



# Maximum Attack!



**July 2012**



**Follow us on Facebook for club and Rally updates - WMC Promenade Stages Rally.**

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Dear Member,

Welcome to the July 2012 newsletter!

The year is now well underway and all motorsport activities and championships are now getting up to speed. Please, if you are competing, feel free to mail me your reports for inclusion in the newsletter to share with fellow club members.

Stuart

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## **MSA Newsletter**

The latest edition of the MSA newsletter can be downloaded and read by clicking [here](#).

The latest edition of the MSA quarterly magazine can be downloaded and read by clicking [here](#).

The 2012 "Blue Book" is also available [here](#).

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## **Air Ambulance**

Please may I bring to your attention a petition to encourage the Government to exempt Air Ambulance services from duty on the fuel they use, in the same way as the Lifeboats (RNLI) are exempt.

If we gain 100,000 signatures, Parliament is duty bound to debate the issue - currently we have over 20,000 signatures.

Thank you for your support for this magnificent volunteer funded service.

**Please pass on to all of your UK friends.**

<http://epetitions.direct.gov.uk/petitions/29349>

Thanks for your support

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### **JRT Enville Stages 2012 at Anglesey Circuit -8<sup>th</sup> July 2012 – Mike Taylor**

After 2 retirements, (3 sisters with the diff failure sitting 4<sup>th</sup> o/a, and Weeton where we bent a lower front suspension arm and was unable to change in the service time), we were determined to get a good result this weekend.

Willie Poole Motorsport spent several hours straightening the front of the Sunbeam on his jig after our excursion over the kerbs at Weeton and then Ben was able to replace all the bent suspension parts.

As last year the Enville Stages did not use any of the rough infield, we had Demon Tweaks make an exceptionally expensive pair of custom front springs to allow us to lower the car by 25mm. We had no idea how this would affect the cars handling, so stage 1 would be entertaining.

On the Friday before the rally I had a panicked email from my co-driver Sam saying that most of Wales seems to be flooded and is the rally running – I assured her that the sheep could swim, so pack her wellies and all would be ok... We were rather surprised to see the seeded entry list where there were 4 full blown WRC cars and a few serious Group A cars not to forget the gaggle of very tidy Millington engine escorts. We were even more surprised to see we were seeded 22<sup>nd</sup>! There were lots of people complaining about their poor seeding but we thought we would say nothing and see where we were after stage 1 – let our results talk rather than hot air.

It was good to see all the Wallasey motor club entries on the entry list – 6 out of 55! We expected scrutineering to be a formality as we had already done 9 events in the Lotusbits Sunbeam this year with no issues, but our learned colleagues from the island managed to send us back to service to put some duck tape over the positive terminal of our dry cell battery and loosen the pull cord on the fire extinguisher so he could feel it move. Frustrating after over 2 hours in the queue getting sun and wind burnt... Back to the hotel and meet up with Andrew and his dad who have travelled down from North of Bradford to marshal on the rally. We had some food and beverages with Stuart and his father who were competing in the RWD Micra seeded ahead of us at car 17, followed by an early night.

In the morning we arrived early and set up the service area and contemplated tyre choice – Stuart went straight for hard X02s but we plumbed for medium X10s for Stage 1 after walking the course.

Off the line at stage 1 the car felt good and handled nicely round the left into the merge and stormed round the first open 180 deg right on the circuit onto the back straight into the 4<sup>th</sup> gear right hander where I lifted off but the car kept on pulling hard – throttle stuck open! So had to take the corner rather quicker than planned. This made braking for the chicane interesting – thank goodness for the dog box so I could go down through the gears with the throttle open. We carried on round the stage with the brakes taking a hammering having to stop the car as well as fight the engine. The last two hair pins were very entertaining with the stuck throttle... It was a relief to kill the engine and the stop line and watch all the smoke come off the brakes.



In service Ben quickly discovered a wire harness connector jammed in the throttle linkage and cable tied it out of the way. We were very surprised to find we had taken 7 seconds out of Stuart in the RWD Micra after SS1.

The X10s were starting to chunk slightly on the front, so we changed to the X02 compound all round for SS2

On SS2 we had a clean stage and took 7 seconds out of our SS1 time – When some results were finally posted we found we were sitting 7<sup>th</sup> o/a – not bad from a seeding of 22<sup>nd</sup> .....

John Stone in the Skoda Fabia WRC had an issue on SS1 and was still behind us after SS2 despite setting the fastest time on SS2.

Keith Dowthwaite and Tony King were out in his shiny new Escort that they were starting to get to grips with it after a good first stage, they suffered with fuel issues on SS2 losing time.

By SS3 we were getting into the swing of the venue and started to take a second a stage out of the car in front of us Mark Welch in Car 12 - Escort Cosworth on SS3 and SS5 matching him on SS4. On SS6 we were blocked by Car 27 for almost half a lap till we forced our way through. This cost us at least 5 seconds which dropped us back from catching Car 12. The driver of Car 27 was very apologetic when we had a chat in service – said he did not see us – we must need brighter lights and a louder horn! We had now dropped to 8<sup>th</sup> overall as John Stone had set several fastest times and moved up to the front.



We caught a truck tyre on the entry to the rough bits with the rear wheel on SS6 which flicked us up onto 2 wheels for a few moments. Ben and Sam had a good look at the rear suspension but could not find any damage in service. The front tyres were starting to go off, so we swapped front to rear for SS7 as we had nothing harder.

As we were going out to SS9 it started to rain and we were stuck on X02s, which worked ok initially as they were still warm from SS8, but soon cooled down with the rain and by the end of the stage were sliding around nicely. Towards the end of the stage the intercom became intermittent

For SS10 we swapped to uncut supersoft X22 tyres. In service we changed the intercom headset in the driver's helmet that initially seemed to cure the problem, but then the intercom died altogether.

The rain came on even heavier giving a thoroughly wet SS10 with no intercom, but the soft tyres really worked allowing us to easily catch car 30 on stage and then overtake car 20 – 3 series BMW - who started 30 secs in front of us! Sam struggled without the intercom shouting several bends at a time when we were off the power and under breaking, so it was quieter, and added hand signals for the splits

We were 15 secs quicker than our SS9 time and set the fastest time on SS10 at 5 mins 30! We were disappointed to notice when we got home that our time had been queried and

we had been given another 10 seconds! This did not change our overall position but implied we were second to John Stone at 5 mins 34!  
Overall we had a good day at a great venue with good organization and came away with a respectable result thanks to good all round teamwork and no major issues.



Team Lotusbites.

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### **CSCC Tin Tops Anglesey – 30<sup>th</sup> June – Stuart MacMaster**

Following my pair of second places at Oulton Park in May, I was trying to keep the momentum going at Anglesey albeit with a different club doing a slightly different race. The CSCC Tin Tops is a championship for normally aspirated hatchback cars, no bigger than 2000cc. Being just under 1800cc meant I was in the second class down with the 2.0 cars being in the top class – with one of the entries being no other than the BTCC driver Andrew Jordan, who was doing a shared drive in a DC5 Integra.

The race format is a 30 min qualifying session, and 40 minute race. 2 Drivers are allowed, with the best time from qualify being used for the race. The race features a compulsory pit stop for driver change, or, if doing the full drive on your own, this involves coming in to the pits, shutting off the engine, getting out of the car, closing the door before getting strapped back in and going out again.

As per usual Dave Hill had also put an entry in, and we were also joined by Andy Davies in his BMW 2002, though he was in the more aptly named “Swinging 60’s” race.

Thankfully all the car needed following Oulton was a wash and some fuel and she was ready for qualifying on the 1.55 mile, Coastal Circuit! During qualifying we where also joined by the “Deutsche Marque” Cars as they had a small grid – this ment there where 31 cars on track, so fining the right gap for a good lap could be tricky.

Anyway, I think I found a reasonable gap, and put the car 14<sup>th</sup>, this was to get even better when I was promoted to 9<sup>th</sup> once the German cars had been removed for their race. Dave was 16<sup>th</sup>, but Id be watching for him after his demon start at the last outing at Oulton!

As the race came round we went out on our green flag lap, and got the cars lined up for our standing start. Watching the lights, I got the car in gear, set the revs and waited for them to go out before dumping the clutch.





I got a pretty good start, and past a couple of cars going in to the first corner. It got a little tighter in the second corner and I got a slight rub on the exit from a Fiesta ST (which turned out to be no more than a scuffed wheel – even though it sounded like he had come through the rear  $\frac{1}{4}$  at the time). I grabbed another place going up to church and then tried to settle as I found a little space around me. Heading down the corkscrew for the first time, one of the cars repassed me – guess he had found his feet after the hectic start and began to settle and find some pace, whilst at the same time, none other than Dave Hill was trying to get round the outside of me!! 16<sup>th</sup> up to 8<sup>th</sup> on the first lap! I managed to hold Dave off, and got myself settled for the race.



After about 20 mins, I noticed my pit board and it was time to come in for the pit stop – 50kph on the pit lane, and it felt like a crawl! I think I did a pretty reasonable stop, and got the car back out. Of course, no everyone is out of position during the stops, so you never really know if you are racing for position, or lapping cars, this was compounded even more so when the safety car came out and bunched everyone up as they removed a broken car from an awkward position.

Race got back underway with about 15 mins left to go, and it was push, push, push to pass whoever you could – again, you didn't really know who you were lapping, and who you were overtaking for a position.

Flag went out after the 40 mins, and I finished a very respectable 6<sup>th</sup> overall (out of 24 starters) – 1<sup>st</sup> in class, with my nearest class competitor in 18<sup>th</sup> place and had been lapped

by myself! Dave came home in 10<sup>th</sup> overall, though we did have suspicions that his car wasn't running as well as it should have been.



Quick mention for Mr Davies.... He put the car 9<sup>th</sup> on the grid for his race. He had a great 1<sup>st</sup> lap, and was in 4<sup>th</sup> place at the end of lap 1. He made a stunning pit stop, and finished 3<sup>rd</sup> overall, and 1<sup>st</sup> in class!



### New Brighton RNLI Visit – 9<sup>th</sup> July

On the 9<sup>th</sup> July a few members who responded to Andy Macs mails about the RLNI visit got together down at New Brighton, and spent a couple of hours in their hut learning about what they do, how they do it, and how everything works. I must say it was an eye opener to see how they did everything, relying totally on donations!

There was a lot to take in on the night, so here are a few pics from the evening...






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## North Cheshire Classic Car Club Show Sunday 12th August 2012.

PLEASE JOIN US FOR OUR 3RD YEAR

Cars & Club Stands, Motorbikes, Scooters & Club Stands, Heavy Goods,  
Buses, Tractors, Military Vehicles, plus more

Vintage Wedding Car Stand

Auto-Jumble \* Trade Stands \* Side-Stalls \* Hot Food \* Ice  
Cream \* Tea, Coffee, Soft Drinks

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Raffle for Local Charities

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## Social Events Calendar

When	What	Where
6 <sup>nd</sup> August 2012	Noggin & Natter	Port Sunlight S&S Club
13 <sup>th</sup> August 2012	Noggin & Natter + Committee Meeting	Port Sunlight S&S Club
20 <sup>th</sup> August 2012	Noggin & Natter	Port Sunlight S&S Club
27 <sup>rd</sup> August 2012	Noggin & Natter	Port Sunlight S&S Club

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## Committee Meeting Minutes – 23<sup>rd</sup> June

**Present:** Steve Noble, Neil Philpotts, Stu MacMaster, Alan Smith, Gary Marriott, Andy MacDonald  
Mike Harris, & Tony King

**Apologies:** Jon Chamberlain

**Action      Correspondence:**

TK received latest MSA magazine

MH has letter from North Cheshire Classic Car Club re: show at Foxes Riding School

Various correspondence for Prom Rally  
Including permit from MSA & confirmation of Doctor (GM)

**Treasurers Report:**

AS updated the Committee on the club's financials for May

Income £53 ( Subscriptions )  
Expenditure £138 ( Garage, PSVSC memberships )

At the end of May, balances were £235 cash, & £877 current account.

2011 accounts are with the Accountant

**AS**

**Competitions Report:**

**AM**      Current championship tables are being compiled by AM – should be ready for distribution with next newsletter and for posting on web site

SV Rally at Oulton Park circuit organised by Bolton-le-Moors Club now confirmed for Sat/Sun 17/18 November. JC acting as liaison

Next marshalling trip is to the Nicky Grist Stages on 14<sup>th</sup> July. GM co-ordinating

**Prom Rally Report:**

**SN**      Current concern is regarding lighting – cost this year is higher so exploring alternatives.  
3 Sisters have track lighting, maybe possible to borrow/hire – SN to speak to Martin Fox  
Brandon Hire may be able to buy light units in for hire to Prom.

There is a possible date clash with folk event at the Saling Club on Fri night

Facebook/Twitter feeds for rally being maintained by SM

TK proposed resigning from position in light of work commitments etc. but agreed to continue for this year but put info in place for someone to take over for next year.

**Social Report:**

Annual BBQ/Cricket Match proposed for 2<sup>nd</sup> July to coincide with National Motorsports Week. Possibly advertise locally to attract new members. Bring a couple of competition cars for display.

**NP/SM**

RNL visit is provisionally arranged for 8pm start on 25<sup>th</sup> June, up to 25 people but members need to register interest with AM beforehand. SM to publicise. The RNLI is also the nominated charity for the rally.

MH has passed date of Ian Harwood quiz to ANWCC so member clubs aware.

**AM**

**Newsletter:**

May issue is due shortly; SM has received a few articles from members.

**SM**

**Membership:**

Current membership for 2012 is:

8 honorary members

57 paid members

N Cheshire Classic Car Club show at Foxes Riding School is on Aug 12<sup>th</sup> - propose having a display to promote club/prom rally. Ask Andy Davies, Paul Evans, Keith Dowthwaite bringing car for display. Possibly invite RAF Rescue unit too.

**TK**

**Website:**

**JC**

The updated Prom Rally site is now online soon.

**A.O.B:**

Business Meeting was held on 21st May at 9pm. Very few members attended & no issues were raised.

**SM**

SM getting prices/designs on new Team Wallasey stickers.

Next Committee Meeting – Mon, 23<sup>rd</sup> July @ PSVSC, 8pm start.  
MH tendered apologies in advance, will be out of country.

Thanks to all attendees, Meeting closed at 21:30

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**Wallasey Motor Club Committee Members – Contact Details**

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