



Liverpool Motor Club The Bulletin

Celebrating 113 years of Motorsport Excellence

February 2015

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Chairman's Chat

Crikey, that's January gone already, it'll soon be the start of the 2015 sprint & hillclimb season.

Mind you, speed events might take time off between November and March, but Rally events are continuing apace.

On 7th February, we supplied a team to run the flying finish and stop line at Weeton on the North West Stages Rally once again.



It was certainly a long day, but the weather was wonderful for most of the event, just hampered in the last hour by thick mist that rolled in off the sea.

Our next event will be helping on the Tour of Cheshire (see below) on 7th March, followed by another visit to Weeton to run the flying finish and stop line on the SMC Stages rally on 29th March. We are certainly in demand largely thanks to our experienced team of marshals who have earned a well deserved reputation for doing an efficient and accurate job in support of other clubs' events.

Do let us know if you'd like to get involved - previous experience is not required and you won't be dropped in at the deep end.

You'll be pleased to see that I'm keeping my notes brief this time as I've had a couple of very welcome contributions to the Bulletin this month. But there's nothing left in the pot, so if you can put together a few notes about yourself, your car or your reminiscences, don't hesitate to get in touch.

John Harden

Tour of Cheshire - lots of help needed

The highly popular [Tour of Cheshire](#) historic road rally takes place on Saturday 7th March and once again we are helping to run a test on this friendly but highly competitive event. Our usual test venue isn't available this year, so instead we will be at the old Marley Tile Works at Delamere, just off the B5152 across the road from Delamere Railway Station.

The plan is for the venue to be split into two parts, starting with a quite long test run at speed against the clock, followed immediately by a very tightly timed multi-regularity test around and through the now derelict buildings on site. We will need quite a number of volunteers to marshal the tests and will be asking marshals from other local clubs to assist.

Can you help?

Provisional timetable:-

Signing on	08.00 - 08.30
Clock Car	08.50
First Car	09.23
Car 75	10.40
Test Closes	11.00

If you can help, please contact Geoff Maine ASAP so that we can get an idea of how many people we need from other clubs.

The event is full with no fewer than 85 cars entered - the biggest entry on the event for many years. It's going to be a great event, don't miss it!



Find us on
Facebook

Have you liked 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.

LMC Event Dates for 2015

Aintree Circuit 2015:-

25th April	Spring Sprint
30th May	Aintree Track Day 1
27th June	Jack Neal Memorial Sprint
5th September	Autumn Sprint
6th September	Sporting Bears Charity "Dream Rides for Kids"
23rd September	Greenpower Electric Car Races
3rd October	Aintree Track Day 2

Barbon Speed Hillclimbs 2015:-

13th June	National B Hillclimb
4th July	MSA British Hillclimb Championship (Nat A)
4th July	National B Hillclimb

See our website's [Club Calendar page](#) for details of the various championships invited to the above events.



The Caterham Academy is with us in April



Greenpower at Aintree in September

Have you renewed your LMC Membership yet?

Your membership of Liverpool Motor Club ran out on 31st December and we hope that you have renewed your membership of the Club for another year.

If you haven't, it's still excellent value at only £10 a year, and if you want to save a little more money, plus a couple of stamps, here's a **special offer** — you can now renew your membership for 3 years at the reduced rate of just £27.

If you haven't already renewed, why not do it today by returning your renewal form with payment to our Membership Secretary, Peter Ibbotson, or even better, save a stamp and an envelope by renewing on-line straight away.

Just [click here](#) to go to the on-line membership form on our website and you'll receive an email confirmation as soon as you have paid. It's really easy and totally safe, so what are you waiting for?

Chester & Liverpool Motor Clubs' Speed Championship - News

Registrations are now open for the 2015 C&LMC Speed Championship and regulations are available on the [Championship website](#), or by post from Championship coordinator, Ron Hunt.

Ron has already received several registrations and will send out the registration cards as soon as the MSA confirms the permit number.

Unfortunately Chester MC hasn't quite got around to sending out regulations to its members yet, so if you know of anyone requiring regs please point them to the Championship website or ask them to ring Ron on 0151 677 5346 or send him an email with their contact details to info@speedchampionship.com. He will be pleased to send them a copy.

Do you need a race suit for a track day?

Depending on the type of track day and the type of cars on track, it can sometimes seem a little pretentious to slip into a race suit. But as an old driving instructor we know always says: "You can't put the bloody thing on after the crash!"

Of course, no-one with any kind of sense intends to have a crash, but we all have to accept it does happen.

Race suits are an important part of any driver's motorsport outfit and can essentially save your life, but is it ever safe to go on track without one? The aim of a track day is to have fun, and to push yourself and your car a lot harder than you would on the average day, albeit in much safer conditions than you would get on the roads.

With track day briefings there is often a little light humour, but sometimes the level of risk involved is not fully understood by those preparing to go on track. When they leave the briefing with the precious wristbands, the conversation often moves onto racewear — checking with mates to see who is putting

on a race suit or a nomex vest.

If you are on a test day or at a race meeting, a race suit is a no-brainer. But what about when you're on a track day?

If you have ever seen a car catch fire, the speed at which it goes up is terrifying. Now imagine that upside down. Even fire protective overalls only have to resist a flame for a minimum of 11 seconds to obtain the FIA approval required for most levels of motorsport race suits. How long do you think your jeans or t-shirt would last?

Those of you old enough may well remember Lorenzo Bandini and his fatal crash at Monte Carlo back in the '60s. That alone should be enough to make you realise you don't want to be near, let alone in, a burning vehicle.

So, what's it going to be — jeans and t-shirt, or a race suit?

This article is reproduced courtesy of MotorsportDays.com, the comprehensive free on-line newsletter and calendar for track day participants.

Focus on:- Phil Howarth (aka Cobra Racing)

I have been a member of Liverpool Motor Club for two years now. I have always been interested in motor sport from quite an early age (14ish) when I used to accompany my sister's boyfriend to rallycross meetings where he used to compete in a Mini Cooper 'S'.

Later, when I was in college, I got into rally cross more regularly as a spectator and, when I started work, I started to do hill climbs with the Bristol motor club in my modified 850 mini van!

Motorsport took a back seat for quite a long period that was dedicated to marriage and raising family, but I eventually succumbed to the urge to compete, so took up Moto-cross riding for about the next twenty years. I did ok, mostly in the top ten, occasionally better, and got a few trophies to show for it. After a few "slightly serious" accidents, I was persuaded to retire, but it's in the blood, a definite need for speed!!

So I took up what I considered a far safer sport (HA HA!!!) and bought a 125 gearbox Kart and competed in the national championships. My 1st year saw 4th overall and several high placed individual meeting results, so it was a good start. However Karting is not a cheap sport as regs frequently changed between meetings and caused problems with keeping up. So, with no sponsors available, I retired in the third year for financial reasons.

I still had that need for speed, so went back to bikes and tried enduro's and stage rallies but started to feel my age after about 5 years, so decided I needed something a bit easier to ride. I bought a racing quad bike, which I thought would be easier (another mistake), and for two years rode quicker than I had on a motorcycle. Unfortunately, it was taking me nearly a month to recover from each event, so I decided I should face reality and admit I was getting a bit long in the tooth, as I was well past 50 by now and still competing against teenagers!

So then to retirement from motor sport, or so I thought, with a new found passion to build my own kit car. I thought that would be enough, but as I said before, its in the blood, and the need for speed once again began to influence me, encouraged by my chance meeting with John Harden, on the Liverpool Motor Club stand at the Classic and Performance car show in Manchester

I had not long finished building my Cobra 427 Replica, which has a Ford 2.9 EFI V6 engine, mated to a Ford Sierra gearbox. It was on display with others at the show. In our conversation it came up about possibly competing in the road going class, so I went to the next Aintree event, just to see what it was all about and I was hooked.

Last year was my first full season, my first sprint meeting saw an improvement in times on previous year, and at the first Barbon Hillclimb I got 1st in class, so that was a good start to the year. Unfortunately things started to go wrong with the car and I spent 2nd half of the year with engine and gear box rebuilds.

This year I now have fully rebuilt engine with fast road cam, new injectors and adjustable fuel pressure regulator, new stainless free flow exhaust manifolds, dyno tuned engine, producing more power!! The gearbox internals have been uprated using Lotus ratios. So with more power and pulling higher speeds in the gears. I am hoping for some reasonable results this year. Watch this space!!!



Phil & his Cobra replica at the 2013 Sporting Bears charity event

The car was built using donor parts from a Ford Granada Scorpio circa 1987, which I stripped of all parts required for the kit car. Then the two year build started using an Auto Speciali kit based on a ladder chassis with glass-fibre body panels. With the usual occasional hiccup, scraped knuckles and a lot of cursing, just like a Phoenix eventually from the pile of parts rose my beautiful Cobra 427.

So this year I will be competing at the Aintree sprint series as well as the Barbon Hillclimbs and, all being well, I intend to run at the last track day of the year whilst also supporting the Sporting Bears charity day on 6th September when I'll join the owners of a whole range of exotic and performance cars to give rides round Aintree circuit for children with serious health problems, some terminal, and their families.

So that's me right up to date and competing with my Cobra in this year's LMC sprints and hillclimbs. I wish everyone the best of luck for the forthcoming season and hope I come away at the end with some good results.

All the best to my fellow competitors.

Phil Howarth.

(Since joining LMC, not only has Phil been competing in our events, but has become totally immersed in our activities. He helps set up Aintree on the day before events, and when not competing he has marshalled not only our Aintree sprints and track days but also Greenpower, Sporting Bears, the Bentley visit to Liverpool, the Cholmondeley promotional day in Wallasey and has even been part of our rally marshal team. Talk about getting fully involved!

And if you ever want a car moving to/from the Wirral, he's even available with his transporter – for a modest fee of course! Keep up the good work Phil. ed)

Have you got a story to tell? You don't need to have been a member of LMC for years! Please jot down a few notes and sent them in to the Editor. We don't even mind if you use them to subtly promote your business.

JEFF HIGNETT - An Appreciation

Geoff Ashworth

I first met Jeff Hignett with my pal Peter Cook when we were out marshalling on a Road Rally at the well known Braid Motors of Ewloe in 1970. We were at the start, got chatting to Jeff and his pal John Carrick who we had seen at various LMC events. We had time to spare as our control was not until later in the night so we went back to Jeff's home in Buckley. We met his wife Pam and he then showed us his ex-Rod Cooper Supersport Cortina. This was one of three Mark 1 Cortinas seriously campaigned by Rod and was a 1500 with a Lotus Engine and it could really go. The cars were both red with a distinctive broad yellow band across the leading edge of the bonnet.

It was back in 1965 that he competed in his first rally and won it outright. The marker was in place and over the years he had much success although proper financial backing largely tended to elude him. In 1974 he fulfilled an ambition to compete in the prestigious RAC Round Great Britain rally in his Datsun 240Z, an unwieldy but exciting sports car.

Whilst rallying was Jeff's first love he really was an all-rounder in motorsport competing in a wide range of events including autocross, and even LMC's Sand racing at Ainsdale Beach, at Southport. He was simply a very determined competitor who would shine in whatever event he competed. However, it was in another area that he excelled, he was a born organiser which he did to good effect. He played a pivotal role as Team Manager for Mike Stuart's 'Quicks for Ford' Rally Team from 1979 to 1982 and Mike credited much of their success to Jeff. He was also the Chairman of the Vauxhall Motoring Group in 1977/79 and an adviser to MCD & Supersport Rally Teams.



Jeff was also involved with the Plant brothers for some time with their Mini Rallying even to the point of going abroad to Kenya for the very challenging East African Safari rally.

When an opportunity presented itself to purchase their Mini, he seized it and went on to drive the Safari Rally only for the mini to be drowned out. That old familiar mini problem!!

His background was as a qualified Shipwright with Cammell Laird of Birkenhead in his earlier career before he went on to carry out a variety of work, which included working for a hotel at the top end of Loch Lomond with one of his duties involving ferrying guests to and from the hotel across the loch. By this time the family had moved to Callender (near Stirling) in Scotland which was fair trip across country to work. Ever resourceful, he managed to find a single track forest road for, which he acquired key access to the gates, and shortened his journey considerably. It would take any normal driver an hour yet Jeff managed it in about 35 minutes in the 2nd generation Mini Cooper. He was still quick!



(Above) Jeff at a service halt in Africa. Look carefully and you should be able to see a LMC sticker above the rear wheel.

Talking to his son Paul recently he was telling me how Jeff had noted down all his involvement in Motorsport over the years. The people that he navigated for and drove with read like a rallying Who's Who of anyone who has been involved in rallying. He was also a consultant to many people and companies involved in rallying. He was a member of LMC from the mid 60's and always remained interested in club activities, even coming down to re-union dinners.

Respect for this quiet unassuming man was immense and none more so than at the time he was recovering from a serious medical complication involving various operations. It was in 1993 at a prize giving in the Great Hall of the People in Beijing China, that a Get Well card was signed for him from Table 47 by no less than David Richards, Ari Vatanen and the late Colin McRae. That says it all about the man.

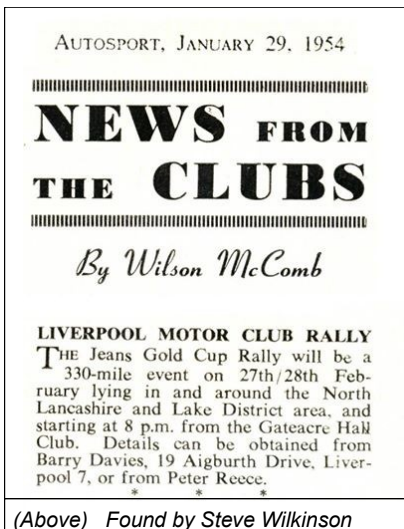
Jeff sadly died after a long and debilitating illness in late November and he will be long remembered by those that knew him. We extend our sincere condolences to his family, wife Pam, Son Paul and daughter Sarah over their sad loss.

A LOOK BACK AT LMC IN THE 1970's

Some reminiscences by the President

Liverpool Motor Club has had many eras of Motorsport including Motor Bike Trials and Racing in the 1920, and 1930's, at which point cars started participating in events. By the time the 1950's had arrived, Road Rallying was becoming increasingly popular and the Jeans Gold Cup Trial became the Jeans Gold Cup

Rally and was one of our most prestigious events. Quite a few of our members started venturing abroad on the likes of the Alpine Rally, Sofia Liege, and even the Monte Carlo Rally. Now those were real rally events needing much preparation not just of cars but for those competing too.

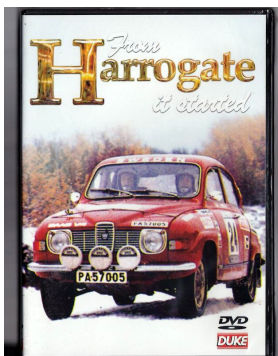


(Above) Found by Steve Wilkinson

Being cooped in a car for up to ten days was a challenge for anyone, and particularly uncomfortable if their body freshness left a lot to be desired let alone poor map reading skills!!

In the 60's, the RAC Rally of Great Britain was slowly developing and becoming increasingly popular with both competitors and spectators. Liverpool MC was running the Jeans, the Capstan Rally, the Guys & Dolls which were all road events, and others. Having joined the Club in 1967 my first involvement with road rallying came in 1968 when my pal and I volunteered to marshal on an LMC road rally in the Lakes. We turned up to the half way point to find no job and were told to go to the finish and marshal that control. Although tired from driving all night, the sight of 90 odd rally cars coming into the control at Newby Bridge at 7am still ignited our enthusiasm. The rallying seed was sown and that was how we came to be out, every month on road rallies marshalling in North Wales, the Lakes, North Lancs, and even Yorkshire.

It was in 1971 that my interest moved up the scale. The club was asked to Marshal a Passage Control at Clwyd Newyd near Ruthin. If memory serves me correctly that was the event that Stig Blomqvist rolled his Saab 96 early in the event and it was still crabbing all the way up the road a day later. He still finished.



"From Harrogate it Started" is the memorable title of a film of the 1971 RAC Rally (available on [DVD](#); ed) and after finishing our marshalling duties on the rally 11 of us hired a VW minibus to follow the event. The Yorkshire forests were hit by serious snow with at least 5 inches. Eventually, we decided to head north to Perth

overnight, during which we were overtaken by three course Range Rovers all of which missed the road and ended in fields. It was no fun navigating I can tell you, nor was it driving. Looking back into the VW all I could see was 9 steaming people, until we came to a small village where the hilly road was to be a bit of a problem. We decided more traction was needed so the guys were despatched to stand on the back bumper and also to push. We got up the hill, in the process passing a Jaguar XJ6 struggling to get any traction with two older couples on board, dressed up to the nines in long dresses and penguin suits – not their night.

Well it was a long trip to Perth and we arrived at 8am to bright blue skies so we were hopeful of some action. We grabbed a drink from the flasks and some bacon butties. At 8.55 the skies changed, by 9.00 a blizzard was in progress just at the stage start time. By 9.10 it was all over as the stage was cancelled. All that for nothing, but that's rallying.

The RAC became an established event for marshalling on the LMC calendar until it moved to South Wales from Chester in 1996. At least the WRC event is now back in North Wales and long may it stay.

In the early to mid 70's Clocaenog Forest, near Ruthin, became a regular venue for us and this was one event that Jeff Hignett was acting as Stage Commander. He hadn't a suitable car at that time so he hired a 4 door 1.8 Morris Marina (don't laugh) and used it as stage course car. Well, being a British Leyland vehicle it suffered the usual disintegration problems of the time and eventually the gear lever snapped, so he fashioned a screw driver into place which did the job nicely. Whilst Jeff had been doing all the necessary PR work in the area, he'd had access to the forest for some time and it was found that he was posting some astounding times when clocked. When his times were compared with the competitors' times, he'd managed to beat one Roger Clark!! Astounding.

The story doesn't end there. Because he had the necessary Stage Commander plates on his car he was able to access the stages for the rest of the rally, which in those days was a lot of stages. We next saw him back in Liverpool a few days after the event when he came along to the LMC committee meeting. That purple Marina was now brown and whilst it was a four door car the two back doors wouldn't open - the body had folded in the middle!! They did clean it before they took it back though!

Mention of the committee meetings reminds me of one particular meeting when the chairman announced that one of our pilot members had taken exception to some comments by the Chairman about airline pilots in a previous edition of the LMC Bulletin. A writ had been served on the Chairman and he read out the text. The committee was aghast until the Chairman finished reading the document which was dated 1st April. That committee meeting was being held by our Don Robinson as Chairman of the Club, to discuss the second Guys and Dolls Rally which I had resurrected in 1971.

Continued >

A LOOK BACK AT LMC IN THE 1970's - Continued

That first event was an interesting challenge getting the route approved by the RAC (as it was then) which involved marking the route up on maps &, showing all the black spots which had to be avoided. The maps frequently came back with alterations requested. It was a frustrating exercise at times.

Once the route was established, which was 80 miles in north Lancashire including the Trough of Bowland, it had to be PR'd which meant visiting every house and informing them about the rally. This was all very nice on the autumn days, but it took up four weekends largely single handedly. Reaction from residents was largely good and many wanted more information about it. I learned a lot about PR I can assure you. On one memorable occasion, I was two thirds of the way along the Trough going west when I stopped at a small hamlet and approached a farm. I knocked and knocked, assuming someone was in as the front door was wide open. The radio was on, eventually I got a response from the very down to earth farmer who didn't just call a spade a spade but more like a f***** shovel. He wasn't a happy bunny and probably with just cause as he was trying to listen to the football results!! The threat of the shotgun was enough for me to classify it as a 'quiet zone'. The next year I PR'd it on a Sunday.

Now further along the hamlet I got a contrasting reaction as it was occupied by a family with three pre-teenage children. They all wanted to watch and could I give them exact times as they loved rallying. Wonderful enthusiasm.

In later years the Jean Gold Cup rally was successfully resurrected as a road and then stage rally which even used our Aintree venue on a few occasions. However, it was the Mayfield Safari rally that was to become an outstanding event in the 1980's. So many members contributed to its success, it had an amazing entry list with our sponsor David Moore even arranging for the legendary Erik Carlson to come over from Sweden and drive the course car. I don't think he was too impressed that we had even arranged for snow to be on the ground. Talking to him at the start control he said 'wet snow - no good'. You just can't please some people, even legends! Our Rallying guru Dave Mitchell was extensively involved with these events and we owe much to him for their success. What I haven't mentioned yet is the rally venue. It was no less than Knowsley Safari Park. Yes the place with all the wild animals which were moved or locked up on the day. I ended up with the 'plum' job of looking after the Lion Enclosure which was all very well as the Lions were locked up, but, the cars still had to pass within a couple of feet of the quarters that they were locked up in. One error and I was going to have to move very quickly to the comparative safety of my car. Remember this was a period when radios were very limited for marshals and there were no mobile phones. My whistle wasn't going to be much use when I was running for my car with one disturbed lion in hot pursuit, and I was the only marshal in the enclosure!!

Geoff Ashworth - President

To be continued

From the Archive : Autosport Magazine Courtesy of Steve Wilkinson

LIVERPOOL M.C.

DRIVING TESTS

THE Liverpool M.C. held their annual restricted driving tests on 1st August at Saighton Camp, Chester. This event counted towards the B.T.R.D.A. Flather Star Silver Spoon Championship.

The entry of 42 drivers attempted eight tests laid out on the large parade ground, the weather being very sunny with intermittent showers, mainly in the N.A.A.F.I.

Test 1 comprised much toing and froing across lines; test 2 involved Ss handbraking; test 3 wanted two 360 deg. handbrake turns in a box; test 4 required wiggles with some forward and reverse across lines at the far end; test 5 was something of a memory teaser, with partly wiggles and partly handbraking round pylons; test 6, the hardest, involved a 360 deg. turn in reverse in a box; test 7 was a handbrake affair, turning round a fan shaped series of pylons; and the last test comprised two chicanes taken in both directions together with a 360 deg. turn round a further pylon.

The tests were laid out three at a time, and after the first three R. Goodchild led Derek Smith in the S-type class, while F. Pickering led the open class. Other class leaders were H. Chalmers (Mini-Cooper), Dave Robinson (Anglia) and G. Frickel (Vitesse). A. Parkin

AUTOSPORT, AUGUST 6, 1965

in the M.H.S. Spl. led overall.

In the second section of three tests the only change of position was that of fastest saloon and S-type class leader when Derek Smith took a short lead on Rod Goodchild, all other positions remaining the same.

The last two tests were then run off and this gave Derek Smith the best saloon award and second overall in his S in 385.5, leaving the class to Rod Goodchild over D. Hawley. Class B for Mini-Coopers saw H. Chalmers beat P. Anton, the latter in his Morris 1100.

The small saloons saw Dave Robinson's Anglia way out in front of D. Jones's VW, while the large saloons had G. Frickel's Vitesse easily the winner.

In the well-supported Spridget class Tim Baker was the fastest sports car in front of F. Pickering, the latter taking the class. Second in class was Don Robinson who just pipped J. Staves.

D. C. ROBINSON.

RESULTS

B.T.D. and best open car: A. Parkin (M.H.S. Spl.), 382.1. Best saloon and 2nd B.T.D.: D. Smith (Mini-Cooper S), 385.5. Best sports car: T. Baker (A.-H. Sprite), 387.4. Class winners: R. Goodchild (Mini-Cooper S), 394.8; H. Chalmers (Mini-Cooper), 393.8; D. Robinson (Ford Anglia), 458.0; G. Frickel (Triumph Vitesse), 419.8; F. Pickering (M.G. Midget), 390.3; J. Handley (M.G.B.), 413.3. Best lady: Mrs. J. Meredith (Mini-Cooper), 423.0. Best team: R. Goodchild (Mini-Cooper S), T. Baker (A.-H. Sprite) and F. Pickering (M.G. Midget), 1,172.5.

The Longest Day - Legend Fires North West Stages 2015

By LMC Chief Rally Marshal - Geoff Maine

Once again early February saw the stalwarts of the LMC marshalling crew venture out into the wasteland, a stone's throw from Blackpool, known as Weeton Camp. A bright & chilly morning heralded what was possibly the mildest day ever experienced on the North West Stages event. Normally the weather conditions consist of four seasons in one day, at least three of those seasons being winter!

The venue had already been set up for the previous evening's stage, which had been run in the opposite direction, so did not require too much re-arranging.

We fairly quickly had the Flying Finish & Stop Line, our main areas of responsibility, set up to our satisfaction.

We had a good turnout of LMC volunteers this year so could also marshal the junction prior to our Flying Finish, as well as having a number of people marshalling in stage. We welcomed 2 new members to our team at Weeton this year, who very much enjoyed the event, which proves the saying that it really is 'the more the merrier' when it comes to running motorsport events.



The multi-venue event was due to visit our 5.6 mile stage at Weeton three times, and tackle the stage twice on each visit. The usual mixture of competing cars, ranging from ex WRC cars to classic rally machinery, keeps everyone interested. The in stage action, on what is in places a very rough surface, is extremely exciting. This is definitely the biggest and best rally in our area.

Notable occurrences in our sector included John Stone in his Legend Fires WRC Skoda arriving at the Stop Line with flames licking at his feet! Check out [You Tube](#)

for footage of our team in action as we tackled the fire. The 6 vehicle strong Armed Forces Land Rover Rally Team provided much entertainment. Their enthusiastic attitude was a pleasure to see; they also provided amusement as we anticipated the amount of damage to front wings & wondered how many replacement Land Rover headlamps their service crew carried. The BMW with apparently lowered suspension was interesting; it arrived back from its second stage run with the top of the boot lid level with my knees. Something had clearly broken!



(Above) 2nd place went to Tony Bardy/Neil Coleman in Tony's well known and now historic Nissan Sunny GTi-R

(Left) Overall winners Paul Bird/Andrew Roughead in their Focus WRC 07 with the LMC team at the Weeton stage finish.

Apart from several ex-WRC jobs amongst the top runners, cars of interest included a Hillman Avenger Tiger, a 40 year old Porsche 911 and classic & BMW Mini's.

The event began to run late mid afternoon & then a serious incident at the Blackpool Promenade stage caused a further hold up. Rumour was our final pair of stages might be cancelled. However it was decided to run our final stages; it wouldn't be North West Stages without running Weeton in the dark on Saturday! We eventually finished over an hour later than scheduled, meaning we had been on post for 12 hours. It was a long day but our marshals soldiered on & ultimately enjoyed a fine days rallying.

If you are inspired to join us keep an eye out for rally dates in the bulletin & give us a call. You never know, you might be in danger of enjoying yourself!

Tour of Cheshire - lots of help needed

Next up is Knutsford & District MC's [Tour of Cheshire](#) Historic Rally and we are looking for folk to help on our "half day" test at Delamere on Saturday 7th March. Are you available? See page 1 for more details.



Rally Marshals' Training Day

This well attended training day took place in Stockport on 24th January and a number of our members took part in the interactive radio and timing sessions.

The timing training allowed all the trainees to practice all the timing roles from arrival, start, flying finish and finish line using the clocks used on events such as North West Stages, so it won't come as a surprise when someone thrusts a clock or timing card into your hand. Being indoors, the only thing missing from the training sessions was wind rain and or snow.

We also practiced a Regroup, which allows the front running competitors to be held for a set period so that the cars can be brought back together after a delay to part of the field en route, and close up any gaps after cars drop out - it wasn't something I'd come across before.

The trainers made the simulated stage as real as possible in a indoor venue, by replicating jumped starts, arriving early, late and knocking over the timing beams.

As well as the practical sessions the instructors took us through the set up for the stage, such as what order the signs are positioned and why.

Some of the more detailed information we learned:-

The target times are based on an average of 70 mph on stage and 30 mph on the road sections.

For international rallies the target time for stages also includes the road section to the next time control, so it's no wonder competitors don't want to hang around at the finish or get held up on the road.

Also for international events, it is the Stewards who impose penalties on competitors reported by the Clerks, unlike national events where such rulings falls to the Clerk of Course.

As with all training, it was well supported with experienced volunteer trainers courtesy of the MSA and is well worth attending if you get the chance in future.

Bill Gray, LMC Chief Marshal (Aintree events)

Race & Speed Marshals' Training - March 2015

The annual British Motorsport Marshals' Club Training Days will be held at Oulton Park on Saturday 7th & Sunday 8th March .



Apart from the Fire Training Practical Sessions, all training is class-room based and is available to anyone whether or not they are existing marshals.

You don't have to have any experience of the roles, but even if you are an existing marshal, I guarantee you'll come away having learned something new.

And it's also good fun!

If you think you may be interested in going, please contact LMC Chief Marshal, Bill Gray (see back page) without obligation for more information, as all places must be booked in advance.

Remember - without people who volunteer to marshal, there can be no motorsport!

SD34 Motorsport Group - News

As a member of Liverpool Motor Club, you are invited to register for the [SD34](#) championship that relates to your discipline of motorsport. It's just £5 for competitors to enter, and it's free to enter the marshals' championship.

If you are already competing in one of the ANWCC Championships or the Chester & Liverpool Motor Clubs' Speed Championship, then you have a fair chance of doing well in the SD34 Championship without any extra effort.

But you'll need to mention both SD34 and Liverpool MC when you enter events to ensure your results count.

And don't forget to register before competing in your first 2015 event as points cannot be back dated.

The registration forms for the 2015 Gazzard Accounts SD34 Championships (including marshals championship) are now available [HERE](#). We look forward to welcoming you on board.

Entries are now open and regs are available for the following SD34 MSG Championship qualifying events. Click on the event for a link to the regs and entry form.

***SPOTLIGHT*, for news, views and details of what's on in the North West:**

If you have internet access, why not have a look at [Spotlight](#), the incredibly comprehensive newsletter from [SD34 motorsport group](#). It's free, and full of information about motorsport events in the North West. Just click [here](#) to be taken to the latest edition

News from the MSA

Withdrawal of Helmets:

Note that the *Snell SA2000* helmet standard has been withdrawn entirely with effect from the end of 2014, and helmets to the *BS6658-85 Type A/FR* standard will be withdrawn with effect from the end of 2015. Both dates have been published in the *Blue Book* for the last few years, so there should be a general awareness of these withdrawals.

Wet Weather Race Suits

The MSA has confirmed that it is permissible to use 'wet-suits' (as commonly used in karting) in open

cars in circuit racing and speed events. Provided that overalls of a correct standard are still worn at all times under wet weather suits, the MSA has agreed that it should be left to user choice.

Regulations for consultation

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

Membership Matters

Motorsport Students - special membership offer:

We offer 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. (For contact details see the last Page of the Bulletin)

Book on-line for any of our 2015 events.

We will be accepting bookings on-line for all our events at Aintree and Barbon in 2015.

Around 70% of our sprint competitors, and well over 95% of our track day participants now book on-line, which explains why some events fill up so quickly.

Some say they don't use the on-line system because they don't have a PayPal account.

The good news is that you don't need a PayPal account to book on-line, you can still pay with a normal debit or credit card via the PayPal system, and you don't need an envelope or stamp either! And the Club now absorbs the PayPal charge too, so the entry fees are exactly the same on-line or by post.

Booking on line is quicker for you, and easier for us.

If you've not tried it yet, give it a go (once bookings open of course!) at www.liverpoolmotorclub.com



Find us on
Facebook

Have you liked 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.

Are you willing to be featured in a local newspaper article?

We are looking for competitors who would be willing to be featured in our press releases to their local paper 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 want to 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 please contact John Harden to discuss options on 0161 969 7137 (days or evenings before 10pm please!).

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 elsewhere around the

country too, but we know nothing of your exploits. 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.

Results

Event results are available on the LMC website [Here](#) for all Aintree and Barbon events so far. Just select the Results Tab on our home page. There are also reports for most recent Aintree events there too.

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

Marshalling Matters

We need people to help with the following events:

LMC Aintree Sprints,	25th April, 27th June & 5th September	Contact Bill Gray
LMC Aintree Track Days	30th May & 3rd October	Contact Bill Gray
Barbon Hillclimbs	13th June & 4th July	Contact Paul H Smith
Sporting Bears Dream Rides	6th September & Greenpower Races, 23rd September	Contact John Harden

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. 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.

On the LMC Sprints & Track Days events, volunteers will each receive a £10 contribution to their out of pocket expenses and we provide a buffet lunch too.

On the Sporting Bears and Greenpower events, marshals will be fed courtesy of the events sponsors.

If you can help, or know someone that may be interested, please contact Bill Gray or John Harden as above.

Remember - without people who marshal, there can be no motorsport!

Event &/or Championship Sponsors Needed

We are looking for one or more sponsors to support the Chester & Liverpool Motor Clubs' Speed Championship this year, and our events at Aintree and Barbon Manor. It would be almost impossible to run the Championship without support and entry fees would have to be considerably higher.

The Sprints & Hillclimbs are currently unsponsored so all help here would be gratefully received.

Can you support the best Sprint & Hillclimb Championship in the region? Or the best speed events?

Or do you know someone else who may be interested by helping sponsor us?

If you think you can help, please talk to Ron Hunt - he would be thrilled to hear of a new sponsor to join those already supporting us - see below for his contact details.

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 **Tuesdays 10th March and 14th April** from 8pm onwards at the Unicorn Inn, 405 Cronton Rd, Widnes, Cheshire WA8 5QF, not far from the junction of the M62 & M57 motorways.

Club Contacts

(Anti-spam precaution: Please replace <at> with @ before sending your email!)

President & Publicity	Geoff Ashworth	lmc-president<at>liverpoolmotorclub.com	
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Club Secretary	Dr David Drucker	lmc-clubsec<at>liverpoolmotorclub.com	01625 582770
Acting 'Bulletin' Editor	John Harden	lmc-editor<at>liverpoolmotorclub.com	0161 969 7137
Competition Secretary	Phil Gough	lmc-compsec<at>liverpoolmotorclub.com	07790 388 698
Entries secretary (Aintree)	David Hunt	lmc-entries<at>liverpoolmotorclub.com	
Entries Secretary (Barbon)	Ron Hunt	ronhunt<at>liverpoolmotorclub.com	0151 677 5346
Chief Marshal (Aintree)	Bill Gray	lmc-marshals<at>liverpoolmotorclub.com	01704 220 839
Chief Marshal (Barbon)	Paul H Smith	gphsmith<at>holtlane.com	
Marshals' Coordinator (Aintree)	Pete Proudley	rcwcom1<at>yahoo.co.uk	0151 920 6544
Track Day Bookings	Ron Hunt	trackdaybookings<at>liverpoolmotorclub.com	
Sprint enquiries	Ron Hunt	ronhunt<at>liverpoolmotorclub.com	0151 677 5346
Membership Secretary	Peter Ibbotson	lmc-membership<at>liverpoolmotorclub.com	
Web Master	Ron Hunt	lmc-webmaster<at>liverpoolmotorclub.com	
C&LMC Championship	Ron Hunt	info<at>speedchampionship.com	
Rally Marshal coordinator	Geoff Maine	mainespeed<at>hotmail.co.uk	0151 521 5060
Secretary of Meeting (Aintree)	Sue Thompson	lmc.meetingsec<at>btinternet.com	

You can also contact us using our secure message service at: www.liverpoolmotorclub.com/about/contact-us

If you are unsure who to speak to, or don't have email, phone LMC Secretary David Drucker on 01625 582770

The Bulletin is the official journal of The Liverpool Motor Club. The opinions expressed are those of the individual contributors, and are not necessarily those of the Club, its officials, members or committee.

Items for publication should be sent to the Acting Editor John Harden, preferably by email:-
LMC-editor<at>liverpoolmotorclub.com or Tel 0161 969 7137 (before 10pm please)