



# Woolbridge Motor Club



[woolbridge.co.uk](http://woolbridge.co.uk)

facebook



May 2019



# WOOLBRIDGE MOTOR CLUB MAGAZINE – May 2019

## Club Officials and contacts

(Please, no phone calls after 9:00pm)

### Board / Committee Members: -

President	Colin Pook	01300-320200	<a href="mailto:president@woolbridge.co.uk">president@woolbridge.co.uk</a>
Vice President	Colin Rolls	01305 265872	<a href="mailto:vice-president@woolbridge.co.uk">vice-president@woolbridge.co.uk</a>
Chairman	Vic Fancy	07836 389726	<a href="mailto:chairman@woolbridge.co.uk">chairman@woolbridge.co.uk</a>
Vice Chairman	Sarah Forsyth	01258-861030	<a href="mailto:vice-chairman@woolbridge.co.uk">vice-chairman@woolbridge.co.uk</a>
Club Secretary	Andy Webb	01305-775122	<a href="mailto:secretary@woolbridge.co.uk">secretary@woolbridge.co.uk</a>
Treasurer	Merv Brake	01305-260124	<a href="mailto:treasurer@woolbridge.co.uk">treasurer@woolbridge.co.uk</a>
Competition Sec.	Graham Blake	01305-775721	<a href="mailto:comp-sec@woolbridge.co.uk">comp-sec@woolbridge.co.uk</a>
<i>Assistant Competition Secretaries: -</i>			
4x4 Trials	John Kirby	01300-320784	<a href="mailto:4x4@woolbridge.co.uk">4x4@woolbridge.co.uk</a>
Car Trials	Mark Hoppé	07967-646086	<a href="mailto:trials@woolbridge.co.uk">trials@woolbridge.co.uk</a>
Autotests/solos	Mark Hoppé	07967-646086	<a href="mailto:autotests@woolbridge.co.uk">autotests@woolbridge.co.uk</a>
Speed Events	Vic Fancy	01305-813563	<a href="mailto:speed@woolbridge.co.uk">speed@woolbridge.co.uk</a>
Internet Officer	Tony Freeman	01305-520829	<a href="mailto:internet@woolbridge.co.uk">internet@woolbridge.co.uk</a>
Equipment Officer	Rory Weaver	07592-014645	<a href="mailto:equipment@woolbridge.co.uk">equipment@woolbridge.co.uk</a>
Social Coordinator	Vacancy		<a href="mailto:social@woolbridge.co.uk">social@woolbridge.co.uk</a>
Membership Sec.	Tim Gray	01305-815166	<a href="mailto:membership@woolbridge.co.uk">membership@woolbridge.co.uk</a>
Club Safeguarding Officer	Rory Weaver as above		<a href="mailto:cso@woolbridge.co.uk">cso@woolbridge.co.uk</a>

### Other contacts (not always board or committee members): -

Awards Secretary	Gary Morris		<a href="mailto:awards@woolbridge.co.uk">awards@woolbridge.co.uk</a>
Publicity Officer	Geoffrey Pickett	01305-251662	<a href="mailto:publicity@woolbridge.co.uk">publicity@woolbridge.co.uk</a>
Magazine Editor	Steve Chaloner	01305-834750	<a href="mailto:magazine@woolbridge.co.uk">magazine@woolbridge.co.uk</a>
Chief Marshal	Worth Birkill	07823-554246	<a href="mailto:speed-marshals@woolbridge.co.uk">speed-marshals@woolbridge.co.uk</a>
Facebook Editor	Derek Harris	01747-852913	<a href="mailto:facebook@woolbridge.co.uk">facebook@woolbridge.co.uk</a>
Hardy Classic	Andy Webb		<a href="mailto:hardy@woolbridge.co.uk">hardy@woolbridge.co.uk</a>
12 Car Series	Keith Grant	01297-33501	<a href="mailto:12cars@woolbridge.co.uk">12cars@woolbridge.co.uk</a>
Championship – Trials	Andy Webb		as above
Championship – Autotests	Mark Hoppé		as above
Championship – Speed / Victor	Ludorum		
	Merv Brake		as above
Equipment Officer – Speed Events	TBA		<a href="mailto:equipt-speed@woolbridge.co.uk">equipt-speed@woolbridge.co.uk</a>

## Editorial

The paper edition of this month's magazine may be slightly later than planned but hopefully the electronic version will still be with you before May 1<sup>st</sup>. My trip to France was followed closely by working five out of six days over Easter and so I had very little time to put the magazine together.

Those of you that have been paying attention may remember that about a year ago I bought ten Eurotunnel single tickets for £460, meaning each return trip cost me £92. Previously I would have expected to pay more like £170 for a return trip, so this meant quite a big saving. However, I only made four return trips last year and as the tickets expire after 12 months, I started looking for a reason to use the remaining return trip.

I had intended visiting the first round of the European Hillclimb Championship at St Jean Du Gard in France and had hotels booked and route planned. However, one thing that I was struggling to find was any kind of spectator information for the event. I found a map of the hill showing start and finish and spectator points but this didn't show any information about car parking or facilities such as toilets or catering. Using Google street view I travelled the road from St Jean Du Gard to the start line and this was quite a distance and in open countryside. I don't know if the paddock is based in the town with the cars having a long run out to the hill or whether the paddock would be strung out along the road leading to the hill. Personally, I like to know what to expect when I arrive at an event to spectate – where I can park, where I can get tickets if required, where the toilets are, where I can get something to eat and drink etc. Because of the lack of information about this I decided to look for another event to go to. Luckily, the European Le Mans Series was visiting the Paul Ricard race circuit in the South of France on the same weekend and so I decided to go there instead.

I will be writing an account of my trip for a future edition so I won't spoil it for you but let's just say it was a great day out and, incredibly, completely free to get in.

During the four day trip to the Mediterranean and back I covered 2006 miles, solo. One problem with driving alone on French roads is that the toll booths are on the "wrong" side of the car. When I travel with family I have someone in the

passenger seat to take tickets and pay. However, it's a little more tricky when alone. What I have to do is approach the booth slowly while getting as close as I can without scraping the car on the concrete wall. Then put the car in Park, deploy the electronic handbrake, remove seat belt and then stretch across the car and try to reach the ticket with outstretched fingers. Once the ticket is retrieved I have to climb back into my seat, put my seat belt back on, and then select Drive before departing. On my first toll booth of the trip the Frenchman behind me started beeping his horn and gesticulating at me and so for all future visits I decided to put my hazard lights on as I approached the toll booths. This usually deterred anyone else from pulling up behind me and meant I didn't feel rushed. In future I think I will get a toll tag so that I can just drive through the booths without stopping and then await the bill with trepidation...

I think of all the nationalities in Europe that I have experienced, the French are probably the worst drivers I've come across. Very impatient and tailgate aggressively. They also do that annoying thing of having their indicator going constantly when in the fast lane. I don't know if this is a French requirement but it's very annoying.

I only ever use Google maps as my sat nav now. I link it to my car's screen via Android Auto and it constantly checks for any holdups and reroutes if necessary. However, sometimes it will pick an unsuitable road in an effort to shave off a few metres of my journey. This usually involves some residential area in a town which will invariably have a 30kph limit and endless speed bumps which means when you eventually try to rejoin the perfectly acceptable road you were previously on, you have actually lost time rather than gained time. Whilst in the Aps it decided to take me along a road that ended up being single track with massive overhanging rock on one side and a sheer drop on the other with very little opportunity to pass any oncoming cars. Luckily I only met vehicles in wider parts but they were all driving as if nobody would be coming in the other direction. I have now got spider-sense regarding these short cuts and am starting to ignore the advice to take these diversions.

Well, that's it for this month. Hillclimb season is under way and as I write this the day before Woolbridge's April Wiscombe weekend the weather has taken a turn for the worse. Let's hope storm Hannah doesn't cause any problems for the event.

Steve Chaloner

# Woolbridge Calendar of Events

For full and up to date details please check the Woolbridge website

## MAY 2019

- 2<sup>nd</sup> Woolbridge Committee Meeting – Colliton Club – Dorchester
- 11<sup>th</sup> 500 OA Wiscombe Park Hillclimb
- 12<sup>th</sup> Woolbridge MC – Lulworth Cup car Trial
- 18<sup>th</sup> Torbay MC Wiscombe Park Hillclimb
- 19<sup>th</sup> Widllife Wiscombe Park Hillclimb
- 26<sup>th</sup> Woolbridge MC Golden Springs Car Trial

## JUNE 2019

- 6<sup>th</sup> Woolbridge Committee Meeting – Colliton Club – Dorchester
- 8<sup>th</sup> Woolbridge Hillclimb – Manor Farm – Charmouth
- 9<sup>th</sup> Woolbridge Hillclimb – Manor farm - Charmouth

## JULY 2019

- 4<sup>th</sup> Woolbridge Committee Meeting – Colliton Club – Dorchester
- 13<sup>th</sup> Woolbridge 4x4 Camping Weekend Trial
- 27<sup>th</sup> Woolbridge Wiscombe Nat A & Nat B Hillclimb
- 28<sup>th</sup> Woolbridge Wiscombe Nat A & Nat B Hillclimb

## AUGUST 2019

- 1<sup>st</sup> Woolbridge Committee Meeting – Colliton Club – Dorchester

## SEPTEMBER 2019

- 5<sup>th</sup> Woolbridge Committee Meeting – Colliton Club – Dorchester



## Plant Sales Ltd

Cliff England & Kay Saunders

Poppe Works, Tatworth, Chard, Somerset, TA20 2NZ

Tel 01460 220305

Fax 01460 221302

email: [sales@ceplant.co.uk](mailto:sales@ceplant.co.uk)

[www.ceplant.co.uk](http://www.ceplant.co.uk)

All types of Hose, Tube fittings, Valves, Filters, Clips, Pressure Washer hoses,  
Quick release couplings,

Air Preparation Equipment, Dowty Washers, Hydraulic Oil, Sealants etc.  
i.e. Water, Hydraulic, Oil, Fuel, Pneumatic, Slurry, Grain, Food even Beer.

4mm - 150mm bore

Rubber, Plastic, Nylon, PTFE, Copper, Steel, Brass, Galvanised, Stainless Steel.

Products from the following manufacturers stocked:

P.C.L, Rectus, Schrader, Hansen, Flowtech, Aircomp, Goodridge, Ehrco, Wade, Jubilee, Stucchi,

Mikalor, Bauer, I.H.P, John Guest, Crane, Ambersil, Loctite, Parker, Hozelock.

**Free catalogue on request**

**Discount available to Woolbridge members**

# WESSEX TRAILERS

- TRAILER SALES
- TRAILER PARTS & SPARES (next day delivery)
- TRAILER SERVICE & REPAIRS
- TRAILER HIRE

**01929 462534**

WADDOCK CROSS, DORCHESTER, DORSET. DT2 8QY.

Please visit our eBay shop for the best prices - 'Crossways Trailers'

Click link on our site [www.wessex-trailers.co.uk](http://www.wessex-trailers.co.uk)

**We supply parts for all models and makes of Trailers**

## President's Ponderings

As you will know the question of club membership subscriptions reared its head again recently, the last increase from £10 to £15 having taken place some **22 years ago!** I expect more will be found about this subject elsewhere in this edition of the magazine.

With our annual Wiscombe Park event having passed only a few days ago what can we now look forward to in May?

On 11<sup>th</sup> we are invited again to the 500 Owners Association meeting at Wiscombe. Then on 12<sup>th</sup> our triallists can compete in the Lulworth Cup Trophy Trial. This trophy dates well back to when we held the trial in the valley above the car park at Lulworth Cove. It was presented to the club by Peter Rudd, club member and licensee of the Lulworth Cove Hotel at that time and where we enjoyed lunch mid trial and tea and results and awards at the end of the day. Quite civilised!

Then on 18<sup>th</sup>/19<sup>th</sup> May we are invited to Wiscombe again for the Torbay and Wildlife weekend.

On 26<sup>th</sup> the postponed Golden Springs Trial is re-scheduled and we hope weather will not cause a problem this time.

Don't forget that WMC have taken over the Manor Farm Hillclimb event to be run at Charmouth on 8<sup>th</sup> and 9<sup>th</sup> June. Hayley Thorne is the one to contact for entries and some have already been received. So, if you want to enter please do it sooner rather than later.

I think that's all the news for now.

We are driving to Malta again this year leaving in mid May and hoping to arrive at the end of the month. We are taking our 3.2 Porsche Boxster S this time which should be fun with the top down. We don't want to leave another car in Malta so we plan to drive back up the east coast of Italy which we haven't yet seen.

Enjoy your summer.

Colin Pook.

**THE WOOLBRIDGE MOTOR CLUB PRESENTS**

# MANOR FARM HILL CLIMB

**BOTH EVENTS QUALIFY FOR  
ASWMC AND ACSMC CHAMPIONSHIPS**



## SATURDAY & SUNDAY JUNE 8<sup>th</sup> & 9<sup>th</sup> 2019

Nat B Licence event

On-site  
Camping/Accommodation

Permanent toilets and  
washing facilities



Enjoy the world famous  
**JURASSIC COAST**



Entry Fees  
£75 per day or  
£140 for both days

Regulations  
and Entries at  
**woolbridge.co.uk**



## 9Geria News

The 1<sup>st</sup> F1 race from Oz and SBK from Thailand, looking forward to a good weekend with feet up and close racing so I don't fall asleep!!

Oh dear I did fall asleep in the middle of F1, but as we worked a full production day on Saturday and I went into the factory before 6am on Sunday to do our "Saturday maintenance" and still felt shattered on Monday, thought I had a pretty good excuse!

Well done to Valteri who dominated the F1 throughout and the same for Alvaro Battista who has most certainly got himself an advantage with the new SBK Ducati, disappearing into the distance in both races. So apart from falling asleep, watching racing: a little cooking to stock up my deep freezer and reading a machine instruction manual to try to understand a funny fault signal and a lost heating system (I still do not understand the funny fault signal), but think it's as a result of not running for a while and its PC memory battery having only half its required 3volts.

So no time for GTM'ing that weekend and was not able to check if its oil pump is now primed and ready to give pressure.

Booked a morning track session at Curborough on 24<sup>th</sup> April to check out the revised suspension and radial tyres. Frazer from Jedi is coming with me to have a drive, he is very familiar with GSXr engine cars so it will be good to have a little of his feedback. He is also bringing a pyrometer to check tyre temps across the width to make any small adjustments to camber settings if needed.

Heard from JC at Jedi on 18<sup>th</sup> March, my car now has its revised suspension pickups and the panelling is back on the chassis, front and rear suspension assembled with the new 53 tooth diff sprocket and longer chain to cope with the taller diameter tyres. My new wider wheels are being assembled to suit the slightly wider Pirellis, then the tyres can be fitted and balanced, the only other thing remaining to do is fabricate the mounting for the throttle blipper cylinder, which was delayed by the removing of chassis panels to fit revised pickup points.

I'm not sure what my car should be called now as it is so far removed from its original Mk4. I had called it a Mk4-6 for some years as it has been fitted Mk6 high nose bodywork and wings, we now have bits of Mk7 and 8 plus bits totally unique to my car and its radial tyres and Kawasaki engine installation.

Saturday 23<sup>rd</sup> March and no vehicle movement on the road from 6am to 6pm as they are re-holding the Kano state governor elections again. Hopefully a few less voters this time to make it at least believable. So more time in my little workshop GTM'ing and see if we can get oil pressure and maybe a running engine after all the years lying idle. Hmm still no oil pressure, the oil I put down the disconnected hose where it joins the remote filter is leaking on the aluminium adaptor boss made to replace the normal BL filter housing on the block and to round off an almost wasted morning the rubber hose from my brake fluid pot split and dumped its contents onto the floor under the pedals!!!

On Monday I had not heard anything about the election results but was told there had been some rioting, but soon dispersed with "Mopol's" and a little tear gas in the Sabon Gari/No Man's Land/Brigade regions of Kano. These are a very high density housing and small business areas having a mixed ethnic and religious population, if anybody will have fallout they will!!

I'm looking forward to the beginning of April, it has been a rough month with Tunde my right hand man on leave and all the elections and re-election disrupting our weekend maintenance with either no vehicle movement and factory closed, or Saturday production to catch up our lost days when we decided to close the factory immediately after the elections in case there would be problems in and around Kano. Hurried maintenance on Sunday mornings to

get back in time to watch racing left me feeling like there had been no weekend to relax and have a break

So April at last and expected to “top” 40C today whooo. 2 and bit weeks away to my escape back to UK and already the “plan” has been altered as the toe chopping is delayed from Monday 15<sup>th</sup> to the following Thursday giving me a little less recovery time and I’m booked for a test day on 24<sup>th</sup>. Not a lot of time to practice hobbling around!

Watched MotoGP Bikes from Argentina and F1 from Bahrain, the bikes were all close apart from the main race where Marcos ran away on his own, but the following bunch were close together, good to see Rossi come 2<sup>nd</sup> and Lewis and Mercedes must have been surprised at being gifted in the F1, but a win’s a win no matter how it comes. Have to feel sorry for Leclerc as he did everything right, good he did get onto the podium, if not for the last minute pace car he would have been swallowed up.

GTM’ing and I cured the oil leak on the block to filter adaptor, but still my 20 years or so un run 1400 A series engine is not having any oil pressure, even though I have been trickling oil into the pipe from the remote filter pipe back into the block and it must go through the pump to the sump. Now making a little adaptor to use a tyre pump to blow oil into the pump.

Just a few weeks ago we had comfortable midday temperatures in the mid to high 20c now it’s just above 40c and very hot inside my factory with all the machines running, soon will be mid 40c when it all gets painfully unbearable to be outside.

Under the only in Nigeria heading – Friday evening I was told that there were big delays on the road around Gidan Murtala roundabout fly over area, this is the main road from the industrial area to cross Kano to where most of us live, as there was an Islamic conference being held close by. So took the eastern bypass road around Kano, longer but I was home at 5:45. Others did not get home till after 8pm. Saturday morning not thinking about the Islamic gatherings I took my normal route across town to go over the Gidan Murtala flyover, this is around 5:30am and no traffic, but bodies laying all over the road, this is where they had slept for the night! Slow down to walking pace, run over a few and clear the road, I did get through but waiting to hear how others will manage later at a more normal time.

This coming weekend its SBK superbikes from Aragon, my sofa has a reserved sign on it already, all classes had good close racing with the exception of Alvaro Boutista running away from the chasing pack on his new Ducati, funny other Ducati works riders are not as quick as him.

GTM'ing we now have front, rear and hand brakes bled and working after replacing split hose from the fluid pot to the master cylinders. We still don't have any oil delivered to the oil filter though, even after removing the pipe and dribbling oil in to top it and then with a small tyre inflator blowing the oil into the pump, enough to show a little pressure on the gauge, cranking the engine no oil comes out!!!!

This will be my last drivel from Kano as next stop UK where the sun will be shining (I hope) and nice warm spring weather? Looking forward to seeing Wis, Werrington and Stoneleigh Parks again and all those familiar faces.

John Bunting

---

---

### **"As It Was" May 2006**

John Forsyth was in the Chair and Vice Chair and Social Sec was Heather Gale. Club Secretary was Sarah Forsyth and Merv Brake looked after the money. Our Comp Sec was Dave Hiscock with Asst Comp Sec Autotests Vic Fancy. Rallies and Awards were Cliff England's province and Pam Gardner looked after Speed Events. Equipment Officer was Roger Emond and Colin Rolls dealt with the magazine assisted by our present Editor Steve. Peter Chantler was Victor Ludorum Championship Sec and Geoff Pickett dealt with Public Relations and Publicity. Our Membership Secretary was Myrtle Moxom, Phil Gabe was Marshals Co-ordinator and Tony Freeman kept the Club Website. Our only Committee Member without a specific job was Dave Gardner.

Steve edited the May 2006 magazine and had just returned from a tiring three week holiday in Florida having taken his two very excited 2 and 6 year old children to as many theme parks as was possible. All the family were extremely jet-lagged!

Our May Competition Calendar started with our Wiscombe event on 6<sup>th</sup> and 7<sup>th</sup> followed by invites to the 500 Assn meeting on 13<sup>th</sup>, Torbay on 20<sup>th</sup> and Wildlife on 21<sup>st</sup>. It seemed that Wiscombe was dominating the scene. However also on 21<sup>st</sup> the club's 4X4 boys and girls were to be out playing.

In my President's Ponderings I belatedly reported on the Waddock Cross Social Event on Sunday 26<sup>th</sup> March when a good bunch of competitors turned up to enjoy a Boxing Day type Social Trial in the woods which Charles Barter and myself had organised. Assorted experts and novices tackled some 5 hills four times during the morning before retiring for lunch at the Frampton Arms Moreton. The weather conditions on the day helped the organisers by providing tough going.

I also congratulated Peter Chantler and Merv Brake for organising an excellent trial at Hogcliff Bottom, a new venue which augured well for the future.

The Trial was won overall by James Forsyth in his VW Golf on 95 with Regie, my Renault 5 taking the class on 96 and Andrew Sheppard in his Imp taking that class on 97.

Results of the WMC Alan Rogers Historic Road Rally held on 2<sup>nd</sup> April were published. These showed the overall winners to be Roy Gillingham and Matt Fowle in their 1959 Lotus Elite having lost 903 points. Best WMC were Keith Grant and Robin Maclachlan in their 1967 Volvo 122S on 1413 points.

There followed a couple of pages of messages from competitors thanking the club for an excellent event.

Membership was reported to stand at 396 with 12 new members having joined during the previous month.

Phil Gabe's Marshals Mouthpiece was whipping up marshals for our Wiscombe Hillclimb and he apologised for a short report saying that time had passed quicker than his typing!

Finally the MSA's insert for club magazines, edited by our friend Stuart Turner, dealt with a host of matters including "Promoting the Cause- motorsport", Rally Championships, "Marshals Post", the MSA Rally Academy and a guide to Karting.

The May 2006 magazine ran to 26 printed pages and a total of 6 trade advertisements.

Colin Pook.



## FIA MEMO FOR THE ATTENTION OF THE DRIVERS

Over the past few seasons, the FIA Hill Climb Commission has been examining an overhaul of the technical regulations applicable to closed hill climb cars in Category 1 (including those in Groups E1 and E2-SH). These technical regulations will be submitted to the World Motor Sport Council for application in 2020.

The aims are:

- to establish regulations that are as open as possible;
- to allow a greater variety of cars;
- to ensure consistency at the scrutineering level.

To support these technical regulations, a new classification project – entitled “Performance Factor” (the **Pf**) – is being considered. Simulations are underway at events that count towards the FIA Hill Climb European Championship.

### “PERFORMANCE FACTOR” WEBSITE

Link: [www.fiaperformancefactor.com](http://www.fiaperformancefactor.com)

#### Public Access

A website dedicated to the **Pf** (for closed cars only) is currently being trialled.

All drivers – from national and international championships – are invited to test this application and to familiarise themselves with the **Pf** calculator. The “public access” is open to everyone.

#### Competitor Access

The “competitor access” requires (free) registration and offers a set of functions not available via the “public access”:

- register several cars and compare technical configurations;
  - generate a technical sheet with a **Pf**\* and **FIA-PF-ID**\* for each registered car.
- **\*Pf** = the performance factor value.
- **\*FIA-PF-ID** = a six-digit identification code.



## NOTE

### - 2019 FIA European Hill Climb Championship - Specific procedure for drivers and competitors in Category 1 (Groups A, N, S20 and GT) and Group E2-SH in Category 2

**1.** Prior to all FIA Championship competitions (before the closing date for registration for each FIA competition): the drivers and competitors of Category 1 and Group E2-SH in Category 2 are required to identify their car by filling out the technical sheet on the **Pf** website (via the “competitor access”) in order to obtain the **Pf** and **FIA-PF-ID**.

*Example of a technical sheet generated by the **Pf** website*

1. GENERAL INFORMATION		4. Drivetrain			
1	Car make	LAMBORGHINI	18	Driven wheels	XXX
2	Car model	Huracan	19	Number of gears	X
3	Engine make	-	20	Shifting mechanism	XXX
4	Created	XX-XX-2019-00.00.00	21	Wheels diameter	XX Inches
2. Race Weight		5. Aerodynamic			
5	Race Weight	XXX kg	22	Wheelbase	XXX mm
3. Engine		23	Front overhang	XXX mm	
6	Engine origin	Car	24	Splitter ahead of bumper	XXX mm
7	Cylinder layout	XXX	25	Rear body overhang	XXX mm
8	Number of cylinders	-	26	Diffuser overhang	XXX mm
9	Number of valves per cylinder	-	27	Rear wing overhang	XXX mm
10	Bore	-	28	Rear wing height	XXX mm
11	Stroke	-	29	Front axle width	XXX mm
12	Engine displacement	XXXX cm3	30	Rear axle width	XXX mm
6. Chassis		31	Rollage type	X	
13	Oil sump type	-	32	Chassis structure type	X
14	Fuel type	-	33	Number of operable doors	X
15	Induction type	XXX	34	Fuel tank type	XXX
16	Number of restrictors	0	35	Windscreen	XXX
17	Restrictors diameter	-			

**2.** The **Pf** and **FIA-PF-ID** must be declared to the organiser via the entry form for the FIA competition. This data is specific to the configuration of the car entered by the driver/competitor for the FIA competition.

**3.** During scrutineering, conformity with the declared configuration will be checked. A copy of the technical sheet must be presented to the FIA technical observer.

In 2019, this procedure aims to explain the methodology applied by the FIA. The data is solely for use by the FIA Technical Department and will not be used for regulatory purposes during the FIA competition.



## GENERAL INFORMATION

- ▶ Various press releases will be published and actions taken at several FIA Championship competitions.
  
- ▶ A general presentation and brochures outlining the Pf concept can be downloaded from the FIA website at: [www.fia.com/pf](http://www.fia.com/pf)
  
- ▶ In terms of the FIA Championship events:
  - The FIA Hill Climb Department, represented by an FIA technical referent or technical observer, will contact the drivers to provide an overview of the technical project.
  
  - An information session led by the FIA technical referent or technical observer will present the Pf website and the online technical declaration process. Where possible, this session will be scheduled following the *Drivers' Briefing*.

Thank you for your collaboration.

Best regards,

The FIA Hill Climb Department

### PERFORMANCE FACTOR WEBSITE

---

[www.fiaperformancefactor.com](http://www.fiaperformancefactor.com)

### CONTACT

---

**If you have any questions regarding the Pf project, please contact:**

- ▶ Email: [pf@fia.com](mailto:pf@fia.com)

## March 12-car

Elliott Dale & Charlotte Ryall were first-time organisers of this event, starting from a new venue for most of us, the Talbot Arms in Uplyme. There were eleven entries this time for the last event of this winter's series, with most of the championship placings up for grabs. With a maze of roads in the area of the start, Keith and I had decided to try to get moving as quickly as possible. The car park was detached from the pub, so I settled in to the Volvo and thus witnessed the expert drivers running from the pub to the car park with the instructions (better make that jogging or a brisk walk actually!). One or two of the novices consistently turned left out of the car park, which was helpful.

First up was a series of tulip diagrams, and the first ones fitted and proved the novices were correct. With lots of junctions in quick succession, I was barely able to keep up with where we were on the road, let alone plot ahead. The East Devon Way and Shapwick Hill led us on to run alongside the disused railway at Shapwick Grange, where dust from previous cars was hanging in the lane. That's my excuse for missing the hairpin left and ending up in the quarry! We weren't alone mind you. The triangle junction near Pinhay was next, and we missed a codeboard here. Either we were distracted by the preceding car not making the hairpin left turn onto the A3052 in one go, or (as it was apparently on the driver's side) Keith's been missing those Specsaver appointments again.

We were led back through Uplyme to Harcombe Bottom and Monkton Wylde, instructions changing to a herringbone on the way. The triangle at Blackpool Corner revealed a codeboard and then we were off to the dreaded Fishpond Bottom. Why is one of the highest points around called Bottom? This time it was straightforward, keep right down the west side, on to Wootton Cross and back up via a time control to Fishpond, keeping right again up the east side towards Lambert's Castle. Map symbols defined the route now through Hawkchurch and Wadbrook, over the River Axe and the railway level crossing. The red lights were flashing as we approached, but the train had passed through

by the time we arrived and the barriers were up. The route was turning into a grand tour around Axminster, so Keith was familiar with the roads and pointed out various telephone exchanges he had worked on in a former life. We looped north of Membury to avoid a blackspot, then down the River Yarty valley and the triangle at Bray's Farm. There is a smaller triangle here not on the map, so care was needed to go the extra 100 yards to get the codeboard.

After Kilmington, we caught up with Guy Livingston & Rob Rhodes, but we now had a little time in hand so were content to let them pass again after they hesitated at junctions. After Shute Hill there is a triangle, but one side is a white road. The instructions said CRO (coloured roads only) and had also warned us that there might be codeboards on wrong routes, so we avoided the tempting 'K' in the white and went round the triangle to collect the 'T'. Guy & Rob gave in to the temptation, and the resulting penalty gave us the overall lead.

Whitford and Musbury followed (crossing the A road I drive so often on the way to Wiscombe), and we found Mike Furse just after Bulmoor Cross. It was only here that I finished the plotting, a measure of the workload on the navigator and not to mention the unusual distraction of a moth that took a fancy to the map reading light! All that remained was a run to Raymond's Hill and the many hairpin bends at St. Mary's and Yawl before finding the last control, and the final codeboard back in Uplyme after locating the fourth steep hill arrow.

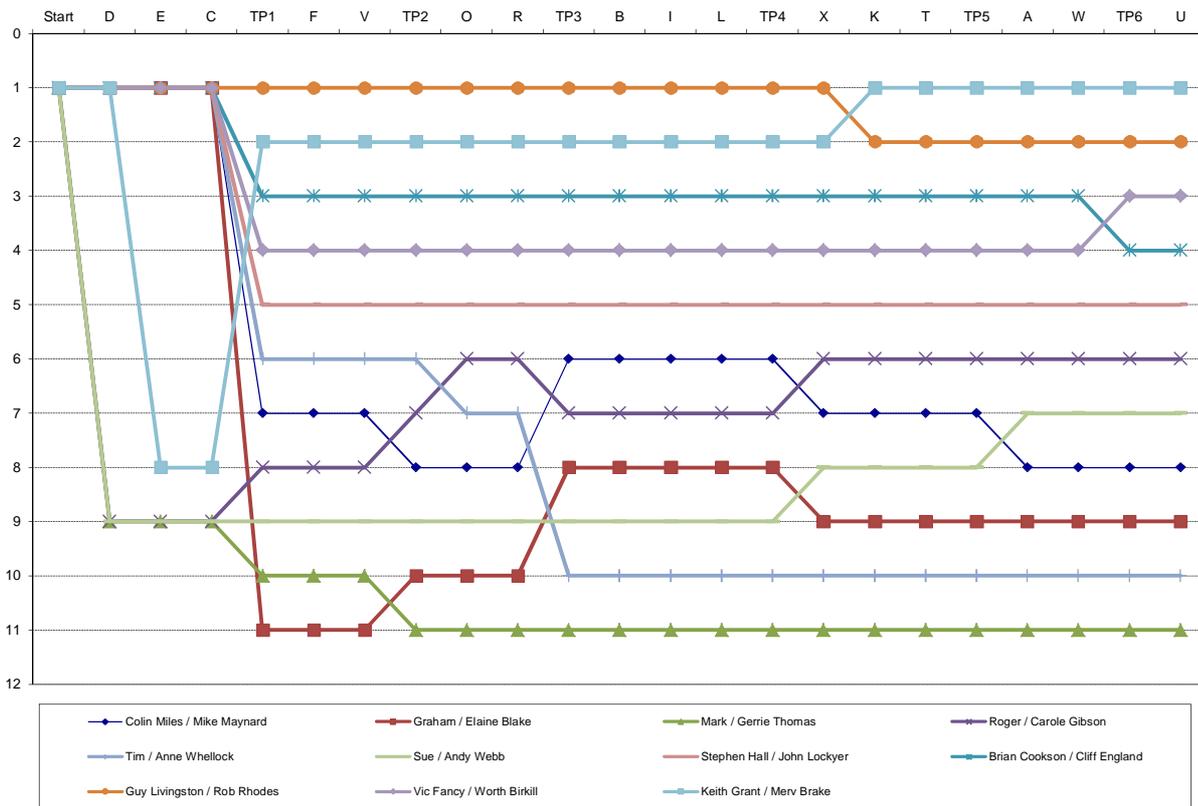
For their first attempt at organising, this was a tremendous event from Elliott & Charlotte; the navigator had to work at it, but it all fell in to place, and the driver had some proper rally roads to drive. Maybe the novices & beginners found it a bit tough, some of them going OTL. We have a few things to ponder on for next season – the insurers have notified me of a significant increase in premiums, so we will have to look around for other providers. At the moment the premiums have to be paid up-front, so non-starters cost us. We may have to bring the 12-car events into the online entry system to avoid this.

Merv Brake

12 car results March 27th 2019

Crew	Start	D	E	C	TP1	F	V	TP2	O	R	TP3	B	I	L	TP4	X	K	T	TP5	A	W	TP6	U	Fails	Total	Position			
Keith Grant / Merv Brake				300	76			5			28				5				13			5		0	432	1			
Guy Livingston / Rob Rhodes					91			3			18				70		300	300	21			4		0	807	2			
Vic Fancy / Worth Birkill					479			36			251				679			300	F			0		1	1745	3			
Brian Cookson / Cliff England					433			79			158				306				F		300	F	300	2	1576	4			
Stephen Hall / John Lockyer					495			59			446	300	300	300	178				F		300	300	F	300	2	2978	5		
Roger / Carole Gibson				300	300	300	545				127				760	300	300	F			F	300	300	F	300	3	3832	6	
Sue / Andy Webb				300	300	300	570				788				754	300	300	F			F		300	F	300	3	4212	7	
Colin Miles / Mike Maynard						1425					464				227	300	300	F	300		300	F	300	300	F	300	3	4216	8
Graham / Elaine Blake						1834	300				255				449	300	300	F	300		300	F	300	300	F	300	3	4938	9
Tim / Anne Whellock						909					653	300			F	300	300	300	F	300		300	F	300	4	4262	10		
Mark / Gerrie Thomas				300	300	300	605	300	300	F		300	F	300	300	300	F	300		300	F	300	300	F	300	5	4805	11	

Penalties in boxes are early, *italics includes 600 for wrong approach*



Hello all

Please see attached Merv's usual results analysis of round 6.

Scrutiny of Marshals check sheets mean total penalties are corrected ,but all positions remain the same.

First time organisers Elliot and Charlotte had devised a well conceived round, using the very best 'rally roads' to the south west of our usual area.

The initial loop to the west criss-crossed the disused railway Axminster -Lyme 'Bluebell line' around Trinity Hill and Shapwick ,before a clever return, passing close by the excellent **Talbot** start again.

The main part of the route then moving northwards up the Axe Valley before sweeping back via the tight lanes around Stockland and the Yarty Valley, so often used by classic 'Motoring News' Road Rallies of the past. The 'sting in the tail' was the twisty descent via St Mary's Woods to final control in Yawl.

Unfortunately several of the Beginner and Novice crews found the navigation workload high, such that they had to 'cut' back to finish earlier to avoid going OTL.

Thank you to Elliot /Charlotte, and their Marshals for rounding off the season so well on their first attempt.

Final Challenge results will be verified soon.

Best regards

Keith.

---

Hello everyone.

As a marshal I'd like to add a compliment to Keith's comments on the event and indeed to the whole 12-car series. I'm a classic trials man at heart but I have enjoy putting a bit back into the sport by marshalling when I can. It strikes me as amazing that organisers are prepared to put so much effort into these events given that the maximum entry is only 12 crews and that events seem to regularly run with fewer than that. (Some people don't know what they are missing). Instructions to marshals are always available in good time to let me recce my TP(s) etc and log the info into my trusty satnav! Nice also to see new organisers having a go at the sharp end too. Just don't ask me to organise one as I wouldn't know where to start!

Best wishes to all and, yes, I'll marshal again next time (if I'm spared, as they say!)

Mike Furse.



## New For 2016 TEAM HARRIS

**50+ Years Experience**  
**Offers the Following Services - Rolling Road Services**  
**VINTAGE – HISTORIC – CLASSIC – MODERN**

All types of Automotive Engine & Gearbox Rebuild & Machining Work undertaken



Vauxhall Development Car  
1400cc – 1800cc conversion  
producing  
182 BHP @ wheels,  
new developments for 2016



**Stockist  
For**



Unit 9 Barnack Ind. Est. Wilton, Wilts. SP2 0AW  
By Appointment.

Tel: 01722 741575 Mobile: 07910 084301

Email: [harris.engineering@outlook.com](mailto:harris.engineering@outlook.com)

[www.harrismotorsport.co.uk](http://www.harrismotorsport.co.uk)

Ebay - Harris-Eng

**SUPPORTER OF DEWS SPEED SERIES**  
Only 15 mins from Gurston Down, Hillclimb



*That's All Folks!*

THANKS TO ALL OUR  
ADVERTISERS AND CONTRIBUTORS  
TO THIS MONTH'S EDITION  
OF THE MAGAZINE

---

FINAL CLOSING DATE  
FOR THE *JUNE* 2019  
EDITION OF THE MAGAZINE  
WILL BE

**Friday 24<sup>th</sup> May**

ALL COPY TO STEVE PLEASE

Email: [magazine@woolbridge.co.uk](mailto:magazine@woolbridge.co.uk)

**Woolbridge Motor Club - APPLICATION FOR MEMBERSHIP**

Membership Secretary - 5 Shortlands Road, Upwey,

WeymouthDorset, DT3 5NE

e-mail [membership@woolbridge.co.uk](mailto:membership@woolbridge.co.uk)

Please complete in BLOCK CAPITALS



I hereby apply for membership of Woolbridge Motor Club Ltd.

Title Surname Christian Name

Address

Town

County Post Code

Tel No: (landline): Tel No: (mobile):

E-mail address

Other family members at the same address if intending to compete and applying for membership (only one copy of the printed club magazine is sent per household):

1

2

Main motorsport interests:

		No. required	£.p.
Membership Fees – Full membership (over 23)	£ 15.00		
Junior membership (ages 18 – 23)	£ 5.00		
Other family members (each)	£ 2.50		
Club decal (internal/external *) 20cm x 5cm	£ 0.35		
* delete as necessary			
		Total	£

I wish to pay by i) Standing Order ii) Internet banking / BACS iii) cheque

Please tick one box: -    (enclosed)

For payment method i) complete the form below, for ii) pay to the account shown below

The monthly magazine is normally sent as a pdf by e-mail.   
If you prefer a printed version please tick this box.

I undertake to comply with the Rules and Regulations of the club (see website or ask for a copy).

 Tick this box to indicate you agree to the above undertaking (e-mail applications)

SIGNATURE OF APPLICANT (postal applications) Date

If you do not wish to receive club information by e-mail, please tick here **Standing Order form.**

Your Bank Name:

Bank Address:

Post Code

For the credit of: - Woolbridge Motor Club Ltd.

National Westminster Bank, Dorchester, Sort Code 60-07-01 Account No. 58595376

The sum of £ . (figs) (words) now and thereafter

The sum of £ . (figs) (words) on the first day of October

each year until further notice. Any previous order to make payment to the payee is hereby cancelled.

Your Bank Sort Code: - - and Account No.

Signed Date

Name (Block Capitals)

Address

Post Code

# kitchen**craft**



- Extensive ranges
- Made to measure options
- Highly skilled fitters
- Trade and DIY enquiries welcome

01305 772014 | [sales@kitchen-craft.co.uk](mailto:sales@kitchen-craft.co.uk) | [www.kitchen-craft.co.uk](http://www.kitchen-craft.co.uk)

**Experience matters**



7a Cambridge Road, Granby Industrial Estate, Weymouth, Dorset DT4 9TJ

**Kitchens | Living Spaces | Bathrooms | Studies**