



Maximum Attack

May 2009

Dear Member,

Hands up, who hasn't dusted off their under-used barbeque from last summer and used it more times in the last month than the whole of the previous 12 months put together?! We've been blessed with some fantastically sunny weather lately, perfect conditions to go out for a drive – even if not competitively. Let's hope it stays this way for the summer.

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

ae Elliot@hotmail.com

URGENT – WALLASEY MOTOR CLUB ON THE LOOKOUT FOR NEW MEETING VENUE

The Queens Royal have now introduced a charge for us to use the upstairs meeting room, but say we can have the free use of the restaurant "alcove" on future Monday nights. This is not ideal, as the reason we moved there was to have our own meeting room which we could use to stage quizzes, events etc. and generally meet together.

Thus, we now need to find a permanent meeting room which we would have exclusive use of on Monday nights (if a suitable room could be found, but only available on an alternative night, would members be ok with this??)

Could anybody with any ideas regarding a suitable FREE venue please let any of the Committee members know.

PROCARE STAGES RALLY, 3RD MAY

ANDY ELLIOT

Another early start was in order for the Mini Road Runner Rallying crew of Nev Astbury and Andy Elliot when we tackled the ProCare Stages Rally at the Three Sisters Circuit near Wigan. With the weather not being particularly kind departing from Moreton, we were hoping things would change by travelling northwards. Sunshine greeted us at the circuit and, as one of the early arrivals, we had the pick of the service area. The Mini sailed through scrutineering, and soon we were lining up for the first stage. Having competed here before last October, hopes were high that we could secure a good result again. The first couple of stages passed without incident, other than a couple of one-on-ones with a Citroen Saxo (who was to make an appearance later, but for rather different reasons) where his superior 1600cc power was sufficient to squeeze past us on the long back straight. In spite of this, we were able to keep tabs on him amongst the tight and twisty in-field sections. A missed gear on stage 4 cost us a few seconds, but the real drama was at the end of the stage as we came to a halt to get our stage time. The car kept stalling when Nev depressed the clutch, and the oil pressure gauge was dipping worryingly low, so we just about crawled back to the service area and decided to preserve the engine by calling a premature end to an otherwise-promising day.

As we loaded up the Maverick, ready to watch a handful more stages then put the car on the trailer and head home, the driver of the Saxo sauntered across to us. Whilst sympathising with us on our retirement, he too was in a similar predicament – albeit, through co-driver failure ("food poisoning") rather than anything mechanical. He then asked whether I'd be interested in deputising for his co-driver, so that both of us could continue in the event, at which point I jumped at the chance. A quick check with the event officials, and it was all systems go. Fortunately, our intercoms were compatible – I had removed my Peltor system so as to use the Terratrip version Nev had installed in the Mini – and we were back in the event. Much to Nev's annoyance, it has to be said! But he bore no grudges (or not that he's told me yet...) and allowed me to continue, so Darryl and I continued to the end of the event. Unfortunately, due to the co-driver changeover, we weren't classified in the overall list of finishers but would have been about 18th overall from 47 finishers and 6th in class from 14 finishers if we had.

Darryl said afterwards "The car ran perfectly, unlike my co-driver who had to drop out on stage 5 with food poisoning! Therefore, HUGE thanks to Andy who was persuaded by me to step into the co-driving duties for the remaining 7 stages. Not bad considering I had never met the man before AND he had to arrange a lift home after the event. I really can't thank him enough, he was brilliant".

In spite of our retirement, Mini Road Runner Rallying intend to be back up and running again – with a newer and more powerful engine – as soon as we can. Thanks go to Big Andy and Mike Quinn on the spanners, and also to Darryl for allowing me to get my moneys worth out of the day! Oh, and to Nev for letting me jump ship and carry on!

NURBURGRING 1-2-1 DRIVER DEVELOPMENT PROGRAMMES FROM 'THE FLYING DUTCHMAN'

Ringmeister and 'flying Dutchman', Jaco Velders - with over 7,000 laps of experience on the 'Green Hell' - is offering YOU the chance to get expert 1-2-1 tuition and/or race at the world's most incredible racing circuit, the Nurburgring Nordschleife, in one of the most exciting racing series in Europe, the VLN (or RCN), through www.jacos-paddock.com. Jaco's bespoke driver training programs or racing development packages cover everything - from providing, setting-up and supporting race-prepped BMWs, 'Ring training, airport transfers, accommodation, licence and administration; even showing you where to go for a great meal in the glorious Eifel region. Jaco says: "We are a 'one-stop shop' for groups of people wishing to take their driving experience to the next level - on the best 15.8 miles (combined GP circuit & Nordschleife 'North Loop') - on the planet.

"All you have to do is book us at www.jacos-paddock.com and we take care of everything, allowing you to relax and enjoy the process. You simply book your flight to Cologne on a Thursday; we will pick you up, make sure you are brought safely to the booked (by us) hotel and have a good night's sleep, ready for action. The format of the race meets is simple, and all sorted by Jaco: in the morning, a shuttle will bring you to the track for the briefing, before you get your first opportunity to drive around the epic, 12.9-mile Nordschleife. . . a perfect chance to take your sponsors round for a 'hot lap.' Then, normally between 16:00 and 18:00 hours, you will have time to get used to the race car, in practice. After this training, the shuttle will bring you back to the hotel, for an enjoyable night.

On Saturday morning, the shuttle will pick you up from the hotel again, and we will guide you to the drivers' briefing, done by the organiser, followed by a briefing done by Jaco, to make sure that you are fully prepped, like the cars. Then, it's time for the serious stuff! From 09:30 until 11:00, it's qualifying for the race, with all 220 cars on track doing their thing. After this session, at 12:00, the VLN race begins; now the best track in the world is yours, for the next four to six hours. Enjoy! Jaco adds: "During the race, my team of 10 highly-skilled race experienced mechanics will be on hand to help you through the race; changing wheels, refueling, sorting driver changes, etc. We take care of everything, so that you can concentrate on having fun, and racing well. Meantime, in the box or in the tent, we will provide hospitality for you, your friends/family and sponsors; with food and drinks at your disposal, served by our catering staff. Needless to say, during the whole race event, we will keep you and your group well informed about the status of the car and the other drivers in the race".

Jaco's Paddock offers a variety of BMW race cars - from the E30 318iS, to the E36 325i and on to the E46 M3 - for rental and bespoke package deals for his clientele. He says: "We look forward to helping you live the dream. . . follow in the footsteps of the greats, like Bell, Bellof, Manthey, Schmitz, etc- and race on the Nordschleife, while Jaco's Paddock takes care of everything.

Not a racer? No problem. Jaco's Paddock caters exclusively for Nurburgring track day novices to circuit hounds - offering an exciting range of 'Ring experience driver training packages to suit various skill levels. And Jaco caters for everyone, from group bookings (Stag-do packages a speciality), to individual driver development programs, all with the 'flying Dutchman's' expert 1-2-1 training - either using your own vehicle, or, better still, one of the brilliant BMW fleet at Jaco's Paddock. New for 2009 is Jaco's latest 'Ring-prepped track and race weapon - the legendary, 3.2-litre, 343bhp E46 M3. "We are very excited to have the next line of evolution BMWs on our fleet, having already got the purist's choice E30, the brilliant E36 325i race car and now the classic drivers' car, the E46 M3. It is a superb racing and training tool - ideal to demolish the Green Hell in."

NB: A German National A Race Licence is required before you can race in the VLN, which Jaco's Paddock will arrange on a bespoke basis.

For more information or to book, please contact:

Jaco Velders

Website: www.jacos-paddock.com

Telephone: +49 16 3337 6377

Email: jacovelders@googlemail.com

Or for a UK PR representative, please contact:

Phil Royle at www.stradalemedia.com

Email: phil@stradalemedia.com

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MARSHALS REQUIRED – DUKERIES RALLY, SATURDAY 13TH JUNE

Buccaneer Motor Sports Club are looking for marshals, timekeepers and radio crews to assist them in their running of the Portland stage on this event in north Nottinghamshire. The event is part of the BTRDA Championship, so promises to attract a good entry list.

Further details can be obtained from Trevor Leathley on 07980 476122 or by email Trevor.leathley@bmsc.org.uk.

WMC SPRINT INVITATIONS

ALAN SMITH

Wallasey Motor Club members are invited to compete in the Nottingham sprints at Curborough, and also the one planned for 8th August at MIRA. They ran their first sprint of the year at Curborough on Sunday 10th May, and here is a link to the photographers website - <http://rhodospin.co.uk> . He took some great pictures of the wide variety of cars which we all enjoyed on the sunny day. Sadly there were only 45 entries so the competitors had 2 practice and 5 timed runs - and departed for home by 4:30p.m.

The next event is 14th June, and regulations are available from www.gosprinting.co.uk. Their 3rd event at Curborough is 12th July which is a double-lapper. This has a limited entry of 80, due to the time constraints, but is very popular so an early entry is highly recommended. Then to MIRA on 8th August. This is a course on some of the inner roadways of the high speed banked track used by many manufacturers for testing and development. It is a fabulous venue and I would highly recommend anyone interested to apply for this one. Andy Mac & John Newall are competing there in their Westy in a few weeks time, so you can get first hand opinions from them.

The limitations are "no cameras" and "no spectators", so you have to arrive early and be an official/marshal or accompanying a competitor. My friends from Nottingham and myself paid a visit early in May, when the Bentley Drivers Club were the organisers. There was everything from 1920's vintage road and racing Bentleys, right up to a new Continental GT!! It's a good fast course, with nice sweeping bends - and plenty of run-off space - I can't wait to back and have a "go" myself! I've been "Clerking" for Nottingham for over 5 years now, and they organise good sprint events in some nice and interesting places. It is this "connection" that has gained us this invitation, and I would be really pleased to see some of you there too. I will be pleased to provide any further information if you need any persuading.....

PLAINS RALLY, 16TH MAY

ANDY ELLIOT

The Mini Road Runner pairing of Nev Astbury and Andy Elliot, with assistance from Tony King, were out on the Plains Rally this month – officiating, rather than competing. After the obligatory early start (even earlier than usual as the stage we were charged with running was to be used as both the first and last stages), squelchy conditions underfoot greeted us on arrival. Sporadic heavy showers and gusty winds, interspersed with sunshine, made the stage set-up an interesting experience – as well as having to steer a four-legged woolly spectator off the stage and back into his/her field. In the nick of time, we finished our checks and were underway with the first stage and the 1400s who still put on a good show of committed driving despite their lesser power. A significant hike in engine noise on the start line signalled the arrival of the national competitors, led by the ever-spectacular Andy Burton.

Once these were through, we had several hours before the cars were due back for the final stage of the day so journeyed through the stage and set up the remaining loop section. It was also then that we found the muddy chaos that was the flying finish.....or had been until several cars clearly took this a little too literally, with a variety of not-so-dainty tyre marks all over the grass where some "interesting" racing lines had obviously been taken. A 2ft diameter wooden gatepost had been knocked several inches out of line impacts with various cars, and countless lights, lenses and other items of bodywork to prove it.



Driving through the main woodyard section of the stage, we saw how many hundreds of spectators had turned out to watch as there was also a Clubmans rally being run in addition to the main event which finished with a run through our stage. As photographic evidence shows, the landowners weren't overly keen on the sudden influx of visitors to their property. The rest of the day ran without a hitch, so much so that even the Stage Commander could afford a rare sit down and a breather. Almost

unbroken sunshine for the rest of the afternoon was appreciated by all, and made for a pleasant drive home.



Thanks again to Nev and Tony for their help – hopefully see more of you out and about next year when I'm Stage Commander!

FORTHCOMING ANWCC-QUALIFYING EVENTS

When	Event	Organising Club
6 th /7 th June	Rali Bro Ddyfi Road Rally	Dovey Valley MC
6 th / 7 th June	Chatsworth Rally Show	Sheffield & Hallamshire MC
7 th June	Weeton Stages	Blackpool South Shore MC
13 th /14 th June	GP Memorial (Road) Rally	Garstang & Preston MC
13 th June	Basil Davenport Memorial Sprint	Chester MC
14 th June	Dave Moore Memorial Sprint	Chester MC
17 th – 19 th June	Jurby Stages	Druidale MC
21 st June	Mid Wales & Historic Stages	Newtown & DAC
21 st June	Enville Stages	Warrington & DMC
27 th /28 th June	PK Memorial (Road) Rally	Bala & DMC
27 th June	Jack Neil Memorial Sprint	Liverpool MC
28 th June	Curborough Sprint	Sheffield & Hallamshire MC
28 th June	Cumbria Classic Caper Historic Road Rally	Wigton MC

SOCIAL EVENTS CALENDAR

When	What	Where
Monday 1 st June	Noggin & Natter	Queens Royal, New Brighton
Monday 8 th June	Noggin & Natter	Queens Royal, New Brighton
Monday 15 th June	Motorsport DVD night	Queens Royal, New Brighton
Monday 22 nd June	Noggin & Natter	Queens Royal, New Brighton
Monday 29 th June	Noggin & Natter	Queens Royal, New Brighton

Wallasey Motor Club Committee Members - contact details:

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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