



# Maximum Attack!

April 2012

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Dear Member,

Welcome to the April 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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## **TSH STAGES**

**19<sup>th</sup> & 20<sup>th</sup> MAY 2012**

**Portreath RAF Base, Cornwall**

South Hams Motor Club are once again hosting this round of the South Rally Championship and are inviting entries and marshals from any other



The event is run over 2 days and 14 stages with 2 stages being run simultaneously on the Saturday. This means that we need extra bodies willing to man the extra start and finish along with as many marshals as we can muster to ensure the usual smooth running of the event. This is a closed event which means that we can not have spectators on the site and strictly no photography! – if you want to experience this weekend sign up as a marshal!

We are hoping to get around 100 entries for this event so if you are interested in competing please contact our Entries Secretary (Mandy Dymond 07730 249349) or if we can tempt you out to help on one or both days please call the Chief Marshal (Pete Layland 07731 588558) all marshals will be most welcome – experienced or not.

Full details on our website: [www.shmc.co.uk](http://www.shmc.co.uk)

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### Dukeries Rally June 9th 2012

It's that time again, Buccaneer MSC has been asked to run the **Clipstone South Stage** on the **Dukeries Rally**, which is a change of scenery from previous years.

As ever we are looking for marshals, radio operators and timekeepers for the stage.

Full details for the stage are as follows:

<b>Event</b>	<b>Rainworth Skoda Dukeries Rally</b>	
<b>Stage</b>	<b>Clipstone South</b>	
<b>Location</b>	<b>Clipstone Forest, Nottinghamshire</b>	
<b>Date</b>	<b>Saturday 9<sup>th</sup> June 2012</b>	
<b>Stage Cmdr</b>	<b>Trevor leathley</b>	
<b>Stage No.</b>	<b>SS 4</b>	<b>SS 7</b>
<b>Signing On</b>	<b>08:00 – 08:30</b>	<b>N/A</b>
<b>First Car Due</b>	<b>10:24</b>	<b>14:30</b>
<b>Approx Close</b>	<b>13:15</b>	<b>17:20(is</b>
<b>Signing On Ref</b>	MAP REF 120/629 617	

If you are available for this event, I would be very pleased to hear from you. Please let me know if you are available, along with any specific preferences of role. I can't guarantee that you will be given this role but I will do my best to try to make it happen. I look forward to hearing from you,

Regards,

Trev

---Trevor LeathleyBuccaneer Motor Sports ClubWebsite: [www.bmsc.org.uk](http://www.bmsc.org.uk)01482 862377 (home)07980 476122 (mob)

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### SMC Stages - Weeton Army Camp near Blackpool 2012

*Mike Taylor and Samantha Bartlett*

After a poor result at Anglesey on the Lee Holland stages due to the handling issues and a stage maximum, we were going over the Lotusbits Lotus Sunbeam to prepare it for the next rally at MIRA. We received a phone call from the SMC stages entry secretary asking if would we like a late entry for Weeton on Sunday. It is not like us to enter an event at the last minute – we normally set the schedule at the beginning of the year...



It sounded a good idea but the rally was only 3 days away – we needed a co-driver and service crew at very short notice. Service crew Sam was up for it as his car was not ready for Santa Pod “run what you bring” and Ben got a pass out from Carly. Sam (Samantha) was up for co-driving as she wanted more ANWCC championship points to stay ahead of Heather Stamper. Game on!

We, thankfully, had an uneventful trip up the M6 arriving early. We unloaded and were the 3<sup>rd</sup> car in the queue for scrutineering – we needed to get through early as the Weeton Army Camp gates were closing at 4.30pm and we needed to leave the car and trailer there. Unfortunately the noise test official was late and the noise test was left until Sunday morning, but the little Sunbeam passed scrutineering without a hitch.

We had an opportunity on arrival at Weeton to walk the course (with the permission of the chief marshal). This allowed Sam to prepare her maps early to reduce the rush on Sunday morning, we headed off to the hotel for a few beers!

As we put a late entry in, we were running car #35. The organizers decided to drop us in between 3 and 4.

Various wheel arches on the Sunbeam had been “modified” by the scenery and driver during previous events, a regular occurrence. The service crew decided to run a wheelarch sweepstake, each crew member naming an arch which they thought would be hit first!

Before the start we took the scrutineers advice and triple locked the harnesses around the roll cage bar. Off to the start only to be told off by the scrutineer as we had not removed the pin from the fire extinguishers!



Stage 1 was very slippery and many of the bends were covered in gravel. We caught and overtook car #3 on the first loop and car #10 on the second loop. We wandered over to the live results screen to find we were 5<sup>th</sup> overall after stage 1 – it could have been worse especially as there were 2 World Rally Cars ahead, this was more like it, the Lotusbits Sunbeam beginning to work as it should.

The video camera recorded SS1, unfortunately without sound, so Ben limbered up and threaded himself into the back to rectify a duff connection from the intercom.

Car #3 retired on Stage 1 and unfortunately Car #1, an Escort WRC retired on SS2, it would have been nice to compare times with a modern 4 wheel drive World Rally Car, our Sunbeam now running the Lotusbits development traction control system.

At the end of SS3 the flying finish was immediately after a 90 left which we took a little too enthusiastically and ended up having to reverse to the time control, much to the amusement of the crew of Car #5 – LHD Escort Cosworth.

After SS3 the front tyres started to overheat so we went onto a pair of 8s and headed out for SS4 – perhaps something to do with the driver locking up and flat-spotting them, more enjoyable enthusiasm!





After SS4 we had moved up to 3<sup>rd</sup> overall. Following SS5 and a really bumpy stage, the crew checked over the suspension and found a split and bent front lower arm that needed changing. Only 8 minutes between SS5 & SS6, not enough time, even for Ben and Sam. This was left until completion of SS6. As soon as we came in Ben and Sam set about the front corner, stripping out and replacing the bent arm – all done in 30 mins – a fantastic job by the Lotusbits spanner monkeys! Note: more heat sleeves required as both Ben and Sam were branded by the glowing brake discs, that's a determined service crew for you!

Back out for SS7 the little Lotusbits Sunbeam remained 3<sup>rd</sup> overall.

On SS7 the handling was not quite right and we went straight on at a junction collecting a cone and some tape – fortunately no damage. When we got back to service we found a couple of washers missing from the lower arm bush allowing the arm to push out the bushes letting the wheel flap around. Panic stations – we needed to get the inner mount off and replace the bushes properly – it sounds simple but not in 20 minutes. 2 minutes before we were due in to the time control we struggled to push the polybush back in. We ended up 6 mins late at the time control despite Sam and Bens best efforts. Fortunately there were no road penalties applied for this. The downside was starting right down the field behind several 1000cc Micras. On SS9 we overtook 3 cars on the stage including the Micra who began 30 secs in front – who kindly and promptly let us through, although we lost a lot of time on the narrow nadgery bits where we could not overtake safely.

Car #14 retired on SS9 with a broken diff, after smashing a rim on SS8 which left us in 2<sup>nd</sup> position overall.

On SS10 we started behind Steve Johnson in the White F1000 Micra who, when we caught him indicated for us to come through, which we lost no time in accepting only to overshoot the next junction going straight over the kerbs onto the grass! This allowed Steve back through in the process, we caught him again just before the flying finish... It felt like the tyres were going off so we put 2s on the front for SS11, but on the stage we had front grip but no rear grip. We had a spin in front of the heavily bandaged Manta losing 20 secs and dropping us down to 3<sup>rd</sup> overall. When we checked the rear tyres in service we found that they had no tread left and had lost a layer of canvas as well! So a new pair of 2s on the rear and we took 25 secs out of our SS11 time.

We finished 3<sup>rd</sup> overall – our best result yet!

Roll on Mira – The Lotusbits Sunbeam is currently with Willie Poole Motorsport Services on his jig, the front sump guard mounts need a tweak after the kerb adjusted them slightly!



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### **Lotusbits Talbot Sunbeam Lotus – Car 2 - Mike Taylor and Giles Dykes**

Anglesey Circuit 18th March 2012

The previous weekend we were competing at Three Sisters in Wigan, which gave us a few issues to resolve. We had a strange misfire that appeared when we left service and disappeared when we went on stage, then fine when we came off, but re-appeared when we left service for the stage. Back in the workshop we removed the plugs and found one black one and 3 normal ones so suspected injectors. We had the injectors tested and found a 25% spread injector to injector – we obviously had a bad batch of PICO injectors – probably Chinese sh1t. We sourced a new set and took the car back to [Northampton Motorsport](#) and had it re-mapped – gained 10BHP!



[Northampton Motorsport](#) were very helpful fitting us in the next day after a panicked phone call.

We also lost the Video camera at Three Sisters and changing the fuse did not help, so we investigated to find that the fuse descriptions were incorrect – new list made, laminated and fixed to the car.

All ready to load the car on the trailer and depart when half of the service crew (Bogbrush Ben) decides to disappear for an emergency hair cut without telling anyone delaying us for an hour.

Eventually on the road an hour late we are in convoy up the M6 when we smell rubber burning and pulled into the services – the auxiliary belt tensioner on the Transit tow van had seized. Luckily with the service crew and all our tools we were able to strip off the tensioner bearing and open it up to find it had lost half its balls, but with a bit of grease and TLC it was made to turn freely and refitted. When the tensioner was back on, we tried to put the belt on, but could not remember the correct routing- there are so many permutations it was unreal – thanks to Sam with his I Phone – Google provided the belt routing. Onwards to Wales...

We arrived at scrutineering two and a half hours later than planned, but were relieved to find there was still a queue of cars waiting. We found our co-driver Giles who was meeting us there and joined the queue.

Fortunately there were no issues with the car in scrutineering except some advice to re-route the harness rear belts around the roll cage to give a triple lock.

After scrutineering we checked into the hotel and headed to the bar and played the video footage from Three Sisters. We had noticed that the car under-steered badly

on the Lunar bend on the event, but looking over the footage it was clear that the under-steer was more prevalent.

We had an eventful evening in the centre of Llangefni after Wales won the Grandslam and the town celebrated till the early hours until the fighting started and the police arrived to break it up.

We headed for the first stage in the morning with no further issues apart from a delayed start due to an accident on the A55 delaying all the marshals – more time for breakfast.

On SS1 it was immediately clear that we had a major issue with under-steer and the only way to get round the corners was very slow in. We only had 10 mins between SS1 & 2 so no time to change anything. There were no results available till SS3 so we had to chat to the crews around us to find out where we were sitting. We were a second behind car 3 and 2 seconds in front of car 4 so not so bad.

On the longer break we changed the top arms on the front suspension to give 3 degrees negative camber instead of 2 degrees. This gave a minor improvement on SS3 but it still washed out leading to a spin over the top. The front dampers were fully soft on bump so we hardened the rear bump for SS4 – no gain. On SS5 we went to new tyres on the front – again no improvement.

On SS6 we put new tyres on the rear but part way into the stage we got a nasty vibration on cornering that progressed into a loss of power and constant vibration, so we decided to cut a loop and come in early as we thought the engine had let go. When we investigated in service we found a plug lead had come off as the leads had been cable tied together too tightly. On hind sight we should have stayed out and not taken a stage max which cost us 3 mins 40 secs dropping us down to 28<sup>th</sup> overall.

As we were now out of contention for class and overall awards we decided to test different settings to cure the under-steer. We decided to harden the front shocks to where we ran the Micra last year which defied logic.

As we cut a loop we finished SS6 in front of Car 1 which meant we were first car on the road for SS7 & 8 – a new experience.

On SS7 the under-steer all but disappeared and we posted a 5<sup>th</sup> overall time only 6 secs off car 1, and on SS8 took a further second off our time. We ended up 17<sup>th</sup> overall, but gratifyingly for us, if the event was decided on the last 2 stages we would have been 4<sup>th</sup> overall



Time for a burger or 2...

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## **WMC Navigational Scatter Rally Championship – Round 1, 19<sup>th</sup> March 2012**

The first round of this year's championship was organised by Lorraine Taylor & Tony King and ran across Wirral using OS Maps 108 & 117.

It was disappointing that after all the time & effort put in to organising the event – it general takes 7 to 8 hours to actually put the plots out – only 4 crews entered. Finding 20 locations for the plots in such a compact and inhabited area was quite a challenge but the crews had a good night's motorsport and enjoyed the “innovative selection of plots” even the one under the picnic table(although to be fair, it was the only picnic table at that location!)

Unfortunately, last year's champions, Steve Noble/John Wainwright were unable to enter as John was in training for the Olympics. *Rumours that he has a new remote control for his TV are completely unfounded ....*

Starting from the old Little Chef car park in Eastham and finishing outside the Port Sunlight Village Social Club, crews visited as many plots as possible in 90 minutes of driving.

The results were:

1<sup>st</sup> Andy MacDonald/Stuart MacMaster visited 14 plots and scored 1400 points

2<sup>nd</sup> Jon Chamberlain/Nigel Harwood visited 12 plots and scored 1375 points

3<sup>rd</sup> Graham Williams/Alan Smith visited 10 plots and scored 1250 points

4<sup>th</sup> Neil Philpotts/Joe Burgess visited 12 plots and scored 1090 points

Andy and Stuart, the 2010 Champions, have therefore taken an early lead in the Championship but, hopefully, they will have more competition through the year.

Neil and Joe were unfortunate in that they mis-noted one plot costing them a 150 point penalty.

By Tony King

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## **The Usual Suspects....**

**Random email sent in by Tony King showing some WMC members working hard to keep warm on the Malcolm Wilson Rally...**



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#### **Stockport 061 Motor Club – Marshall request**

We are running our road rally on the 12<sup>th</sup>/13<sup>th</sup> May and I would be grateful if you could help me by circulating the attached flyer to your club members.

I am particularly interested in anyone who would like to assist us by marshalling one or two controls. Anyone who mans two controls, with one in the second half, will receive a free breakfast, plus all marshals will receive a “goody bag”.

If anyone does want to marshal, could they please ring me to confirm their details, numbers, mobile numbers etc.

Thanks

**Ken Wilkinson – Chief Marshal Stockport 061 Motor Club**

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Stockport  
Cheshire  
SK4 2LU  
H: 0161 432 3490

M: 07771 742 692  
E: [ken@stockport061.co.uk](mailto:ken@stockport061.co.uk)

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### **Plains Rally – Marshall Request**

Mike Timmins(?) from Knutsford MC has contacted WMC asking if Wallasey were going to help them with marshalling duties again on this year's Plains Rally.

His contact numbers are 0192 575 2282 or 0774 762 0009.

Chief Marshall Neil Evans will be marshalling Garthemoig but we are still looking for men for other stages.

If interested please contact Mike or Neil.

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### **MiddleWick Stages - 13/5/2012**

The **IPB Motor Services MiddleWick Stages** rally will be held at MOD Woodbridge, near Ipswich, on Sunday 13<sup>th</sup> May 2012 and the Regulations and Entry Form are now available on the event website – [www.middlewickstages.co.uk](http://www.middlewickstages.co.uk) . Jointly organised by Middlesex County AC and Green Belt MC, the event offers 8 stages of around 7 – 9 miles each using the tracks and roadways of MOD Woodbridge (“the airfield that is nothing like an airfield”), NOT up and down the runway, for an entry fee of only £199.00, or only £189.00 for those competitors with cars under 1000cc. See [www.youtube.com](http://www.youtube.com) (search for ‘MiddleWick Stages 2011’) for in-car footage from last year’s event.

Naturally, if you are unable to compete on the event, your services will be welcomed as a marshal. Contact the Joint Chief Marshal, Eris Robertson, to offer your services on 07865 058233 or by E-mail: [marshals@middlewickstages.co.uk](mailto:marshals@middlewickstages.co.uk) . Alternatively, complete the Marshal’s Form on the event webpage and forward to Eris.

We look forward to seeing you at Woodbridge in May for the **IPB Motor Services MiddleWick Stages 2012**.

Safe motoring.

Tony Phillips  
Secretary of the Meeting

Tony Phillips  
7 The Drive

Northwood  
Middlesex  
HA6 1HQ  
01923822590  
07761823157

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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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### **Social Events Calendar**

<b>When</b>	<b>What</b>	<b>Where</b>
7 <sup>th</sup> May 2012	Noggin & Natter	Port Sunlight S&S Club
14 <sup>th</sup> May 2012	Noggin & Natter	Port Sunlight S&S Club
21 <sup>st</sup> May 2012	Noggin & Natter	Port Sunlight S&S Club
28 <sup>th</sup> May 2012	Committee meeting and Noggin & Natter	Port Sunlight S&S Club

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### **WMC Committee Meeting Minutes – 30/4/2012**

**Present:** Stu MacMaster, Graham Williams, Gary Marriott, Mike Harris, Steve Noble, Tony King, & Alan Smith

**Apologies:** Andy MacDonald, Jon Chamberlain, Nigel Harwood, & Neil Philpotts

Alan Smith (lateness)

**Action**      **Correspondence:**

AS has received Public Liability Insurance policy from Lockton Insurance.

Various correspondence for Prom Rally

**Treasurers Report:**

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

Income £75 ( Subscriptions, Nav run )

Expenditure £330 ( Garage, Permit, Oriel –Prom Flyers, Travelodge )

At the end of Apr, balances were £132 cash, & £965 current account.

Savings A/C has approx. 18½K. £1000 transferred to Bank A/C

2011 accounts are nearly complete & ready to go to the Accountant

**AS**

As agreed at an earlier meeting, club absorbed expenses incurred for Lytham Hall on North West Stages ( in light of tight budget on event ).

**Competitions Report:**

Second round of 2012 Scatter Rally Championship was organised by SN & John Wainwright on 16<sup>th</sup> April. 64 crews entered another enjoyable event in Cheshire.

**AM**

TK has forwarded details of 2012 Championship contenders to AM, who is now compiling the current Championship Standings. These should be available on the web mid-May

**SM**

NE is liaising with organisers regarding marshalling on the Plains Rally on 19<sup>th</sup> May, SM to check for details for Newsletter.

GM is co-coordinating a marshalling trip to the Nicky Grist Stages on 14<sup>th</sup> July. SM to include details in the next Newsletter.

**SM**

As part of National Motorsports Week, Liverpool MC are organising a sprint at Aintree on 30<sup>th</sup> June. Also Knutsford & District MC are organising an Auto-solo on July 1<sup>st</sup> at Lymm Truck Stop

**GM**



**Prom Rally Report:**

Meeting held 26th April, preparations progressing well.

No firm commitments to stands in Rally Village yet.

SM to approach Motorsport NW re: stand in rally village? GM to forward advertising rate card.

Discussed possible impact of Car-Fest North on event ( now confirmed as Sept 8/9<sup>th</sup> at Cholmondeley Castle ) – hopefully will attract a different group of spectators / competitors / marshals. GM to email Chris Evans @ Radio 2 re: bringing Magnificent 7 to Super Special on Fri.

**SM /  
GM**

**GM**

**Social Report:**

AM has contacted RNLI about visit dates; waiting for reply. No progress on Accident Investigation presentation.

**AM**

Agreed to hold Ian Harwood Quiz on Mon 26<sup>th</sup> Nov at PSVSC. Room booked at TK to send details of 2012 format to SM so he can propose this year's format. TK to invite other clubs. MH to invite Ian Harwood.

**TK**

**TK / MH**

**Newsletter:**

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

Agreed to post paper copies out quarterly.

**SM**

**TK**

**Membership:**

Current membership for 2012 is:

8 honorary members

55 paid members

TK (still) to send reminder email to 2011 members who haven't renewed.

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**

**TK**

**Website:**

**JC** The overall redesign of the WMC web site has been completed and the updated Prom Rally site will be online soon. General updates are on-going.

**A.O.B:**

**SM** MH advised that ANWCC have announced forthcoming Marshal's training days; SM to include in Newsletter (this includes dates in May near Blackpool)

**SM** Next ANWCC Meeting is 14th May – MH and BT will be attending

**SM** Agreed to hold Business Meeting on 21st May at 9pm. SM to include date in Newsletter

SM getting prices/designs on new Team Wallasey stickers.

Next Committee Meeting – Mon, 28<sup>th</sup> May @ PSVSC, 8pm start.

Thanks to all attendees, Meeting closed at 21:40

## Wallasey Motor Club Committee Members – Contact Details

Chairman:	Gary Marriott 0151 652 4764	<a href="mailto:chairman@wallaseymc.com">chairman@wallaseymc.com</a>
Vice Chairman:	Mike Harris	<a href="mailto:Mikeharris.scrut@tesco.net">Mikeharris.scrut@tesco.net</a>
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