



Wirral 100 News



The Newsletter of the Wirral Hundred Motor Club.

Volume 60, Issue 4 Sept. 2011

EVENTS CALENDAR 2011

SPORTING

Sat/Sun 15/16 Oct __ __ Anglesey Grand.

SOCIAL

Tue 15 Nov _____ A.G.M., Bridge Inn, Port Sunlight

Sat 21 Jan _____ Dinner Dance, Holiday Inn, Ellesmere Port

THE ANGLESEY GRAND

SATURDAY & SUNDAY 15th & 16th OCTOBER

If the Club has one 'must not miss' meeting it is the now iconic Anglesey Grand, which packs so much into its two days. It is also our only meeting each year on the 2.1 mile International Circuit, and probably the only time the vast majority of our riders will have had the opportunity this year to test themselves against that particular configuration. Note also that it is likely that construction work on the new race control / pits complex will have started, in which the current pit-lane will not be available to us – in this case we will be reverting to the old pit-lane and start-finish line (so the last Turn in recent years will become Turn 1). For the first time for several years the meeting does not clash with the Stars at Darley meeting nor the Sunflower meeting in Ireland, so perhaps we will have some welcome visitors as well.

On Saturday after practice, there will be qualifying races to determine grid positions for two rounds of Championship Races, one on Saturday afternoon and the first round of races on the Sunday.

The 'Grand' itself will be the usual two-legged affair for invited riders, probably over 10 laps. Following the custom of previous years, the invitations will be based on known ability and 2011 Championship positions – but spaces will be left for other riders impressing on the Saturday.

Those riders competing in the 'Grand', and we will primarily be talking about Formula 600 and Powerbike competitors, will not be allowed to ride in the second round of races on the Sunday, thereby enabling some of the usual mid-field runners in those classes to pick up trophies on the day.

At the July meeting there was some improvement in the Classic Bike entry and if this is repeated the intention is to separate the Classics from the Forgotten Era and Pre-injection bikes – so please, Classic Bike riders, spread the word and let's have a decent entry.

This particular meeting has always had an end-of-season party feel to it, and we will be hoping for the same again this year. Not only do we need a good entry, but we also need every possible marshal to enable us to man the additional circuit length. If you are a rider, encourage others to come along – and if you are marshal, please do the same. See you there – it should be a great end to the local racing season.

Dave Francis.

WIRRAL 100 WEB SITE

The address of the Wirral hundred Web site is:-

www.wirral100.co.uk

The site is regularly updated and contains Photographs, regs for Anglesey and Oulton, Results of Previous Meetings, Membership Forms. Information from the Newsletter etc. etc.

ANGLESEY – 23rd & 24th JULY

W100 races

What a difference good weather makes. The weather was its perfect best - warm, with astonishing views across the sea to Snowdonia. A few red-flags but no unmanageable delays and loads of track-time for the majority. Knackered tyres, weary bodies and smiles on faces seemed to be the order of the day.

Unfortunately a small number of riders visited the medical centre, with injuries ranging from bruising to possible 'minor' fractures. Best wishes for speedy recoveries to you all, and in that case let's hope you are back for the Grand.

As for the racing, we are well used to Connor Behan winning the odd race or two, but 9 wins from 9 starts was milking it a bit, even by his standards! It amounted to good practice, however, as one week later he was winning his first National Superstock 600 race of the season, down at Brands Hatch. Well done, Connor, and well done Johnny Blackshaw for finishing fifth at Brands, his best national result of the season.

The other stand-out performances came from Jamie Harris, whose 1win and 2 seconds means that he cannot now be caught for the ultra-competitive Formula 600 championship – well done, Jamie. Others to clinch championship wins were Darren Jones (125ccGP), Gary Gittins (Minitwins), Paul Brandon (Pre-injection) and Craig Hauxwell & Gary Wilson (Sidecars), whilst John Robb is now close enough to Neil Watson in the Powerbikes class to take advantage of Neil's posting in October to Afghanistan! All the other classes will go down to the wire in October.

Other racing highlights were Chris Mort's return to racing with us with 3 wins and 2 seconds, which was nearly 4 wins and 1 second as he only marginally failed to overcome a 10 second jump start penalty, a winning return also for Steve Green, one of the paddock's nuttier characters, and 4 wins for 13 year old Nathan Harrison in the F125 class. The award for the best performances by an orange-jacketed rider went to a delighted Steve Jones (the Bromborough version). The jump start of the day had to be that of Matt Cox, who left the grid totally by himself and parked his bike up between Turn 1 and the Banking, no doubt too embarrassed to return to the grid!

The marshal of the day was David Jones, having a break from racing, who debuted as a grid marshal – the other marshals even trusted him with a green flag. Green was obviously a lucky omen as he has since been asked to join Gearlink Kawasaki as team-mate to British Championship leader, Ben Wilson.

British F2 sidecars

This is the fourth year that this mid-summer meeting has hosted ACU Championship races and there is no doubt that the presence of the British F2 Sidecars gave the meeting an extra buzz. These guys never fail to entertain and the speed and skill of those such as John Holden and Simon Neary, and their passengers, is there to behold. From the club's perspective there was the added interest of four W100 crews competing as wild cards, and weren't we all chuffed that Craig Hauxwell & Gary Wilson finished seventh overall in Sunday's race, and made it to the podium with a third position in the Cup class.

Finally just to pass on to all of our wild-carders and to our officials and marshals, the thanks and appreciative comments that we received from the FSRA, the championship promoters.

Classic parade and display

It was all a bit last minute, but big thanks to everyone who took part in either the parade on the track or the static display in the paddock, and special thanks to Martin Crook, Jim Aspinall and Alfie Griffiths who bore the brunt of organising things, efficiently and with their usual good humour, and to Frank Melling and Derwyn Jones, who helped us to publicise the event and put bums on seats. Importantly it contributed £500 or so to the costs of staging the race meeting. Encouraged, the intention now is to organise something bigger and even better next year.

FINANCES & THOUGHTS FOR 2012

2010 and 2011 were always going to be difficult years for all Clubs, with the prospect of fixed circuit hire, medical and other costs and a diminishing level of entries. 2012 is no greater a prospect. Past sound financial management by the Club's committee meant that two years ago we were very cash-rich but two years of costs exceeding revenues have taken their toll, and, whilst still very much in the black, the Club does need to continue to manage its finances sensibly.

For 2011 we had to do something to address the financial issues. Firstly we decided not to apply for a (historically heavy loss-making) October meeting at Oulton Park, secondly to introduce the Open Class races, which have generated more income (and in return given more riders more track time), and thirdly to introduce the Pre-Injection class. Each of these steps has been justified. Furthermore, for the upcoming Anglesey Grand meeting we have decided to offer a discount to riders from Ireland and the Isle of Man towards the cost of their sea crossings, on the grounds that it is better to receive say 70% of something, rather than 100% of nothing (the recent level of Irish visitors). We have always regarded the modest level of prize-money given for the Grand as a refund of entry fee costs (albeit only to a handful of riders) on the back of a good financial year: we are sure that the majority will agree, that it would be a nonsense to pay out prize money when we are losing money – unless of course a Fairy Godmother sponsor comes along at the last minute!

By and large our events cater for most classes, and this year we have been able to maximize track time, albeit by running the 125's, 250's, F400's and Minitwins together; likewise the Pre-Injection, Forgotten Era, Classics & F125's. The first mix is just about unavoidable and with similar speeds has been broadly successful; the second mixture, which is a cause for some concern from a safety angle, was brought about primarily from an alarming lack of support from the Classic brigade. At Anglesey we had just two Classic entries in March and five in May (totally insufficient to be allocated costly track-time) but in July we were up to nine, and with the benefit of hindsight, had they entered earlier, we could have combined these with the small number of F125's and run them separately from the Pre-Injection and Forgotten Era bikes. As stated elsewhere in this newsletter, that is the plan for the Anglesey Grand meeting, so we again make a plea for early support from the Classics – and convince us that the class still has a viable future with us.

We remain positive. For 2012 we have already provisionally applied for and been allocated an April date at Oulton, and dates at Anglesey in March, June, July and October. All we have to do now is make them work! With this in mind, as last year, we are again planning to have a Riders' Forum at the Anglesey Grand early on the Saturday evening, when hopefully we can share our thoughts on the future. One-day meetings or two-day meetings, more meetings or fewer meetings, same classes or different classes, more laps or fewer laps? See you there.

Dave Francis.

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WIRRAL 100 ROAD RACE CHAMPIONSHIP 2011

The provisional positions in the Club's 2011 Championship, as we go to the final 2 rounds at the "Grand", are as follows:-

<u>125cc GP</u>		<u>250cc GP</u>	
Darren Jones	114	Alec Cottam	100
Rhodri Owen	54	Adrian Morris	71
Martin Jones	44	Jim Carden	42
Martin Darren	41	Keith Jackson	42
Dylan Davies	30	Steve Green	39
Adam Cross	24	David Haydock	26
<u>FORMULA 400</u>		<u>POWERBIKES</u>	
Tim Bradley	113	Neil Watson	172
Connor Behan	99	John Robb	161
Chay Budden	62	Adrian Williams	105
Steve Jones	30	Chris Lacy	92
Lee Sanders	25	Matthew Cox	68
Gary Ellis	25	Philip Worthington	65
<u>FORMULA 600</u>		<u>FORMULA 600-Steel Frame</u>	
Jamie Harris	185	Sam Cross	75
Chris Mort	95	Richard Sampson	72
Sean Neary	93	Martyn Bloomfield	71
Johnny Blackshaw	89	Alan Dodd	69
Christian Peck	83	Frank Baines	69
David Atkinson	73	Barry O'Neill	42
<u>FORGOTTEN ERA</u>		<u>PRE-INJECTION</u>	
Tim Bradley	98	Paul Brandon	106
Connor Behan	85	Frank Baines	72
Chay Budden	81	Darren Johnson	57
Adrian Morris	60	Sam Cross	45
Caron Roberts	38	Steve Ormrod	32
David Edwards	37	Martin Williams	31
<u>SIDECARS</u>		<u>MINITWINS & CB500's</u>	
C.Hauxwell/D.Beattie	127	Gary Gittins	107
A.Molyneux/A.Hailwood	74	Alan Ball	60
T.Cunliffe/M.Cunliffe	70	Jake Povah	46
J.Shipley/J.Shipley	57	Ian McIver	44
J.Coates/K.Jones	24	Kevin Stitt	42
K.Thornton/D.Dean	23	John Byatt	39
<u>JUNIOR OPEN</u>		<u>SENIOR OPEN</u>	
Connor Behan	125	Jamie Harris	96
Gary Gittins	113	John Robb	90
Alec Cottam	72	Johnny Blackshaw	81
Jake Povah	46	Chris Mort	70
Adrian Morris	43	Chris Lacy	54
Keith Jackson	40	Simon Napier	52

ANGLESEY EAVESDROPPINGS

There are always a few classic comments at race meetings, and here are a few overheard in July at Anglesey:

- "No one told me I would have to pay an entry fee" – a disgruntled Classic Parader being introduced to the real world at signing-on.
- "Rules are of course made to be broken" – a Classic Parader's comment on the riders' briefing.
- "There is no better way to have fun with your clothes on" – a really happy Classic Parader after the Parade.
- "It was wrong of you to penalise him for a jump start, he has had clutch problems all day" – a relative's opinion as expressed to the clerk of the course.
- "There are going to be some tiresome crews after this race" – commentator's opinion halfway through one of the 20-lap sidecar races.
- "Does your arm hurt?" - No. "Does your leg hurt?" – No. "Does your neck hurt?" – No. "Do your ribs hurt?" – No. This was part of a long-winded conversation between doctor and regular Forgotten Era competitor, who was taking a while to get to his feet after falling at the Banking. A club official, who knew the rider better than the doctor, decided to intervene: "Does your wallet hurt?" he asked. A mouthful of expletives followed; the rider sprang to his feet and got in the ambulance – a medical miracle. And everybody lived happy ever after!