



Wirral 100 News



The Newsletter of the Wirral Hundred Motor Club.

Volume 59, Issue 2, May 2010

EVENTS CALENDAR 2010

SPORTING CALENDAR

.BH Mon 31 May _ Anglesey, Club Championship, Round 3
Sat/Sun 24/25 July _ Anglesey, Club Champ. Rd. 4 & ACU F2 S/C
Sat/Sun 2/3 Oct. __ Anglesey Grand & Club Champ. Rds. 5 & 6
Sat 23 Oct. ___ Oulton Park, Club Championship, Round 7

SOCIAL CALENDAR

Sat 22 Jan 2011 __ Annual Dinner Dance, Holiday Inn.

YOUR CLUB NEEDS YOU

BANK HOLIDAY MONDAY 31 MAY, ANGLESEY

Due to T.T. and other events, we are always short of marshals at our bank holiday meeting. If there is anyone out there that is willing and able to marshal at this event, then please call Dave Edwards on 0151 327 4399.

ANGLESEY – CIRCUIT INFORMATION & INSTRUCTIONS

Our next visit to Anglesey awaits, so a few relevancies in advance:

Arriving on Sunday – Please note that the 750 Motor Club has a two-day race meeting on the Saturday and Sunday, so we will not have guaranteed access to the paddock until 7pm-ish. It is likely that anyone arriving early will be directed to a holding area by the main gate and we ask that the instructions of the circuit staff are followed courteously and without question. Unfortunately this has not always been the case in the past.

Beware the thieves – We are aware that thefts are becoming more common in our paddocks (not just at Anglesey), Vans, awnings, caravans are an easy target and we would ask that everyone becomes more vigilant, please.

Disturbances overnight – At recent Anglesey meetings we have had one or two complaints about some isolated disturbances – loud music, arguments, etc. This is not our style – please respect your paddock neighbours and keep the noise down, especially after 11pm. Otherwise offending teams may find themselves leaving early.

Fire risk assessment – There were some issues at our meeting in March, so we again bring to everyone's attention the following extract from the circuit's hire conditions:

'It is a condition of the circuit hire that all paddock users must ensure that all electrical appliances which are plugged into the main paddock electric supply points are safe to use, checked as per manufacturers' instructions, and this includes the supply wiring. All supply leads must not be doubled up using double adaptors or trailing extension leads. Anyone caught using multi-plug adaptors or multi-socket extension leads may be asked to leave the circuit. No 13 amp adaptors are allowed and will be removed without recompense. All wiring and plugs must be waterproof.'

Assembly Area & Paddock Return – The temporary arrangements in force in March are no longer. As expected there is a newly surfaced assembly area and a new paddock return area, both to the left of the scrutineering bay, but with their positions reversed from previous years.

NOTES FROM THE ASSEMBLY AREA

Will all riders please check your race results and grid positions well before your race is called. At Oulton we had three occasions when riders disputed their grid positions. Unfortunately, when your race is called, it is far too late to deal with these queries.

So please check your results and grid positions in plenty of time for any queries to be dealt with in the race office.

Geoff Bott

ANGLESEY RACE MEETINGS

Sat 20th & Sun 21st March – For the test day some very wet weather first thing meant that we delayed the start by 30 minutes but then it cleared up and 125 riders got in some welcome track time. A huge oil spill threatened to disrupt proceedings horribly but an early lunch and some excellent clearance work by the circuit staff and marshals minimised the loss of track time. The day's track action was rounded off by the 'Anglesey Jog', which raised £325 for Sports Relief – thanks again to all those who contributed. The race day entry of 161 was encouragingly slightly more than the entry for the first meeting of 2009. The weather forecast was also encouraging, but the rain forecast for late afternoon came at lunch-time, and that spoiled the party somewhat. Nevertheless there was some great racing, and it was good to hear that so many of our new riders had enjoyed their first meeting with us – some even enjoyed the wet conditions! There were a small number of injuries, the worst probably being to the collar-bone and shoulder of Jamie O'Brien, who has done it all before, and similar injuries to Neil Zammit, who crashed on his third lap of practice at his first ever meeting – ah well! We wish them both a speedy recovery, and better luck next time..

BH Mon 31st May - By the time you receive this Newsletter, if you have not already sent in your entry forms to Margaret, then you should be doing so very soon. As usual we will be deciding the number of races, their length, and which classes warrant their own track time and which classes need to be combined, etc, approximately two weeks before the meeting. The number of late entries we have received this year and last inevitably means we have to disappoint someone, and makes it so much more difficult to plan each meeting properly, put the programme together, order trophies, mail the passes, etc. And it still amazes and frustrates us how many riders do not provide us with stamped addressed envelopes or do not use first-class stamps or use standard first-class stamps for large envelopes (which means that Margy has to go to the sorting office to collect them and pay an extra £1 per envelope). Please do your best to help her. As for the meeting itself we have provisionally planned for it to be in a similar format to the March meeting, but hopefully this time the weather will be good all day. A few of our faster riders are away in the IoM, so loads of opportunities for others to shine. See you there.

CRASHES ON WARM-UP LAPS

At Oulton our most annoying and potentially most serious accident happened on the approach to Lodge Corner UNDER YELLOW FLAGS on the WARM-UP LAP. At least three riders were involved and all three missed the race. Several riders considered themselves lucky to avoid the carnage. Two riders' were hurt and their machines were seriously damaged.

Was the accident caused by a lack of concentration, by too great a speed as other riders slowed for the approach to the race start, or by this ridiculous habit of weaving from left to right in the mistaken belief that it actually warms the tyres more than traveling at a reasonable pace in a straight line? (My source for this mistaken belief – Ron Haslam, and you never see Leon weave and he is only leading the World Superbike Championship!)

For my part I do not like this weaving about, the dangers far outweigh any doubtful benefit that a rider might gain. Let's put an end to it, and for heaven's sake, keep warm-up laps safe!!

Dave Francis – Clerk of the Course

OULTON PARK – 10th APRIL

Another enjoyable and good day's racing in front of an exceptionally large crowd for a club meeting. We were blessed with fabulous weather conditions, not too many accidents, and only one oil-delay, and with 125 marshals trackside and 30 or so other officials present, it was regarded as a very good start to Oulton's bike season.

Our first task was to get everyone signed on and scrutineered, and then to overcome the extra burden of getting each bike noise-tested before practice; all of this happened seamlessly and we thank the ladies in the office and our technical team for their joint efforts in this regard. A small number of bikes failed the noise test and then had to be re-tested but all-in-all the noise-testing was a success, and much appreciated by the circuit management.

The very small number of 125ccGP and 250ccGP entries meant that they shared track-time with the F400's and F600's respectively and this enabled us to reduce the number of races from 18 to 16, thereby maximizing the track-time for the general good. Furthermore despite two red-flag stoppages during the afternoon, in which a total of 35 minutes was lost, we were able to retain all of the races at 5 laps and still finish at 6pm.

As for the racing itself there was some great stuff. We had more than eighty (!!) F600 riders entered, and that excluded the Steel-frames, and it was no surprise that David Jones, after recent wins in India and at Brands Hatch, was again successful. Jenny Tinmouth, gaining track time ahead of her BSB and TT commitments, Chris Mort, consistency itself, Connor Behan, now getting used to a four-stroke, Scots visitor Mark Buckley and former British 125 champion and GP competitor, Matthew Hoyle were the best of the rest – but it was Jenny, not surprisingly, who won the marshals' votes for the Paul Leonard Award.

In the Powerbikes class, the competition at the top was even hotter for our regulars, so special credit then to Kiaran Hankin who came home impressively ahead of Pete Jennings, former top British Supersport rider and now crew-chief to Stuart Easton, and Hudson Kennaugh, the South African now a leading contender in the BSB-EVO class.

Otherwise it was a day of fairly comfortable wins in the championship races – Andy Whitehead by 9 seconds in F400, 16 year old Rhodri Owen by 18 seconds in 125ccGP, Mike Hose by 6 seconds in the big F/E class, Chris Dean by 16 seconds in Minitwins, Pete Alton & Mike Highton by 10 seconds in the Sidecars, Karl Owen by 12 seconds in the Steel-Frames, John Cronshaw by 9 seconds in the big Classics, Terry Kermod by 27 seconds in the little Classics, and a whopping 53 seconds by Joel Williams in 250ccGP. Who said 5 laps of Oulton is not long enough to sort out the men from the boys?

On the other hand the small F/E race saw Peter Howarth pip Caron Roberts by 0.2 of a second, and in the F125's Harley Rushton, another 16 year old, had only a 3 second advantage over 14 year old Adam Cross. There was, however, some close and safe racing down the field in all classes. Well done to everyone and especially those in orange jackets.

On the injury front, we had a small number taken to the medical centre, but only Chris Griffiths was detained in hospital for any length of time. Hopefully his ribs and the other riders' various bumps and bruises are now on the mend.

WIRRAL 100 ROAD RACE CHAMPIONSHIP 2010

The positions in the Club's 2010 Road Race Championship, after the first two rounds, are as follows:-

125cc GP		250cc GP	
Rhodri Owen	30	Joel Williams	23
Martin Darren	12	Paul Brandon	15
Steven Howard	12	Adrian Morris	12
Peter Broadbent	10	Alec Cottam	12
		Stuart Thomas	10
		John Francom	10

FORMULA 400		POWERBIKES	
Tim Bradley	45	Kiaran Hankin	45
John Bolsover	32	John Robb	38
Jim Martin	28	Ian Mackman	26
Andy Whitehead	25	Peter Jennings	20
Tony Limer	18	Pete Whiteside	18
Hefyn Owen	13	Hudson Kennaugh	16

FORMULA 600		FORMULA 600-Steel Frame	
Chris Mort	41	Karl Owen	50
David Jones	38	Darren Johnson	40
Connor Behan	23	Lee Prior	24
Ian Mackman	20	Alex Gallemore	22
Jenny Tinmouth	20	Adam Griffin	19
Mark Cronshaw	16	Jeremy Wayman	16

F. ERA UP TO 500cc		F. ERA OVER 500cc	
Stephen Buckley	23	James Coward	23
Caron Roberts	18	Mike Hose	15
Colin Croft	18	Steve Hutchins	12
Peter Howarth	15	Phil Hacker	12
David Edwards	14	Steve Cave	10
Mark Woodman	10	Anthony Stock	6

FORMULA 125		MINITWIN 650	
Louis Dawson	15	Chris Dean	25
Harley Rushton	15	Keith Jackson	24
Adam Cross	12	Kevin Stitt	18
Gary Daniel	10	Tim Bradley	15
		Mike Elliott	14
		Dominic Lowe	9

CLASSICS 125-250		CLASSICS 251 - 500	
Dave Edwards	27	Robert Owen	20
Terry Kermod	15	James Coward	15
Richard Von Mach	12	John Cronshaw	15
Martin Budden	10	Steve Elliott	12
Paul Reed	10	Steve Ferguson	10
David Brasier	8	Gary Freeman	10

F2 SIDECARS		OPEN SIDECARS	
P Alton/M Highton	23	P Alton/M Highton	21
A Molyneux/A Halewood	16	T Robinson/R Stewart	15
T Robinson/R Stewart	15	A Molyneux/A Halewood	15
T Cunliffe/M Cunliffe	13	C Chaplow/D Evanson	12
C Hauxwell/G Daniel	12	T Cunliffe/M Cunliffe	12
S Ramsden/J McWhir	12	S Ramsden/J McWhir	12

The full list of points scorers can be found on our web site.

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