



# Maximum Attack

October 2008

Dear Member,

Autumn seems to have kicked in with a vengeance lately, just as the circuit racing season draws to a close but the rally calendar still has a few remaining events. The social calendar is looking healthier, and there are various dates for your diary in the early part of 2009 – better go out and invest in one now!

A plea to our actively competing “roundy-roundy” (circuit-racing) members for you to send in your results from this year to our Competitions Secretary, Andy MacDonald, and we will aim to put together a separate championship for yourselves.

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

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## KEITH WOOD MEMORIAL TROPHY RALLY

JOHN WAINWRIGHT

Three Sisters Circuit, Wigan - Sunday 5th October 2008

12 special stages, 30 miles. 17th overall from 58 entrants. 4th in class from 21 entries.



Another trip to 3 Sisters, and the last for the season, brought yet another soggy start. The rain stopped just after 7:30 and, with the first car off the line at 10:00, all fingers were crossed it would stay dry. With the wet tyres on for the first 4 stages, we posted good times and were standing 15th after the first which I didn't feel as though I had pushed hard on. A few cars had dropped out on the first stage - most notably, Alan and Ron in the Imp which ended up on its roof! Luckily, it was all cosmetic and both the crew were ok. Hats off to them getting back out for stage 4, as they must have been badly shaken.

Slicks went on ready for stage 5 and, with the circuit starting to dry out, the quicker cars were pulling time back. We were now concentrating on bagging 3rd in class, as the top 2 were just under a minute ahead. This wasn't easy, as there were only a few seconds between 3rd and 6th with one slip up costing a good few positions. A niggly problem with the car appeared in the afternoon, which I think is a sticking starter motor, as we had to be push-started twice but it cleared up towards the end of the day. With 2 stages to go, we had dropped into 4th in class by 5 seconds and with 5th and 6th breathing down our necks we worked hard to keep 4th.

No further problems until after the flying finish, pushing a little bit too hard, we spun after the finish and ended up with front end parked in the tyre wall. No damage though, apart from a broken indicator and the front end covered in mud! The hardest bit was trying to reverse from the flying finish to the stop line with no mirrors, but we had finished and got our stage time so all was well. With things getting close in the championship standings, we now concentrate on a 2-day rally at Anglesey Circuit in November to see what that will bring.



.....continuing on from part 1 of Paul's article last month, we find out why he now always carries a tube of Superglue when competing on an event.

On the morning of the rally, weather conditions were bad and I had to make a decision about tyres and from walking round the pits looking at the other Mk2 Escorts and the Darrians to see what tyres they were on. I choose to run on Dunlop X22's uncut, but to also take it easy and have no dramas. Off the start was very slippery, and took a while to get the car moving, so I took it easy at all the junctions and roundabouts to make sure I never clipped a kerb. I decided not to use the handbrake on the first stage, and not to do anything stupid.

Being seeded at car 55 (not done many rallies for a few years) meant that every stage I caught up slower cars. I was finding that I was catching cars up at the junctions and chicanes, but also was worried about hitting another car up the rear. Once around the junction, or through the chicane, I was finding the slower cars were able to get the power down easier than me but normally managed to bully my way past before the next junction.

For stage 2, I decided to cut the tyres a little to give me a little bit more grip. I was picking up my pace each stage, but my times for the second run were not improving - mainly down to catching other cars up throughout the stages. After the first two stages we were lying 15<sup>th</sup> overall, although that was the last time I asked where we were till the end of the last stage. I kept an eye out on what tyres most were using, and it seemed everyone was being cautious because I was doing my own thing when it came to tyres. Being so far back, I was finding it was drying up for me so I was on X12's and they were giving me a lot of grip. On stage 5, I had a gear selection problem that meant I was struggling to get it out of one gear and into the next gear. My mechanics, Allan Davies and Gary Evans (brother), dropped some oil out of the box, changed my tyres around endlessly and fixed a few things with superglue. I will make sure a tube of superglue is always in my tool kit from now on.

Only a couple of stages to go now, and my co driver Lol (Lucifer Powell) had done a fantastic job on the notes, timing and keeping me calm as I was always catching others so was suffering from the red mist quite often. We took it steady for the last two stages, and put the X22's back on even though there was not much tread left on them. Phew! We had finished 20<sup>th</sup> overall and 10<sup>th</sup> in class. There were not many retirements, so I was happy and it felt great. We've had our problems this year, so to finish well was rewarding for us. After we packed up all our stuff, Andy McDonald called Andy Davies to say go to the awards ceremony. I thought I had won the Driveme.net raffle, but actually it was announced that I had won the John Price Rallying Star Drive Award! I was thrilled with this, and it made the rally for me! I would like to thank everyone that helped me, and appreciate everyone's efforts and would like to personally thank Wallasey Motor Club and all the marshals for putting on another great Prom Rally.

#### FORTHCOMING ANWCC-QUALIFYING EVENTS

When	What	Where	More info
1 <sup>st</sup> November	G-O-N Cambrian Rally	Llandudno	North Wales Car Club
2 <sup>nd</sup> November	Scammonden Hillclimb	Scammonden Dam	Pendle DMC
8 <sup>th</sup> /9 <sup>th</sup> November	Glyn Memorial Stages Rally	Anglesey Circuit	Caernarfonshire & Anglesey MC
22 <sup>nd</sup> /23 <sup>rd</sup> Nov.	Farrington Road Rally	OS Map 116	Clwyd Vale MC
23 <sup>rd</sup> November	Neil Howard Memorial Rally	Melbourne Airfield, nr York	Bolton-le-Moors Car Club
29 <sup>th</sup> /30 <sup>th</sup> Nov.	Y2K8 Road Rally	Brecon area	Clwb Modur Cymru
29 <sup>th</sup> /30 <sup>th</sup> Nov.	Welsh Rally Retro	Brecon area	Clwb Modur Cymru

#### THE DRAGON BITES BACK!

**TONY KING**

After my successful outing on the Twyford Centenary Stages and with my 'regular' (well, the only one I've sat with more than once this year!) driver not planning an event before the Promenade Stages, I was looking for another event to fill the gap. A quick look at the ANWCC website, and the Pendragon Stages on the 24th August looked a likely candidate; all I needed now was a car & driver.

The Pendragon Stages is a 68 miles over 14 stages of tarmac/concrete pace note event based around a central service area at Penrith Truck Stop and uses stages on the Warcorp Military Ranges and the Lowther Hall estate.

Through the British Rally Forum ([www.BritishRally.co.uk](http://www.BritishRally.co.uk)), I made contact with Mark Runciman who competes in a 1600 Nova in the Scottish Tarmac stage Championships and struck a deal to do the event. In preparation for the event, I bought the OS maps, a set of Patterson Pace Notes and a Peltor/Terratrip intercom adaptor (well, I thought he might want to hear me) but then on the Wednesday, four days before the event, Mark told me we would not be able to start. Unfortunately, he had discovered

that damage from a previous 'off' meant the car wasn't safe enough to do another event. Instead it looked like I'd be having a quiet weekend at home.

Then on Friday morning, and again through the British Rally forum, I made contact with Paul Daniel from Yorkshire who was still looking for a co-driver for the event. Originally Mark & I would have been running as car 102 and with Paul on the entry list as car 77, I was really looking forward to the weekend.

Transport to & from the event and overnight accommodation was sorted thanks to Steve Noble and his service van/motorhome as he was a scrutineer for the event. I met Paul at scrutineering and the car, a MkII Escort with a 2.0l Vauxhall engine and 6 speed sequential box, went through with no problems. A surprise awaited me at signing on though; Paul's a quick driver and the organisers had reseeded him so that we would be running after car 32.

I was more than a little apprehensive on the Saturday evening, I didn't want to mess up and, although the wind & rain rocked me to sleep in Steve's van, they didn't help my nerves.

Sunday morning dawned grey and dry but as we drove the 19 mile road section out to the first Warcop stages (two 9 mile stages repeated), it started to rain and as the rain got heavier & heavier and the hilltops disappeared into the gloom, we saw several cars parked up or turning back to change tyres .... unfortunately, the only tyres we had available were dries! Luckily, there was a delay on the first stage and in the twenty plus minute wait before we started, the rain stopped and the weather started to clear up. Although the stage was still very slippery in places, we got through ok; I found it quite difficult to get all the information in the descriptive notes out in time and I was a little late in some of the calls but overall it wasn't too bad. I think the relief of getting through ok was a little too much because we had to stop on the road section to stage three so I could leave my breakfast at the side of the road! After that I was fine .....

After the long Warcop stages, there were two pairs of shorter stages at Lowther Hall; these were typical Stately Home stages, with tight twisty roads between trees and buildings. There was a particular section in the first short Lowther stage where we had to go through a farmyard which seemed axle deep in mud although it was much better on the repeat run through shortly after. It was then back to service for fuel and a check over.

On the next run at Warcorp, the stage route was slightly different and I think this caught a few people out. The roads were a lot drier and, with my note calling improving, we seemed to be going a lot quicker; Paul is a very neat but committed driver and, apart from a couple of sideways moments, it didn't feel like we were having any big problems. On the second run, we went a little sideways on a left hander and caught a bale with the offside rear of the car without appearing to cause any damage. However, a little later in the stage there was loud bang from the back of the car as one of the shock absorber reservoirs came loose, hit the road and bounced back against the underside of the boot floor wrapping itself around the axle. Shortly after, we had a 180° spin on the exit of a corner as the handling deteriorated.

At the management service at the end of the stage we checked the damage and whilst the reservoir was still attached, it was damaged and leaking. The service crew reattached it as best they could and we set off to the next stage, hoping we could complete the remaining six stages. The car felt okay on the road sections but as soon as we set off from the start line, it was obvious the handling was badly affected and, with two long stages at Warcorp still to attempt, we would have to retire. We finished the stage as best we could and made our way, sadly, back to service.

It was certainly a new experience calling descriptive notes in such a fast car and I think Paul is a deceptively quick driver; I would happily sit with him again (not sure if he'd have me back though!). I would also recommend the event as the stages were an interesting mix and offer good value for money.

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## SOCIAL EVENTS CALENDAR

When	What	Where
Monday 3 <sup>rd</sup> November	Noggin & Natter	Queens Royal, New Brighton
Monday 10 <sup>th</sup> November	Noggin & Natter	Queens Royal, New Brighton
Monday 17 <sup>th</sup> November	Motorsport DVD night	Queens Royal, New Brighton
Monday 24 <sup>th</sup> November	Nav Run	OS map 117 – contact Tony King

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## NUTS AND BOLTS.....

Monday 10<sup>th</sup> November – Ian Harwood Quiz

This year's quiz will take place at Toft Cricket Club, near Knutsford, starting at 8pm. Teams of 4 need to contact Alan Smith at Knutsford Motor Club as soon as possible via [ags@barlow-andrews.co.uk](mailto:ags@barlow-andrews.co.uk).

### 22<sup>nd</sup>/23<sup>rd</sup> November – The London Motorsport Show at Brands Hatch

The club has received some complimentary tickets for the above event. If you're a competition licence holder, you should receive some but these are available to anybody else who'd like to go. Contact Tony King if you want them.

### Monday 1<sup>st</sup> December – we need your motoring brains!

Once again, we are going head-to-head with all other motorclubs around the country by taking part in the Autoglym Online Quiz. Following our progression all the way to the final last year, we are seeking to go one better and win it! The quiz is done via a series of time-restricted online questions about all aspects of cars, motorsport and the odd bit of historical trivia so if you want to see Wallasey represented alongside the brainiest motorclubs in the country then head down to the Queens Royal and get your thinking cap on!

### 8<sup>th</sup>-11<sup>th</sup> January 2009 – Autosport Show

Always a good day out, and a chance to pick up some bargains. The Club may be organising transport to the NEC in Birmingham if there is sufficient interest. Contact Neil Philpotts as soon as possible if you would like to go.

### Weekend of 21<sup>st</sup> February 2009 – North West Stages Rally

The biggest rally in the North West returns, possibly in an even more exciting two-day format. We have been asked to run the Lytham Hall stage again, as in the past few years, and are in need of marshals both on the day(s) itself and also with setup on the Friday.

### 28<sup>th</sup> February 2009 – Wallasey Motor Club Annual Awards Dinner & Dance

The date has been set for this year's Dinner Dance, which will take place at the Hollins Hey Hotel in New Brighton. If you have any suggestions for a guest speaker, contact Neil Philpotts or Stu MacMaster.

### Saturday 5<sup>th</sup> September 2009 – provisional date for the Promenade Stages Rally.

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## **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](http://www.wallaseymc.com)