



Maximum Attack

March 2009

Dear Member,

Trusting that this edition of the Newsletter finds you well, and no doubt busy preparing (or already underway) for your forthcoming season of competition.

March saw my first competitive event this year, navigating for Nev Astbury in the trusty Mini. The tweaks and improvements to the car over the winter seemed to reap dividends, as we enjoyed a relatively (!) trouble-free run to notch up another respectable finish. The weather, however, had the bare-faced cheek (pardon the pun - you'll get the joke if you read Nev's article later!) to throw whatever it could at us during the day but we still came out smiling. A number of other WMC crews were also out competing on the event and all, including ourselves, were impressed with the event with it being the first time many of us had done it. One for next years' diary already, methinks.

To those of you out there competing, marshalling, officiating or just plain spectating please keep your articles (with or without accompanying photos) coming in as we'd love to hear about your experiences – good, bad or downright bizarre!

Cheers,

Andy

aeelliot@hotmail.com

MARSHALS REQUIRED

PIRELLI RALLY, 17TH & 18TH APRIL

Contact Mark Dickenson at Ilkeley & DMC on 07900 564239 or email mhdickenson@hotmail.co.uk

PLAINS RALLY, 16TH MAY

Wallasey Motor Club have, again, been asked to assist with running a stage on this event so are looking for willing volunteers to help out. We have been allocated the Woodyard stage again and, as anyone present last year will tell you, it's a cracking little stage.

For more info, contact Stage Commanders Nev Astbury (Nev@Astbury1.co.uk) or Andy Elliot (aeelliot@hotmail.com).

RALLY EVOLUTION 2009, 12TH-15TH NOVEMBER (the rally formerly known as The Lombard)

This really is Endurance Rallying at its' finest, bringing a new category for 2 litre historic cars and a welcome return to Wales for what is now recognised as the Toughest Rally in Europe. This years' event is being run from November 12th - 15th, and will be traversing the length & breadth of the Principality, utilising some of the finest roads, selectives and tests available - Crychan, Dyfi, Clocaenog, Epynt to mention but a few

An event of this proportion of course requires a large number of radio operators and marshals to help it to run smoothly and I'm writing to ask of your availability to assist on the event. Your services would be greatly appreciated should you be able to attend for all, or part, of the events duration.

Full event details can be found at www.rally-evolution.co.uk or by contacting Iain Baxter on 07989 351907 or by email at iain.baxter@rallyhq.co.uk

MG CAR CLUB ANNOUNCES HALF-PRICE INCENTIVE TO YOUNG RACERS

Under 21 racers will benefit from a half-price race entry scheme designed to make racing more affordable for the cash-strapped youth. Anyone under 21 on 1 January 2009 will benefit from half-price race entry fees at all MG Car Club race meetings in 2009.

The first MG Car Club race will be full price and the entrant/driver will receive a half-price voucher against their next entry. Each subsequent entry will receive a similar, half-price voucher with the last race of the year being free, provided of course that they have the voucher from their previous race. Ron Gammons, Clerk of the Course for the MG Car Club said: "In 2008, we had a 17-year-old winner of our MG Trophy Championship, which has encouraged us to provide this financial incentive to bring more youngsters into the sport. To race in our championships, the minimum age is 16 years old, provided they have passed the ARDS test."

For further information, please call the MG Car Club, tel 01235 555552.

ENTRIES INVITED FOR LE MANS CELEBRATION RACE TO COMMEMORATE 1959 MG CAR CLUB ENTRY

The MG Car Club is inviting entries for a Le Mans Celebration race at Oulton Park on 9 May 2009. Entries are for cars of a type and in a form raced up to 1965 - including pre-war. All cars should be to FIA specification running on road tyres or "L" sections. The Le Mans Celebration Race is by invitation, but if you wish to receive an application, please call Steve Carr at the MG Car Club office, tel 01235 555552.

The race coincides with publication of a book which records the MGCC North West Centre entries at Le Mans in 1959, 1960 and 1961. These were disguised 'works' entries after the MG Car company officially withdrew from Le Mans following the 1955 accident. The occasion will be an opportunity for the personnel involved to gather at Oulton, along with the actual MGA used at Le Sarthe. The first 25 entries for the race will receive copies of the book, fully autographed at the presentation. Entries are sought from all makes - including, of course, MGs, but they must be of a type which raced at the classic long distance race during the period.

AGBO STAGES 2009

NEV ASTBURY

The morning of the 8th of March started very unusual, with Andy Elliot arriving at my house on time (Don't know what you mean! Ed) at 4:30am! Together with Andy Creer, we hooked up the trailer with the Mini on it onto the recently-acquired Maverick and were just about to set off when the Maverick would not start....flat battery. I asked Andy C to put his car to the front to jump-start it, exclaiming "If this is the way things are going to go, then we're in for one of those days". Anyway, we got it started and off we went. This was the first time I had pulled anything with the Maverick fully loaded, and with a trailer. We travelled down the M53, then A41, but half way down the A41 there was a sign saying road works A41 closed - it **was** going to be one of those day's, wasn't it?! We followed the diversion signs, and eventually were back on to the A41. To cut a long story short, we just managed to get there on time for scrutineering and were almost the last car to be done. We set up service, with Mike Quinn and Skilly waiting for us. The weather was glorious, and I then thought after a bad start it was now going to be a good day so I would be able to give my new wider rims with slick tyres a good work out. The first stage was great, it was a bit slippery but the car was set up great. We'll give it some next stage, I said to myself.

We did, knocking 8 seconds off our first stage time. For the next stages, all I can remember is that it started to rain, then it started to hail, sleet, snow....you name it! This meant the stages got muddier and more slippery, and holes that where dug by the other cars got larger and larger, so we spent most of our time trying to avoid the holes or trying to get out of them.



Stage 7, all I can remember is we came over the first cattle grid, went on the slippy stuff, fish tailed, and were heading for the trees, then hit something like a log or a stone sticking up which made me do a 360 and then tried to get back on the tarmac. Rather lucky, I think!



Stage 9, the service team had done a sterling job after two flat tyres and one set of plug-leads and lots of WD40 they got the car back out as this was the first of the two water-splash stages. We started off over the cattle grid where we had spun earlier, again through cleanly, down to a 90 left (which neither of us could particularly see), turned anyway, found the road, 90 right where the splash was, went though fairly fast in second and crawled up the other side sliding all over the place. In the distance, we could see a MG Rover 200 (in the green and black colours) so Andy shouted "Go on, see if you can catch him!" (red...rag....bull). Off we went, while all I remember is Andy saying "Go on, flat out, go on!". We were catching him all the time, on the long straight flat out, Andy is shouting "go on, flat out!". Just as we got to the 90 left at the hay bales, where the Wallasey crew were, we turned left and caught him so then I was

right behind him. Andy was stamping on the horn button, but the guy in front wasn't having any of it and wouldn't let us past right to the end of the stage. When we got to the end, the finish crew asked "Did you catch that MG?". Both of us replied "Yeah," "Good on you", he said back, "Well done!"

Stage 10, we knew where the Wallasey marshals were, so each time we went past earlier in the day Andy tried to beep the horn. Every so often, I would see someone I knew leaning over a wall or standing nearby, so I tried to give them the thumbs up. But, on the last stage, there was a long straight and I was in 4th flat out, came down the box, just where they were and all I saw was 3 @rses, as they were all in front of us with their jeans down, bent over wiggling and smacking their behinds at us! "I'm scarred for life, seeing that corner will never be the same again!" I shouted to Andy through the intercom. Neither of us could stop laughing right the way back to the service area!



After all that, I had a fantastic day and the Mini as usual did its job for both of us. Thanks to Mike, Skilly, Big Andy, Drew and most of all Little Andy for sitting next to me doing a sterling job.

Photo credits to www.rally-media.co.uk and Andy Creer,

MSA LAUNCHES CODE OF CONDUCT TO IMPROVE STANDARDS OF BEHAVIOUR

The Motor Sports Association has unveiled a Code of Conduct in a bid to improve behaviour at motor sport events. The new Code has been incorporated into the 2009 Blue Book on page 75, under paragraph 49 of the National Sporting Code and the governing body is now urging all competitors and officials to acquaint themselves with the wording before the season begins. The MSA is also warning those that do not adhere to the spirit of the Code that they will be dealt with as severely as possible by the authorities.

MSA Code of Conduct

The Motor Sports Association expects you, and your associates, at all times to:

- Abide by the MSA regulations
- Respect the decisions of event officials
- Treat all competitors, marshals and officials equally with respect
- Maintain the highest standards of driving behaviour
- Conduct yourself in a proper manner at all times and always behave in the best interests of UK motor sport
- Make every effort to minimise the impact of your activities on the environment around you

Abuse

The Motor Sports Association will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors. The Motor Sports Association and the National Court will impose the most stringent sanction against any transgression.

Safety

You are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. The Motor Sports Association urges you to make the maximum possible effort to ensure your own safety at all times.

FORTHCOMING ANWCC-QUALIFYING EVENTS

When	Event	Organising Club
4 th /5 th April	VK Derbyshire Road Rally	Matlock MC
4 th April	Horiba D'Isis Stages	Quinton MC
10 th April	Teeside Sprint	Wigton MC
11 th April	Three Sisters Sprint	Longton & DMC
12 th /13 th April	Loton Park Hillclimb	Hagley & DLCC
19 th April	Jubilee Historic Road Rally	Ilkley & DMC
19 th April	Twyford Stages	Mid-Derbyshire MC
25 th /26 th April	Night Owl Road Rally	Aberystwyth & DMC
25 th April	Aintree Spring Sprint	Liverpool MC
26 th April	Lee Holland Memorial Rally	Pendle DMC

SOCIAL EVENTS CALENDAR

When	What	Where
Monday 6 th April	Noggin & Natter	Queens Royal, New Brighton
Monday 13 th April	Easter Monday	
Monday 20 th April	Motorsport DVD night	Queens Royal, New Brighton
Monday 27 th April	Anglesey Masterclass, 8.30pm	Queens Royal, New Brighton

NUTS AND BOLTS.....

NORTH WEST STAGES ON TV

Due to a late change in the Channel Five Schedules, the first showing on Channel Five will now be on 1st April in the early hours. This is the full 1 hour program that will also be shown on Motors TV on the evening of the 3rd.

ANGLESEY MASTERCLASS RESCHEDULED – 27TH APRIL, 8.30PM

We have now been able to reschedule the Anglesey masterclass with race instructor David Bailey to Monday 27th April, starting at 8.30pm at the Queens Royal. See separate attached sheet for further details.

NAV-RUN CHAMPIONSHIP 2009 DATES:

April 6 th	Location – N. Wales	Organisers - Keith Lincoln / Ross Thompson
October 5 th	Location - Cheshire	Organisers - Jon Chaimberin / Nigel Harwood
November 2 nd	Location – N. Wales	Organisers - Andy Macdonald / Stuart MacMaster
December 7 th	Location - Cheshire	Organisers - Andy Davies / Neil Philpotts

REMINDER - CLUB CHAMPIONSHIPS

Please remember that the closing date for registering for either the Sprint/Rally/Race or Nav Run Championships is **31st March!**

FREE STUFF! (Note: these had previously been advertised as being for sale but are, in fact, free to anyone that wants them)
2 pairs of Snickers trousers (size 34" waist), boiler suit (42" chest, has had company logo cut out of the pocket), bib and brace with jacket (34" waist and 40" chest, again with logo cut out).

If you are interested in any of the above items, contact Nev Astbury by emailing nev@astbury1.co.uk or by calling 07973 367056

Wallasey Motor Club Committee Members - contact details:

Chairman:	Gary Marriott	0151 652 4764	chairman@wallaseymc.com
Vice Chairman:	Mike Harris		Mikeharris.scrut@tesco.net
Club Secretary:	Tony King	07989 616546	Tony_King@msn.com
Treasurer:	Alan Smith	0151 648 6703	sprint@wallaseymc.com
Competitions Secretary:	Andy Macdonald	07980 224294	compsec@wallaseymc.com
Asst. Comps Secretary:	Jon Chamberlain	0151 347 1866	jonchamb@hotmail.com
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Press & PR:	TBC / Paul Evans		
Chief Marshal:	Andy Elliot	07753 327420	aeelliot@hotmail.com
Radio Co-ordinator:	Bill Turner	0151 652 6325	radio@wallaseymc.com

Wallasey Motor Club currently meet most Monday evenings at The Queens Royal, Marine Parade, New Brighton starting around 9pm. However, please check on the Club website in case of any change.

FOR FURTHER INFORMATION ABOUT CLUB ACTIVITIES, VISIT www.wallaseymc.com