year's freezing rain! Our intrepid team did a superb job and continued the excellent reputation that the Club has developed for providing an accurate and efficient service to the event. The rally organisers were highly complementary, so well done team! See Geoff Maine's report on Page 5.

Then, along came the **Tour of Cheshire** Classic Rally on March 2nd. I've lost count of the number of times we have now run "our" test site at Chowley Oak business park, but it must be 7 or is it 8 years now? As usual, there was a most impressive array of cars taking part from the 1950's - 1970's, and several crews were obviously taking things very seriously indeed as they sped around the cones strategically laid out around the 4 car parks of our test. Once again, an excellent job was done by our team, and once again profuse thanks were received from the organisers, Knutsford & District Motor Club.

Given that the early part of the year was supposed to be our "Quiet Season", you'd think that we'd be taking it easy, but no, just 3 weeks later we were back at Weeton Barracks to run the flying finish & stop control again, this time for Stockport 061 Motor Club's **SMC Stages Rally**.

Continued >>

Chairman's Chat *continued*

Though still somewhat on the cool side, at least the weather stayed fine and our team acquitted themselves in their now familiar highly competent manner, despite the best efforts of the timing gear to upset proceedings. Undaunted, our team carried on regardless and yes, you've guessed it, received profuse thanks from the organisers. We are getting rather good at this you know!

Surely that must be it, but no, just a fortnight later on 6th & 7th April, we were off to Manchester's Event City for *Passion for Power*, the **North West Indoor Classic & Performance Motor Show**. Not just to visit mind you, but to put on a display of information about the Club and LMC memorabilia, accompanied by 7 of our members' superb cars. A brilliant event made all the better when the LMC Display won a "Highly Commended" award, and two of the cars picked "Best in Show" trophies too. As if that wasn't enough, we signed up 10 new members at the show, and took the opportunity to promote our sprints and track days (and Barbon) to visitors who were showing keen interest in the events.

(right) Just part of our Display



Thanks go to Tim Barks (Nissan JTC prototype), Trevor Jackson (TVR S3), John Marsden (Mini Cooper), Peter Nelson (Haggispeed), Ian Rowland

(Metro 6R4), Jim Spencer (Reynard F3) and Alan Wilson (Healey 3000) for bringing along their cars, and special thanks go to Trevor Jackson, John Sinclair & their wives for providing so much physical help to not only put the display together, but also for staying right to the end to help pack everything away again. I'll let the photos tell the rest of the story - there are more on Page 3 and on our Facebook page too.

We hope to be back at the show again next year, so if you have a car that typifies what LMC members get up to (which is a very wide remit), please let your Chairman know and I'll see what I can do to add you to our next display.

Then on 27th April we finally launched our Aintree season with our **Spring Sprint**. The event was full with 150 drivers entered in a total of 139 cars which made for a great start to the season. It was certainly a busy day for the startline crew who despatched no fewer than 778 cars from the line. Frustratingly, various start of season niggles presented themselves and as a result we felt that the event didn't flow quite as well as it should. Most competitors weren't aware of the problems though and even with so many competitors we still were able to offer 2 practice runs and 4 timed runs. Hopefully things will run a little more smoothly in June.

See Steve Wilkinson's summary of the event later in this edition of the Bulletin.

After 12 years of trying to persuade Aintree Racecourse to make life easier for our visitors, they have finally agreed to let us open a walkway from near the start line, through the golf centre yard to the main spectator area on the inside of the first (Country) Corner. The April event was the first time this had been trialed and its popularity surprised even me. We have agreement to set up this experimental walkway for each of the car (and bike) events this year with a view to it becoming a permanent facility.

On another positive note, Aintree Racecourse also agreed to fund a number of repairs to the circuit (£12,000 worth) and these were carried out in time for the first Sprint. Included was a significant piece of work on the infamous "Bechers Dip" and although the dip is still detectable it is probably better than it has ever been in the last 20 years. It will take a little time for the repairs to weather in, so for now they will offer less grip if wet - as John Graham found out at Bechers on Saturday - fortunately without any damage!

What's next? It's our first **Hillclimb at Barbon** on 11th May, a dual permit event incorporating 2 rounds of the British Hillclimb Championship as well as classes for club competitors. Entries have been coming in very slowly for this event, but this should allow extra runs to be fitted in during the day.

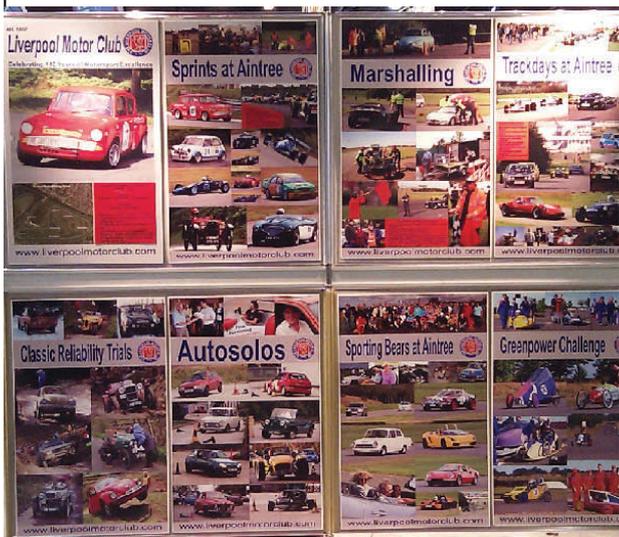
Back to Aintree for our first **Track Day** of the season on 25th May - bookings opened on 2nd May and no doubt it will sell out within just a few days. Don't forget that this is one of the few track days that has separate sessions for single seaters, and is a great opportunity to do some serious testing. See [our website](#) for details

Looking forward to 15th June, we are back at **Barbon** for the big 'Club' hillclimb event. I hope to see many of you at that event - we certainly need all the entries that we can get in order to make the venue viable. Will you be there? If you aren't competing, why not come along to watch or to even help out at this spectacular venue.

That's it from me for now, I'm off for a well earned holiday on the Isle of Mull.
Take care, and enjoy your motorsport.

John Harden

A few more photos of our stand at the Manchester Classic & Performance Car Show in April



Above left & below, Tim Barks' amazing scratch-built Nissan JTC prototype. Above right, Healey 3000, Mini Cooper, 6R4 & TVR



Membership Matters

LMC Membership tops 200!

Our membership has already reached 200, a record so early in the season. We are pleased to welcome quite a number of new members to the Club, and we hope that you all enjoy being with us. If you know of anyone who is thinking of getting into motorsport, as a competitor, marshal or spectator, why not suggest they join LMC too? It's good to belong! And if anyone would like to get more involved in what we do, at events or behind the scenes, please contact any of the Club's committee, completely without obligation. See the contacts section on Page 8.

Motorsport Students - special membership offer:

We are currently offering 12 month's free membership of the Club to anyone studying on a recognised Motorsport Course at a UK college or university. The offer is made entirely at the discretion of the Club and is subject to the student supplying details of the course that he or she is on. If you or someone you know would like to be considered for this offer, please contact Membership Secretary, Ron Hunt via the [contacts page](#) of our website.

Marshals Free Membership offer:

We also offer free membership of the Club in the following year to anyone who marshals on at least three of our five Aintree events in a year. Several of our regular marshals are already benefiting from this offer this year, so if you think you qualify, please contact LMC Chief Marshal Bill Gray in the first instance and (once he has checked his records), he will make the necessary arrangements for you too.

LMC Monthly Social Meetings

LMC Social Meetings are held on the second Tuesday of the month at the Unicorn Inn, Cronton. They are very informal meetings, just an opportunity for like-minded folk to have a good old natter and exchange views about motoring, motorsport and the world in general without the pressure of a motorsport event. It all makes for a nice pleasant evening in a quiet, cosy traditional pub.

However, the meetings are still rather quiet, so why not come along to swell the numbers. We don't bite!

The next meeting is on **Tuesday 14th May** from 8pm onwards at the Unicorn Inn, 405 Cronton Rd, Widnes, Cheshire WA8 5QF, not far from the M62/M57 junction. Unfortunately (or you may say fortunately) your chairman won't be at this one, as he'll probably be trying to get dry after a day of "enjoying" the scenic Isle of Mull.



Have you joined us on Facebook yet? Just click [here](#) to pay us a visit.

Graham's Close Call - the April 2013 Aintree Sprint

by Steve Wilkinson

The first of 2013's three sprints on the Club Circuit at Aintree took place on April 27th and a full entry of 150 were treated to a great day of sprinting. We did however lose a few in practice but after lunch the timed runs proved fascinating with plenty of close battles.

In the 2 litre Standard class Martin Rowe just held off Roger Fish in the battle of the Honda S2000s with Rowe lowering his own class record in the process. In Class 1B Tony Hart broke the class record on his first run and held on for the win with co-driver Peter Hart second and Daniel Hollis third – all three inside the old record and covered by just 0.6 second. In 1C it was an Impreza 1-2 with Alan Sawyer just keeping his nose in front of Karl Wilson again with both inside the record. Emma Bennison on her first visit to Aintree took class 2A in her Peugeot powered Striker whilst in 2B John Hoyle had a record crunching win finishing well clear of the rest. Gordon Peters made a welcome return to Aintree with his Nissan 350Z and took a class win in Class 3C. Gary Bunn and Derek Hodder fought out a tight battle for the class win in 3G with Bunn just edging out Hodder by the closest of margins aided by Del-boy's tardy start on his final run.

Eve Whitehead just edged out father Barry in the 1100 Racing Car class after the other two entries both retired during practice. Graham Curwen took his customary FF1600 class win and as usual the 71 year old was in fine form in the paddock as well. The 1600 and 2000 class winners were also the contenders for FTD with Gary Thomas narrowly edged out by John Graham who was making his first outing of the year in the Dallara after LAD had worked their magic over the Winter.

Boosting the entry numbers were the boys and girls of the Caterham Academy and with 53 in total they were a welcome addition. In Group 1 Nick Horton led after the first runs but Chris Hutchinson who was initially third put in a stunning second run to not only snatch the lead but also break the class record set last year. Horton would finish second with Henry Heaton snapping at his heels. In Group 2 William Smith led after the first runs but he was relegated to second by Dan Gore next time round. The third run saw Smith move back into the lead whilst Gore held off a late challenge by Lee Bristow.

Results:

FTD – John Graham (2.0 Dallara-Vauxhall F397) 41.15s

Class Winners: **SA:** Andrew Rollason (1.3 Ford Ka) 69.86s; **SB:** Martin Rowe (2.0 Honda S2000) 54.00s *New Record*; **SC:** Kraig Mycock (2.3t Audi Coupe) 59.19s; **1A:** Jon Merryweather (1.4 Mini Cooper S) 66.05s; **1B:** Tony Hart (2.0 Renault Clio Williams) 52.39s *New Record*; **1C:** Alan Sawyer (2.0t Subaru Impreza Type R) 51.56s *New Record*; **1D:** Brian Cartwright (1.8 Mazda MX5) 56.03s; **2A:** Emma Bennison (1.6 Sylva Striker Peugeot) 50.09s; **2B:** John Hoyle (2.0 Westfield-Vauxhall SEiW) 46.13s *New Record*; **2D:** Stephen Herbert (2.0 Westfield SEiW) 49.14s *Established Record*; **3A:** John Casey (1.4 BLMC Mini) 51.70s; **3B:** Andy Larton (1.6 Peugeot 106) 50.73s; **3C:** Gordon Peters (3.5 Nissan 350Z GT) 51.78s; **3E:** David Welton (2.8 TVR Tasmin) 57.46s; **3G:** Gary Bunn (2.0s Westfield-Honda Type R-SC) 43.95s; **3H:** Terry Everall (1.0 Westfield-Honda Megablade) 45.34s; **4A:** Angus Buchan (1.4 Radical Clubsport) 46.95s; **4B:** David Marshall (6.3 Gardner-Douglas T70 Spyder Chevrolet) 44.45s; **5A:** Eve Whitehead (1.0 RBS7B-Suzuki) 47.61s; **5B:** Graham Curwen (1.6 Van Diemen RF91 FF1600) 50.77s; **5C:** Gary Thomas (1.4 Force-Suzuki PC) 41.89s; **5D:** John Graham 41.15s; **6A:** Alan Wilson (3.0 Austin Healey 3000 Mk 2) 57.22s (On Target Time); **6B:** Malcolm Evans (1.7 Mallock-Ford Holbay Mk 8B) 53.15s (On Target Time); **7:** John Louch (3.0 Reliant Scimitar GTE) 54.60s; **8 Group1:** Chris Hutchinson (1.6 Caterham 7 Academy) 53.13s *New Record*; **8 Group2:** William Smith (1.6 Caterham 7 Academy) 53.51s

Geoff Ward - Several of you have been asking after FF1600 driver Geoff who was taken ill in the paddock at the April Sprint. He was taken to Fazakerley Hospital and, after overnight observation and tests, Geoff was fitted with a heart pacemaker on the Monday morning and allowed home in the afternoon. Gee, you go out for a quiet days' motorsport & come home with a pacemaker. I know we like to go the extra mile at LMC but that's a first.....!

The Old Duffer's Guide to a Flying Finish *(nothing to do with the previous item - honest!)*

by Geoff Maine

For a number of years Liverpool Motor Club has provided flying finish marshals/officials for Rally events in the North West. The group consists of marshals of all ages & experience, all learning from each other and welcoming input from new members. Our marshals have gained their knowledge of motorsport from a variety of backgrounds, as competitors, officials and enthusiasts in a variety of disciplines, but most of all through hands-on experience of doing the job.

Before we go any further, a vital thing that you need to know is that on virtually all rallies the car's crew carry the record of their times with them on time cards which are handed in every few stages, unlike a speed or race event where the times are recorded and held centrally by the event timekeepers.

So what is a Flying Finish and what goes on there?

The flying finish on a rally is just like one at a sprint or hillclimb, simply a point at the end of a section of roadway where the competitor's time is recorded as they pass by. On a sprint, we use a light beam to stop the clock, and on some rallies very similar automatic equipment is used.

On most rallies however, we position marshals at the finish line and they press a button on a hand-held digital clock as a car passes.

Continued >>

Usually sitting in a car (rallies seem to attract cold &/or wet weather) there's one person to operate the clock, and a second to write the times on the timesheet and, if the stop line crew don't have a linked clock or printer, relay the times by radio to the **Stop Control** a few hundred yards further along the stage. A third person (if available) will be able to assist 'spotting' car numbers and complete a back-up timesheet - very useful if the event runs after dark.

Stop Control; The stop control is (logically) where the cars stop for the timecards of the competitors to be completed. Here, the time is received from the flying finish and recorded on another check sheet. The stop control marshals then complete the competitors timecard with the information relayed. Sitting in a marshal's car, there's one person to receive times (by radio, printer or digital display), a second to record times on the timesheet and then pass the times to the **Time Control**

Marshals - who are the ones outside who deal with the competitors. A third person (if available) can complete a back-up timesheet.

Time Control Marshals; Ideally at least 3 people, 2 to collect and fill out competitors timecards. A third to oversee the control. eg warn of any approaching danger from cars / wave them out of the control area after they have received their time. The third person will also assist filling out timecards if a queue forms and deal with any problems that may arise.

Safety: Stop control Marshals wait for competitors to approach them to complete their timecard (either in their vehicle or on foot, though the car should be there too!). As with all motorsport, safety is paramount and marshals need to be vigilant and look out for each other - this is where teamwork comes into play. If a car overshoots the Stop line the competitor must not reverse. The navigator must return on foot and we ensure that this happens.

So when we say we are helping on a rally by running the Flying Finish and Stop Controls, that's what we do . Of course, extra marshals can always be utilised in the flying finish area and we often have people acting as 'runners' to pass information/equipment between Finish and Stop, managing any necessary repairs to stage furniture (cones/ ropes/signs etc.), looking after equipment such as generators/lights on stages that run after dark, general safety and management of competitors/service crew/officials, and keeping an eye on the one type of person you really don't want close by: the inquisitive spectator! Why not join us next time we are out on a rally? It's often cold, sometimes wet, but it's always fun working as part of a team and we guarantee you will learn something. See you next time?



Rally Report - Legend Fires North West Stages Rally 2013

by Geoff Maine

"Once we had left the City, the drizzle subsided. The bright motorway lights faded as we headed across country. We travelled through green pasture as the sky brightened. A Tawny Owl rose from the field to our right and flew majestically across the road immediately in front of us. It was going to be a good day."

Anyway, back to the real world. It was early February and we were headed for Weeton Camp, near Blackpool, to join a team of volunteers from Liverpool MC. Once again we were running Flying Finish & Stop Controls for Stockport 061 Motor Club, who were running 3 pairs of stages for the Motorsport Northwest organised event.

After our usual jovial greeting from Ken of the Stockport club at signing-on, a dozen LMC members assembled at the flying finish location, with several more stationed in-stage. A few discreet adjustments were made to the layout as the finish board had been placed right on the turn towards the stop line. Our concerns were echoed by the Stage Commander on his arrival and he agreed to let us re-jig the layout. Surprisingly our alterations ended with the stage finish closely resembling last year's layout! More controversy as a motor home came and parked right next to the Stop board. It turned out to be the designated radio crew who insisted they had to be parked exactly there, despite the fact that we needed to locate our Stop Line Control at the actual Stop Line (obviously!) With the alterations going on we managed to convince him to park adjacent to us & he settled down to snooze and drink tea whilst he monitored his radios.

Whilst all this was going on, a flock of ducks flew over in a formation that closely resembled Concorde! Right, we were ready for action. Chief Timekeeper appeared, on time! Then the Clerk of Course, Safety Officer Etc., and after some final signage was erected we waited for the course cars to arrive with Jonny Milner, the double British Champion, as car zero. It does however seem to be a tradition on NWS that zero cars don't always make it round, so the double zero car appeared with a piece of tape over one nought, having been upgraded.

The zero car did appear for later runs of the stage, though mysteriously his Toyota Corolla World Rally Car had morphed into a Ford Puma! First competitive car on stage was No.2, a Ford Focus WRC, followed 59 seconds later by car No.1, Tony Bardy's Nissan Sunny GTR. Event sponsor John Stone was running third in his WRC Skoda. Unfortunately there was no sign of the only MG Metro 6R4 entered in the event (broken propshaft at Fleetwood), how times have changed! The sharp right immediately after the flying finish caught a few drivers out, notably the Ford KA from Myerscough College, who was headed to our line of parked cars before regaining control. Needless to say we quickly moved them even further back after that.

Continued >>

Rally Report - continued

The Ford KA brought more attention to himself after the second pair of stages, being towed away minus a wheel. Amongst the usual Scoobies and Escorts of various marks, were the 5 Army teams in their Land Rovers, a smart recently restored and modified Hillman Avenger, a Volvo 340 and, my favourite, the Opel Manta. Another disappointing no show was the Sunbeam Imp Sport.

A number of cars came to grief on the unforgiving surface and infamous kerbs of the Army training ground. A sad looking Mini (aaah) being towed out of the stage due to a complete loss of power, and several front runners, including the Legend Fires Skoda, coming to grief on those kerbs. Reports kept coming in of the exuberantly driven Subaru Forester being on fire, but the usual Scooby glow was extinguished by the well filled watersplash. He did however manage to leave his rear bumper behind at one point, a very conscientious marshal carrying it past the finish towards the service area. A major incident at Fleetwood waterfront saw that stage cancelled during the afternoon, but our stage passed without any major trauma. Our first pair of stages at Weeton saw 142 finishes and the second pair 124. Our final pair of stages saw 110 through the finish, 55 cars still running at that point out of 88 starters, with 55 cars finishing the event overall..

It was a good day. Great to see Jim Bebbey back on active service, and YES, I really did see that owl (!!!)

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We often get asked for businesses that offer services to motorsport competitors or classic car owners, not just around Liverpool, but throughout the North West and even further afield. Just click on the link here & send your message to the Editor via the LMC Contacts page. We're waiting!

Championship Sponsors

Information about the services offered by the sponsors of the 2013 Chester & Liverpool Motor Club's Speed Championship are now included in the 'Wanted & for Sale' section of the LMC forum. Please consider them when looking for motorsport parts or services, and don't forget to mention that you heard about them through LMC.



The MSA has completed a full revamp of the Go Motorsport website. Have you looked at it yet?

The site has a fully searchable list of events throughout the UK and covers all disciplines governed by the MSA. Just click on the logo!



The [LMC Facebook](#) page is a great place to go to find quick details of what the Club is up to, and is a great for keeping in touch with other members too. Why not pay a visit today?

What did you do at the weekend?

Did you compete in another club's event? Several members regularly compete in Rallies in the North West, but we never hear how they went on. In fact, most of you compete in Sprints, Hillclimbs, Races, Off-Road and AutoSolo events around the country too, but we know nothing about your experiences. Please drop a note to the Editor and let us all know how you are doing. A few lines will help publicise your efforts and may even encourage others to have a go too.

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 really 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 keeping abreast of events that we are involved with at Aintree and elsewhere.

Book on-line for Aintree

Don't forget that you will be able to book on line for any of our Aintree events this year (once bookings open!). Just go to the [LMC website](#) click on the appropriate tab for Aintree Sprints or Track Days tab and follow the instructions. You can join the club or renew your membership here too (at the appropriate time!).

ANWCC Events Calendar & Links to Regulations

Click [here](#) to be taken to the [ANWCC](#) event calendar with links to most member clubs' events. If you know of an event that others should be aware of, let our editor know via our [contacts page](#), or tell any LMC Official.

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[Liverpool Motor Club - home page](#)
[Liverpool Motor Club - sprint regs](#)
[Liverpool Motor Club - membership](#)
[Liverpool Motor Club - marshalling](#)
[Liverpool Motor Club - contact us](#)
[Liverpool Motor Club - club forum](#)
[Chester & LMC's Speed Championship](#)
[Motor Sports Association \(MSA\)](#)
[MSA Blue Book](#)
[Association of North Western Car Clubs](#)
[Association of Northern Car Clubs](#)
[Welsh Association of Motor Clubs](#)
[Longton & District Motor Club](#)
[Tour of Cheshire](#)
[Met Office - Latest Weather](#)
[Big Image Photography - Aintree events](#)

LMC Monthly Social Meetings

LMC Social Meetings are held from 8pm on the **second Tuesday** of the month at the Unicorn Inn, Cronton (405 Cronton Rd, Widnes, Cheshire WA8 5QF), not far from the M62/M57 junction.

There's nothing formal arranged, we just meet to have a good old natter and exchange views about motoring, motorsport and the world in general, without the pressure of a motorsport event.

Do come along & join in. You'll be most welcome!

Competition & Road Tyres available for Championship Contenders & Club Members

Supporter of the Championship **PlaysKool Motorsport** is offering Toyo and Kumho tyres via their website with preferential rates to those competing in the championship. Interested parties should contact them directly by email or phone quoting their competition licence number to qualify for discount against our web price. Further details and pricing will be on their website shortly,

Please go to www.plays-kool.co.uk for more information.



Go Motorsport... It's the first place to look for information about motorsport. Where to go, what to see, how to get started. www.GoMotorsport.net

People you should know!

Club Contacts

President & Publicity
Chairman
Acting Treasurer
Secretary
'Bulletin' Editor
Competition Secretary
Chief Marshal
Marshals' Coordinator
Track Day Booking Info
Sprint enquiries
Membership Secretary
Web Site Matters
C&LMC Championship
Rally Marshal coordinator

Geoff Ashworth
John Harden
John Harden
Dr David Drucker
Position vacant
Phil Gough
Bill Gray
Pete Proudley
Ron Hunt
Ron Hunt
Ron Hunt
Ron Hunt
Ron Hunt
Geoff Maine mainspeed@Live.co.uk (remove the <> before sending your email!)

If you wish to contact any of the officials 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.

Don't forget the [LMC Forum](#) - it's free to use and is a great place to find out what's happening, ask a question, or buy (or sell) that vital something.

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.

Anything for publication should be sent to the Acting Editor, John Harden, LMC-editor@liverpoolmotorclub.com
or Tel 0161 969 7137 (before 10pm please)