



## Liverpool Motor Club

The Bulletin

*Celebrating 115 years of Motorsport Excellence*



March/April 2014

### Chairman's Chat

Apologies for the lack of a Bulletin over the last few months. Family illness dictated that something had to make way for my new found skills as a carer, and that something has been the Bulletin. With any luck, normal service will be resumed shortly - just in time for the start of our Sprint & Hillclimb season. JH

Since the last Bulletin, the Club has been involved in several events away from our Aintree base. Way back at the beginning of November we upped sticks to Oulton Park where we ran a test for the **Rally of the Tests**, an event for classic rally cars that recreates the format RAC Rally of the 1950's & early 60's. Our test was a time-trial around the rally/drift course that's on your right as you enter the circuit. Some lovely cars taking part, and many were really trying hard as they passed through the venue on their way from Chester to Harrogate.

The weather set a standard that would recur during the next few events, our marshals being subjected to a rather blustery day that did its best to rearrange some of the (empty) water barriers that we were using to delineate the test. It was interesting to see how many foreign crews were using British built cars of the period. Of course this was a time before 4 wheel drive and turbos, when rally cars were essentially almost standard road cars. Indeed it was possible to do well in a well prepared standard car back then. Lots more photos of the event can be found on the [Classic Rally Association's website](#). Much praise was received from the organisers for our team of marshals. Well done guys!



A week later and it was the annual awards evening for the [Chester & Liverpool Motor Clubs' Speed Championship](#), held as usual at the BAe Chester social club at Broughton. As usual it was a most pleasant evening that provided a great opportunity for contenders to chat with their fellow competitors without the pressures of an event. In 2014 we are moving the event to a Saturday evening and opening it up to all members of the two clubs as well as all drivers taking part in our events and their families, whether or not they are contesting the Championship. In other words, it'll be a proper social event to round off the year's sport, and will be open to everyone. Get the date in your diary now - 8th November 2014.

Moving on a week and an intrepid team of LMC members made an extremely early Sunday morning start in order to look after the main spectator crossing and a couple of corners on the Kinmel Park stage near St Asaph on the **Wales Rally GB**. This was the first time for many years that the rally had returned to several of its old stages in

North Wales, a move intended by the organisers to attract more spectators from the North of England. And attract spectators it did - by the thousand. Special spectator stages had been designated at Chirk Castle and Kinmel Park, but the former venue was completely overwhelmed on the Saturday and the design of the spectator facilities at our stage at Kinmel, let's say, somewhat lacked intelligent planning. However, our team did an excellent job shepherding the masses into the RallyFest site, and persuading them to stay there until the crossing point could be reopened after the WRC cars had passed two hours later. There's more from Geoff **Maine** on [page 4](#).

Next up was **LeJog** in December, another event for classic cars, this one being an endurance rally running from Lands End to John O'Groats. Several of the crews from the Rally of the Tests were taking part in this one too and this time we were running a fairly simple driving test around a car park at the now vacant Lancashire Enterprise Red Rose Hub near Preston.



Photo courtesy of Gary Davidson

*Continued >*

### Chairman's notes - continued

There were several foreign crews out on **LeJog**, and many of them were in British built cars. Some drivers were trying really hard to set a quick time, for others the challenge was just getting to the finish. Once again, our dedicated band of marshals did a sterling job, and it was good to see several of our Student members from the Motorsports course at Tameside College helping as observers on the test. You can see some wonderful photos of the event taken by Italian professional motorsport photographer Francesco Rastrelli on the [HERO website](#).

At last, we've arrived in 2014 and our next event was the **North West Stages Rally**, a multi venue event for modern cars based on Blackpool in early February. Unfortunately, due to family commitments, I missed this one but our team did an excellent job once again manning the Flying Finish and Stop line at Weeton Army Barracks. I believe it was another excellent event, despite the somewhat unpleasant climatic conditions that constantly attempted to blow the stage furniture into the next county.

Then at the beginning of March, it was back to 'our' regular venue at Chowley Oak, to run a test around the business park's car parks for the Beeston based **Tour of Cheshire**. Once again, this friendly event for historic cars produced a great variety of cars and crews, some of the senior crews having competed on similar rallies back in the day. Others (somewhat younger) were all out for a win, whilst there were several taking part in their first ever rally of this type, as evidenced by the difficulties experienced by some of the later crews as they tried to work out which cones should be passed on the left and which on the right. A great deal of hilarity was exhibited by the elite team of observers from the intriguingly named Ecurie Cod Fillet group of well known ex-British and International drivers and co-drivers who had been sent to assist us at Chowley. All in all it was a thoroughly enjoyable event once again.

Having covered everything that the Club has been up to over the past few months, I'd better move on to what's happening this year.

Unfortunately, family commitments meant that I had to miss supporting our excellent team running the Flying Finish & Stop area for Stockport 061 Motor Club's **SMC stages rally** on 23rd March. I believe they were kept very busy with several changes of location during the day. There'll be a fuller report in the next issue of the Bulletin.

Then it's our first **Aintree sprint** of the season on 26th April. As I write this, we've over 100 entries already, so if you are intending taking part don't delay submitting your entry. You can enter and pay quickly on-line through the [LMC website](#). We've received over 100 entries already for April, so don't wait too long before entering if you wish to take part!

In May we are back on the hill with the first of our two **Barbon Hillclimbs**. We are intending to carry out some ground stabilisation work in Barbon's lower paddock well before the event to lessen the chances of the muddy conditions that the event suffered last year. Of course, by undertaking the work, it will be a dry event after all!! Entries for the A/B permit meeting on 10th May have just opened and all LMC competitors are invited. More details and entry forms are on the [LMC website Barbon Page](#).

That's it from me for now, but when you have a few minutes please join the MSA's campaign to persuade the Government to allow **closed road motorsport** in the UK. If approved, this doesn't just allow rallying on the public highway, but could also release some excellent roads for Hillclimbs and Sprints. [Click Here to see more](#).

Have a great year's motorsport everyone, and above all keep it on the black stuff!

*John Harden*

### MSA Regulations for consultation

The latest regulation changes proposed by the MSA Specialist Committees are now available for consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations) Don't miss your chance to have your say before changes are cast in stone!

### Would you like to be famous? Do you want to be in the news?

Whilst we are unlikely to be able to make you famous overnight, we are looking for competitors who would be willing to be featured this year in our press releases to the local papers in Liverpool & Sefton.

Just before each of our sprints at Aintree we send information to the local papers in the hope that they will publicise our events. So far, it's not been working, so we are going to try a different approach by including a photo of a local competitor or his or her car in the hope that we have more success in getting our events publicised and thereby attracting more spectators. Would you be willing to be featured? We won't publish your address, just your name, your home town and maybe details of your car.

If you would be willing to be featured (probably just once) please contact John Harden as soon as possible to discuss options on 0161 969 7137 (days or evenings before 10pm).

JH



Have you joined us on Facebook yet?  
Just click [here](#) to visit the Liverpool Motor Club Facebook page.  
Or click [here](#) for the Barbon Hillclimb page, including a great photo gallery

## All change — LMC Membership Secretary

If you have renewed your membership of the Club (and why wouldn't you?) you should have noticed that we have a new Membership Secretary. Back in October, Sprint competitor and Track Day participant Peter Ibbotson very kindly offered to take on the role and is now fully indoctrinated into the weird and wonderful life of an LMC Official. His first duty was to send out the membership renewal notices in December and expertly deal with the resultant rush of renewals that began arriving in January. We are most grateful to Peter for stepping into the role particularly as this allows Ron Hunt to take on Entries Secretary for the Barbon Hillclimbs.

On behalf of you all, may I publicly thank Ron for dealing with the membership duties for well over 10 years now. It's not exactly one of the most glamorous jobs in an organisation but Ron has been doing excellent job since the late 1990's. Many thanks Ron for all your hard work.

If you haven't already renewed your membership, please do so as soon as possible. The new season is almost upon us and if you don't renew, this will be the last Bulletin you will receive from the Club. *John Harden*

## My car needs a what? *I don't believe it!*

Worrying new research has revealed that one in ten motorists – equivalent to 3.4 million UK drivers – aren't actually aware that once their car is 3 years old, an annual MOT test is a legal requirement.

Most of the 2,000 motorists surveyed by Kwik Fit were also clueless about the checks included in an MOT test. This flagged up concerns that many ignore important maintenance checks because they think they're covered by the MOT. The research shows that 40 per cent of drivers believe an MOT test covers oil checks, whilst 38 per cent expected their battery condition to be sorted out as part of the MOT.

Additionally, around 7 per cent of motorists surveyed have driven for prolonged periods without a valid MOT. Meanwhile, 21 per cent said that they attempted to fix faults themselves to try and pass their MOT, even though they didn't know what they were doing.

The MOT statistics aren't the only worrying thing emerging from the Kwik Fit survey either. A total of 9 per cent of motorists didn't realise car insurance was compulsory and 10 per cent said the same about valid tax discs. Annual car servicing was considered a legal requirement by 20 per cent, 46 per cent believed it was law to carry a spare tyre in the UK, whilst 18 per cent believed it was a requirement to carry an emergency warning triangle.

There, don't you feel so much safer on the road now!

(Item courtesy of AutoExpress)

## Championship Sponsors Needed

We are looking for one or more additional sponsors to support the 2014 Chester & Liverpool Motor Clubs' Speed Championship. It would be almost impossible to run the Championship without support and entry fees would have to be considerably higher.

Can you support the best Sprint & Hillclimb Championship in the region?  
Or do you know someone else who may be interested by helping sponsor it?

The Championship is run by Ron Hunt on behalf of the competitors and he would be thrilled to hear of a new sponsor to join those already supporting the Series.

If you can help, please contact Ron - see Back Page for his contact details.

## Marshalling Matters

We are looking for people to help at Aintree for the following events:

26th April	- Aintree Spring Sprint	Contact Bill Gray
10th May	- British Hillclimb Championship - Barbon Manor	Contact Paul H Smith
31st May	- Aintree Track Day 1	Contact Bill Gray
14th June	- Speed Hillclimb - Barbon Manor	Contact Paul H Smith
28th June	- Jack Neal Memorial Sprint - Aintree	Contact Bill Gray

Previous experience isn't vital, nor is a set of those fetching orange overalls. If you've not marshalled before you'll not be alone, we will always place you with an experienced marshal. At Aintree, duties are keeping the circuit under observation and contacting "control" if a car needs attention, or you can help in the paddock or assembly areas if you prefer not to go trackside.

Volunteers on the Aintree events will each receive a £10 contribution to their out of pocket expenses and we provide a buffet lunch too. Marshals at Barbon also receive a contribution towards their lunch.

If you can help, or know someone that may be interested, please contact Bill Gray for the Aintree events, or Paul H Smith for Barbon at [www.liverpoolmotorclub.com/about/contact-us](http://www.liverpoolmotorclub.com/about/contact-us).

**Don't forget - without marshals, there can be no motorsport!**

*JH*

## From the Rally of Tests to the Rally of Legends

Geoff Maine

'The RAC Rally of Great Britain' – does that bring back memories? When was your first time? Mine was the 1973 a Daily Mirror sponsored event, with a friend in a Ford Anglia, we spent the weekend in mid Wales chasing the rally. Of course in those days the rally carried on until the following Wednesday, but us mere mortals were back in work on Monday!

### Rally of the Tests

Well since 2001 the Classic Rally Association has been reviving the event, as the Rally of the Tests, in the style of the 50's and 60's. Those were the days before special stages, when a navigational event criss-crossed the country and was interspersed with various driving tests and regularity sections. I was on Blackpool Promenade for that first event 12 years ago, on a finish control run by Lancashire Automobile Club, for the first ever test of the event. With the waves lashing the sea wall it was the only time on a rally I've been wet without it actually raining. The following year a small group from Liverpool Motor Club ran a control for a regularity section in the depths of Lancashire. Since that event the club has run tests at many and varied locations including Leyland Test Track, the 2003 finish at Blackpool Promenade, the occasional sewage farm, Chowley Oak (a popular venue now for the Tour of Cheshire) and the Great Orme.

With only two RoT's missed by the club (2009 & 2012) when the event was not in our area, and one by me (2008) due to a close encounter with a small truck while riding my bike, we were back with the Rally in November 2013, this time at Oulton Park Race Circuit. Quite an unusual test as it was run on the Rally/Drift course and involved fewer cones than normal! Quote of the day from the Circuit Manager 'they're going a lot quicker than I expected, and they're not wearing helmets!!!!'

The mix of cars on classic events, from Austin to Zagato, contrasts sharply with the modern 'pocket rockets' of the World Rally Championship, which was the other event I was involved with a fortnight later.

### Wales Rally GB

When we were invited to the Kinmel Park 'Rally Fest' stage it seemed a good way to get the Club rally marshals into Wales Rally GB. Not too far to travel, with catering, portaloos and a rally show, what's not to like? Better than a cold, damp forest in the middle of nowhere. Well maybe, but the modern incarnation of the RAC Rally, with its relocation to the rallying heartland of North Wales, marked a return to the 'good old days' with many more spectators than the organisers have seen for many years. The well documented problems with spectator's aside,



the rallying was top class. After the WRC runners passed the National Rally provided plenty of old school motors to satisfy our more club motorsport palate.

An excellent location for our team, with a 90 right and 90 left in our sector, saw plenty of action and, fortunately for us, no actual dramas to test our marshalling skills. The brilliant weather (I think it was the Welsh summer) and the camaraderie of our Club Marshals added to a great day.

Will we return to Wales? I think so and the club will definitely carry on supporting classic rallies such as Rally of the Tests, Le JoG and the Tour of Cheshire. Also of course our Flying Finish Team is always in action on the North West Stages and Stockport 061's stage event at

Weeton Barracks. What else is there to do until the start of the new season of speed events at Aintree Circuit and Barbon Manor Hillclimb?

**Do YOU want to get involved?** For more information on Rally Marshalling contact;

Geoff Maine: [mainespeed@hotmail.co.uk](mailto:mainespeed@hotmail.co.uk)

**0151 521 5060 or 07854 807447**

### 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.

### 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 and follow the instructions. You can join the club or renew your membership here too (at the appropriate time!).

### We're now taking entries for our speed events at Aintree and Barbon

Regs are available [Here](#) for the sprints at Aintree on 26th April, 30th June and 6th September. (April's filling up!)

Regs are available [Here](#) for the hillclimb at Barbon Manor on 10th May.

**What's on next weekend?** See the comprehensive [ANWCC calendar](#) for motorsport events in the region

## Will you contribute to a New Feature?

*Our Editor is always desperate for contributions from LMC members for the club Bulletin, he can't be expected to write the entire edition. So here's an item that might help him along and induce some new copy in the months to come. LMC has over 200 members and surely some of you have a story to tell that is worth passing on to your fellow competitors and friends you meet in the paddock. The headings are below and all you have to do is jot down some words and email it to [LMC-editor@liverpoolmotorclub.com](mailto:LMC-editor@liverpoolmotorclub.com) and he will do the rest and what's more he'll be enormously grateful. (DH)*

## What's in your garage?

**Q: Tell us about yourself:**

**Name:** David Hunt

Our family ran a long established wholesale fashion accessory business based in Liverpool. Started by great grandfather in 1895 originally selling haberdashery, the fourth generation i.e. myself and brother recently decided, as there was going to be no fifth generation involvement, that it was time to hang up the order pad and take life a little easier.

I'm the only one in our immediate family to have any interest in motorsport. A distant relation was into hillclimbs and sand racing at Ainsdale in the early part of the 20th century. I will eventually get round to publishing some interesting photos of his cars in a future edition. But for me I suppose it all began, like a lot of people, when I got my first car in 1972, and like lots of others it happened to be a Mini. £800 bought me a one year old glacier white 850cc version. The sister of a school friend was a member of the Mini Seven Club in Manchester and so we both decided to join, as he too had a Mini. We were soon into autotests, PCTs and twelve cars. We also joined, Ford (Halewood) MC and from contacts there progressed to LMC. Meanwhile, the 850cc changed to a new 1098cc glacier white Clubman, which was sold when the company car arrived in the form of a 1750cc Maxi. This too, was pressed into competitive motorsport and was used for economy runs, autotests and PCTs. One memorable occasion was at the LMC PCT held at Afonwen. Ralph Collis, who I think was CofC and Chairman of the club, found it difficult to stop on the greasy surface and decided that my o/s front wing might halt his progress, which it did! Unfortunately a new wing was required. The Maxi was not a long term solution and so I purchased a Mini 1275 GT rolling shell from Jonspeed in Nuneaton (an ex John Larkin autotest car), got the bits together to build a 1340cc Cooper S lump and continued autotesting in the NW. Best ever result was taking 1<sup>st</sup> in class in the four round Merseyside autotest championship, but the actual year escapes me. In 1980 I was taught to water ski and was so smitten by it that I took up the sport for the next 10 years and gradually drifted away from club motorsport and eventually became a taxi driver to the kids. The LMC reunion dinner of 2006 rekindled my interest and I rejoined LMC after an absence of 23 years. In the intervening period LMC had changed from a rally club to organising sprint & hillclimb events. Never being a speed merchant I got involved in marshalling and helping organise events at Aintree and eventually volunteered to join the committee as Entry Secretary in 2010.

**Q: What cars do you own? And tell us more:**

**1971 MK3 Cooper S** which was purchased in the IOM in 1998 in time for the Mini 40<sup>th</sup> celebrations that took place at Silverstone in 1999. Originally sold by McKenzie's on Menlove Avenue in Liverpool in 1971, it soon found its way to the island in 1973. It changed hands twice whilst over there and underwent an extensive restoration in the late 1980s. I was fortunate to be able to reclaim its original registration on its return to the UK and attended the 40<sup>th</sup> birthday party.

**1965 Mini Moke** which I have owned ever since I clicked on the "place a bid" button on ebay and won the auction in 2006! I had always wanted one and had searched on and off for approximately 10 years until the right English Moke came up. Unlike most Mokes it has never been restored, it was advertised as "original and unmolested just as it should be" and it is. It was first owned by Devon Fire Brigade and was one of fifteen Mokes used to carry light pumps and carry out "general duties". It has a unique patina as, amongst other distinguishing marks, it still carries traces of fire hydrant yellow paint. It's absolutely fantastic to drive in the summer, real open air motoring. Also comes in useful for the occasional autosolo, but now, with only 34 bhp, hopelessly outgunned by the current crop of high powered cars that are currently being used. If you Google "Moke at Lymm" you will see it in action



*A Devon Fire Brigade Moke in the 1960s, identical to mine*

**1997 Suzuki X90**, No, it's not a hairdresser's car, but a very able Classic Reliability Trialling car. Used in the last three years to compete in the Motor Cycling Club's long distance trials and other ACTC one day trials.

**2004 Mercedes SLK**, the wife's chariot, yes, it is a hairdressers car, and she loves it!

**2013 Volvo V40**, the everyday run around and tow car for the 'A' framed Moke and club trailer on occasion.

**Q: If you won the lottery what would you add to the garage?**

Supercar, it would have to have an Aston Martin badge, although having recently driven a Ferrari Californian I could be tempted. Classic car: all sorts really from Austin 7s through various old MGs, to an ex works Cooper S would 'do'!

*Continued >*

**Q: Who is your motorsport hero?**

Tony Pond, to see him perform on the all tarmac Manx Rally in a Metro 6R4 was something else.

*What's in your Garage, by David Hunt (continued)*

**Q: What was the last motorsport event that you attended?**

The February 2014 Northern Trial, based in the north side of the Lakes. Superbly organised event, complimented by the fabulous scenery. Managed 2nd in class, which I was quite chuffed with.

**Q: What interests have you got outside of motorsport?**

Fellwalking, canals, steam railways, model railways, foreign travel, photography, family genealogy.

**Q: How much Swarfega do you use?**

Not as much as I would like but that may change this year when I have to swap the engine in the Cooper S for the one I built in the 1970s and still resides in the corner of the garage.

**Q: What's your scariest motorsport moment?**

Hitting a tree on the unmapped Wincle hairpin on a twelve car rally back in the 70s, and more recently, having failed two thirds of the way up the notoriously difficult Simms Hill on the Exeter Trial nearly coming a cropper when gravity took over whilst slipping and sliding to the bottom!

**Q: What, if any, has been the spookiest event in your life?**

When I was in the IOM on a business trip, at the time I was viewing and contemplating buying the MK3 S, I attempted to make contact with Malcolm Marsh, who had exported it from Liverpool to the island, in the hope of him confirming it's authenticity (I had been given a copy of the Manx log book by the then current owner). BT telephone boxes in the IOM are unique in the fact that they still have a phone book in them. So armed with the name of M Marsh I stopped at a particular box that I used to use on the Douglas to Peel road. On opening the door I found that the book was there, open at the relevant page with all the "Marshes" on it. WOW it was spooky. Talk about the hairs standing up on the back of the neck! From then on I knew that, come what may, one day it would be mine!

*Dear Reader, will you send in something like this? (Less is ok! Ed)*



*AutoSoloing the MK3 Cooper S at Blackburn Services 2007*



*AutoSoloing at Lymm 2010*



*The X90 (a Vitara in Drag) at the finish of the Ilkley Trial 2012*



*Navigating in a somewhat lightened MX5 Classic Trailer*



*On the Exeter Trial Centenary Run 2010 complete with Fez*

## More Membership Matters

### 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, Peter Ibbotson 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.

## Your News could be here! And it could help other members too.

Found a decent engine builder?

Or maybe a tuner with a rolling road that actually knows what he's doing?

Or maybe you are that tuner or engine builder (who knows what he's doing) and you are looking for business. Whether it's tuning, bodywork, or mechanical services, maybe car graphics, tyres, vehicle restoration or even vehicle transport, you can be sure there's someone out there who's looking for details.

So share that information with other members by dropping the Editor a few notes about your experiences.

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!

## 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. And we don't bite!

The next meetings are on **Tuesday 8th April, 13th May & 10th June** from 8pm onwards at the Unicorn Inn, 405 Cronton Rd, Widnes, Cheshire WA8 5QF, not far from the junction of the M62 & M57 motorways.

## Chester & Liverpool Motor Clubs' Speed Championship

Our 2014 [Speed Championship](#) kicks off on the 6th April with Longton's Sprint at Three Sisters.

We have no fewer than 23 rounds to choose from this year taking in 9 of the best Sprint & Hillclimb venues in the North, North Midlands and North Wales.

As in previous years, there are two divisions to the championship:

Division 1 is for those drivers who enter 7 or more events.

Division 2 is for those who enter a maximum of 6 events.

You choose which division to enter based on how many events you feel you will be able to commit to.

For 2014, our tenth year, the Championship includes Sprints at Aintree, Anglesey, Blyton & Three Sisters, Hillclimbs at Barbon Manor, Loton Park, & Harewood and will again finish with the exciting double header event at Thoresby Park. We are also continuing our Classic Production and Racing Cars Championship and have brought forward the age of eligibility to include pre-1984 cars and hope to see even more of these cars in action this year.

With the continued great support from our competitors, advertisers and our sponsors we have managed to keep the registration fees at the same level for 3 years now, surely a motorsport bargain!

Talking of sponsors, we are pleased to welcome on board **24/7 Roller Shutters & Garage Doors**. They have kindly agreed sponsorship of the '**The Top Ten Challenge**' in 2014 an additional competition which includes all the sprints organised by Chester Motor Club and Liverpool Motor Club in 2014.

**Cambrian Autospares Ltd** of Rhyl has agreed to continue their sponsorship for this year and we thank them for their support. We must also thank our long term joint sponsor **interconnect/it** - web developers, for continuing their involvement into 2014, as their ongoing support of the championship helps to make it probably the best championship in the North West.

If you are taking part in the ANWCC sprint / hillclimb championships, why not consider joining our championship too. You'll probably find that the two championships are visiting many of the same events so you can increase your chances of an award just by doing what you are already doing! See the link from the [LMC website](#) for more details, go to [www.speedchampionship.com](http://www.speedchampionship.com) or contact Championship Co-ordinator Ron Hunt (see our contacts page).

See the next page for the results of the 2013 Championship. Your name could be there in 2014!



Find us on  
**Facebook**

Have you joined us on Facebook yet?  
Just click [here](#) to visit the Liverpool Motor Club Facebook page.  
Or click [here](#) for the Barbon Hillclimb page, including a great photo gallery of scenes in the paddock as well as on the hill.

## Chester & Liverpool Motor Clubs' Speed Championship - 2013 Awards

### Overall Winners:

#### Division 1

- 1<sup>st</sup> The Unicorn Inn Trophy and Replica  
 2<sup>nd</sup> The Hanover House Support Services Trophy and Replica  
 3<sup>rd</sup> Trophy and Replica

Andrew Larton  
 Martin Rowe  
 Eve Whitehead

#### Division 2

- 1<sup>st</sup> The Byrne Hire Services Trophy and Replica  
 2<sup>nd</sup> The Peter Leger-Lomas Trophy and Replica  
 3<sup>rd</sup> Trophy and Replica

David Ormerod Jnr  
 Alan Sawyer  
 Phil Caza

### Chester MC Members:

#### Division 1

- 1<sup>st</sup> The Spitfire Fly Past Trophy and Replica  
 2<sup>nd</sup> The Broughton Wings Sports and Social Club Trophy and Replica  
 3<sup>rd</sup> An Award

Roger Fish  
 Paul Webb  
 David C Williams

#### Division 2

- 1<sup>st</sup> The Almond and Parkinson Memorial Trophy and Replica  
 2<sup>nd</sup> The Gordon Stratton Trophy and replica  
 3<sup>rd</sup> Award

Stuart Tranter  
 Mike McGoun  
 David Ormerod Snr

### Liverpool MC Members:

#### Division 1

- 1<sup>st</sup> The Liverpool/New York Trophy and Replica  
 2<sup>nd</sup> The John Harden Trophy and Replica  
 3<sup>rd</sup> Award

John Graham  
 Russell Thorpe  
 Robby Birrell

#### Division 2

- 1<sup>st</sup> The Presidents Trophy and Replica  
 2<sup>nd</sup> The Don Robinson Trophy and Replica  
 3<sup>rd</sup> Award

Keith Minshall  
 Phil Perks  
 Keith Calder

### Classic Roadgoing Car Championship:

- 1<sup>st</sup> The Concerto Support Services Trophy & Replica

Les Procter

### Classic Racing Car Championship:

- 1<sup>st</sup> The Martin Pratt Trophy & Replica

Phil Perks

### Top Ten Challenge:

- 1<sup>st</sup> Trophy + £100  
 2<sup>nd</sup> Trophy + £70  
 3<sup>rd</sup> Trophy + £30

John Graham  
 Robbie Birrell  
 Peter Brogden

Class Awards	Division 1		Division 2		
	1st in Class	2nd in class	1st in Class	2nd in Class	3rd in Class
<b>SA</b>	Bob Beaden		Bob Jones		
<b>1A</b>			David Smithies		
<b>1B</b>	Steve Price		John Earley		
<b>1C</b>	Karl Wilson				
<b>1D</b>	Rob Holt				
<b>2B</b>			Andrew Lowe		
<b>2D</b>			Sam Binfield		
<b>3A</b>			Louisa Davies		
<b>3B</b>	John Moxham	Graham Briscoe	William Jarman	Angela Jones	Colin Price
<b>3E</b>			Bob Binfield		
<b>4A</b>			Stuart Nelson		
<b>4B</b>			Stephen Davies		
<b>5A</b>	Barry Whitehead				
<b>5B</b>	Geoff Ward		Graham Barron		
<b>5C</b>			Peter Brogden		

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