



Woolbridge Motor Club



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August 2019



WOOLBRIDGE MOTOR CLUB MAGAZINE – August 2019

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

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Editorial

I write this the weekend before the Wiscombe National Hillclimb round. By the time you read this it will be over. Hopefully the current run of good weather will continue for this event. I may even manage to come along myself!

On the 15th August I will be heading to Switzerland for my 3rd visit to the European Hillclimb Championship round at St. Ursanne. I love this event. Not only is an extremely fast and challenging course but the atmosphere in this tiny medieval town is incredible. The entire town is taken over by the event. If you've never been then I can't recommend it enough. It's definitely on my bucket list to be able to compete there one day.

Last weekend I took my wife and daughter to Liverpool for the Netball World Cup. We watched matches on the Friday and Wednesday. In between we went to the Lake District. It was nigh on impossible to find reasonably priced accommodation for just 4 nights and we ended up in a Premier Inn in Barrow-In-Furness. This was our base for exploring the area. I thought Weymouth was run down, but Barrow made Weymouth look thriving. In fact, we also visited Whitehaven and Morecambe, and all of these towns were run down with so many businesses empty. The large retail parks on the outskirts however were popular.

Trying to explore the lakes was not easy due to the sheer numbers of people at the popular locations and the number of cars on the narrow roads.

Our drive to Liverpool took a very long time with many jams on the M5 and M6. On our return we left Liverpool at 9pm and this meant a lot less traffic on the route. However, in this country the authorities close many major routes overnight to carry out repairs and so I had to follow a long diversion through Birmingham due to the M5 being closed, and then on arriving at the Ilminster bypass found it to be also closed. So, instead of a relaxing drive on cruise control I had a twisty diversion route via Chard, just when I was desperate to be home. Driving in this country is not a pleasure...

Steve Chaloner

(Cover Photo: Hogcliff 4x4 Camping Trial)

Woolbridge Calendar of Events

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

AUGUST 2019

- 1st Woolbridge Committee Meeting – Colliton Club – Dorchester 19:30
- 4th Woolbridge Charity Karting – Clay Pigeon Raceway 08:00
- 16th ~~Special General Meeting –~~ **CANCELLED**

SEPTEMBER 2019

- 5th Woolbridge Committee Meeting – Colliton Club – Dorchester
- 7th 5 Clubs Wiscombe Park Hillclimb
- 8th 5 Clubs Wiscombe Park Hillclimb
- 14th MGCC Wiscombe park Hillclimb
- 15th NHCA (Motorcycles) Wiscombe Park Hillclimb
- 21st Woolbridge Taster Car Trial – Venue TBC
- 28th Woolbridge Hillclimb – Manor Farm
- 29th Woolbridge Hillclimb – Manor farm

OCTOBER 2019

- 3rd Woolbridge Committee Meeting – Colliton Club – Dorchester
- 19th Ecobat Pegasus Sprint @ Castle Combe – Bristol Pegasus MC

NOVEMBER 2019

- 3rd Reg Paull Trophy Car Trial
- 6th Woolbridge Navigational Challenge
- 7th Woolbridge Committee Meeting – Colliton Club – Dorchester
- 17th Woolbridge Hardy Classic Trial
- 24th Woolbridge 4x4 Trial

President's Ponderings

Here in Malta the summer continues, but on 16th July our pleasant evening with visitors at a traditional Maltese restaurant at Marsaxlokk was interrupted by a rain storm. The tables had been set out under large sun umbrellas outside the restaurant in the church square. Many of the Maltese crowded into the small inside restaurant but, undeterred, the 5 of us moved our table under one of the umbrellas and continued as though nothing had happened. The rain lasted, sporadically for about 15 minutes but when it comes Maltese rain is HEAVY! Having cleared the air and settled the dust the weather is now back to a normal 30 - 32° with a light breeze.

From recent reports I noted an excellent entry for our July National British Hillclimb Championship event at Wiscombe Park and hope that the weather was kind over that weekend.

Nothing has divided both the Committee and Directors of the Club as much as the proposal to be considered by members at the Special General Meeting to be held in the Colyton Club at 7.30 on Friday 16th August. The divisive proposal is that those receiving a paper copy of our Club Magazine should pay a £20.00 membership fee instead of £15.00. This, when the Club is as rich as it is and gives away a considerable amount of money each year seems to many to be nit picking. But time will tell, especially when we could see the demise of the paper club magazine which many view as one of the best in the country today.

Colin Pook.

STOP PRESS - STOP PRESS

Please be advised that the Committee have decided to cancel the Special General Meeting on 16th August, further updates to follow.

Andy Webb - Club Secretary



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9Geria News

As reported in my last 9geria news I had problems with the GTM 1400 engine not self priming its oil pump after standing a few days. Not at all practical like that so rearranged the position of the oil cooler and revised the oil and water pipe connections. Primed everything and left it to be tested the following weekend to see if it would self prime next time, before retreating back into the house just as the sun was getting hotter for the mid morning cuppa and settle down to watch the Catalunya Moto GP and the remainder of the 24hrs Le Mans. What a shame Jorge Lorenzo wiped out all the main opposition to Markus while they were still in touch with him on the 2nd lap. I like to think he may have done his team mate a favour?? I watched Le Mans on our excellent more than 24 hrs plus TV coverage in between doing other things. The Pros and Ams GTs were more like a sprint between the pit stops than endurance races.

Sunday's French F1 was a yawn fest, hero of the day must be Lando Norris with his ailing McLaren trying to hang on for the last few laps to get points with failing hydraulics. SBK from Italy were much better with plenty of action, I even missed the 1st few of laps of F1 to watch the 300 SBK junior class.

Before sitting down to watch/snooze with the TV it was outside at "sparrow fart" GTMing. The oil pump seems to be self priming at last - whuuu that was a worry,

but not firing. Will raid the “twinny Mini” front engine for coil and condenser next weekend all being well. Then decided to stick the “non standard” Mikuni flat slide carb back onto my Honda XR400 (actually 440) what a fiddle that is to get it out and back in again. So little space between the head and the frame/air box, all back together and the electric leg (another non standard bit) did not work. Must have pulled a wire off it somewhere getting carb out! Anyway all’s well in the running department as it started without problem with my old fashioned geriatric power leg. Take the tank off and look for the unplugged wire next time, might even go for a little ride around the block!

Sanitation Saturday, the last Sat of the month, not allowed out to go to work till 10am so out to play with toys in my little workshop. Decided to sort out the electric leg on my Honda XR enduro bike, soon found the errant wire to the starter solenoid and also adjusted the throttle cable. I had found a narrow wooden pallet at work, ideal if lengthened to around 5’ long to put a part dismantled bike on it! Back from work to watch qualifying for MotoGP from Assen and F1 from Austria.

Sunday out at sparrow fart and decided inside the GTM needed a clear out of cut off cable ends, bits of cardboard packaging, wood blocks, and dust. Oh yes plenty of dust, the Sahara should be quite a bit lower judging by all the dust I seem to get here!

Then on to pallet making before it was time to escape back inside as the sun was getting warmer (just to put it into perspective it’s a bit cooler in our rain season, but about the same as you lot had in your heat wave weekend) and it was time for the morning cuppa and a snack before the start of Moto 3. All the races were great and for once we had a race in F1 so no need to fall asleep. Leclerc deserves a win, but not this time. Super Max was quicker having scythed past all the other top drivers, he was a well deserved 2nd but not sure why he looked so glum about it? When somebody is along side in a corner you have 2 (sensible) choices: back off, or go off. Also great to see a Honda engine back in a front running car after so many years of disappointments.

2nd July and found out my expected new machines have only just been loaded onto the ship, so end of month to arrive Lagos and minimum 6 weeks to clear customs and deliver to Kano. That decided me to book Ethiopian Airways (not Max 8) Kano-London-Kano arriving, inshala, 7am Sunday 11th August. Now I can start making all the other arrangements and plans, entries made for ScamDam, Blyton 17 & 18 August, 31 August and 1st September at 3 Sisters, Wis 5 clubs on 7 & 8 September before my return. Still waiting for the entries forms to be

posted for Forrestburn on 24 & 25 August up on Scotland, so almost sorted in that department. 16th July Forrestburn now done.

Sunday morning and no GTMing. I had an appointment to see the owner of the company at 8am so decided to carry on for the short time I had making a bike sized pallet and after the meeting from 10 to nearly 4 in the afternoon it was bikes all the way: MotoGP from Saxonring Germany and SBK from Donington. By switching between 2 channels as one race finished and the next one started I was able to see all the races, a pure fluke, but not a single lap missed. A good day curled up on the sofa, even had a short break to prepare lunch and unlike most F1, no time for a snooze!!

The next weekend and more pallet making. Started on the second one, then in to watch the F2 race from Silverstone, followed by OZ super saloon cars from Perth. Time to organise lunch then sit down for the F1 from Silverstone, another no snoozing race, with lots of very close but clean racing. Can't think why the Mercedes team put Bottas onto an extra pit stop strategy than everybody else, that knackered his efforts.

Then at 10 we had SBK from Laguna Seca, what a super track that looks, that swoopy corkscrew bend is awesome, the nearest we have is the heart in your mouth over the crest at Ty Croes in Anglesea.

Think that is it for this month.

John Bunting



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Bradford Abbas and Bristol Classic Car Shows 2019

In the beginning of June I drove my Gilbern Invader to the Bradford Abbas Festival of Wheels show near Yeovil. I parked it in the public car park as I only had a couple of hours to spare. The village road is closed, and exhibitors are committed to be there all day. It is based around the Rose and Crown Pub.

They had a couple of DeLoreans in the pub car park, along with a stage prepared Rally MG Maestro. A field round the back of the pub had about 50 classic cars in it. It was here I saw a very nice, and original TVR 1600M. It was our own Phil, and Heather Gale's car, who I bumped into at the wedding! More of this later.

A very nice Daf 55 coupe caught my eye. The owner had come from Weymouth, and was bringing his Renault Alpine A110 (great taste), but needed to bring a second passenger, so brought the 4 seater Daf instead. Next to the Daf was an equally rare Lancia Monte Carlo. A rather smart red Jaguar Mk 2 outside the pub also caught my eye.

A nice little show, that also had a few trucks, coaches, and motor bikes. There was also a unique selling point of a wedding in the church next to the pub! Bad, or good timing you decide.

I was given a task last year from the South West section of the Gilbern Owners Club. This was of putting on a motorsport themed stand at the Bristol Classic Car Show, at the Bath and West Showground in June. We had a 4 car stand on which I had my competition Invader Mk 1, fellow Woolbridge member Mike Kislingbury's competition Invader Mk 2, and from Sussex Alex Ward's competition Invader Mk 3. Our fourth Gilbern was Tim Coates's immaculate standard GT 1800, one of the last MGB powered Gilberts made. To make Tim's GT look a bit more racey we put numbers on the windows.

The numbers we chose were 60, and 50, as these are very significant for Gilbern owners in 2019. Sixty years ago in 1959 a Welsh butcher GILes Smith, and an ex German POW engineer BERNard Friese, made the first Gilbern GT in

Wales, using mainly Frogeye Sprite mechanics. Fifty years ago the Gilbern Owners Club was formed in 1969.

We had a lot of help from my fellow Gilbern owners, with a lot of signage, and display material. The club archivist loaned us the club's motorsport picture boards, and a DVD of Gilberts in competition. Another member Peter Swann often pops into Rodney Thorne's garage in Frampton. I asked our editor for some spare Woolbridge MC club magazines, and these were delivered within 24 hours by Merv Brake to Rodney. As it happened Peter was going to Rodney's garage that day, and pick them up, along with some Wiscombe Park leaflets. I also got some Motorsport UK leaflets. So we had a good range of literature for the stand. I am pleased to say we had some of each taken over the weekend.

Peter managed to borrow a mannequin from a shop in Sherborne, and put his old racing overalls, and helmet on it. The mannequin was called Nigel, after one of our best Gilbern hillclimbers Nigel Ellis. Back in 1986 Nigel, and Bev Fawkes were doing a Harewood hillclimb in the wet. They both put their 3-litre Ford V6 powered Gilberts into the Top Ten run off. They came 7th and 8th in the run off respectively. After a report in Motoring News, the Gilberts were then nicknamed Gilbeams after the Pilbeam hillclimb cars.

We didn't win any prizes, but many people who visited the stand said how good it was, including a Wiscombe Park marshal. So, a good job done, and maybe a new member, or two.

Chris Dennis





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Hillclimbing at Prescott

Many of you will know that Christine and I moved last July to live in Malvern. I re-joined Cheltenham Motor Club, where I was chairman in the late seventies and early eighties, but I was unable to find a navigator free to enter their winter twelve car series. So, earlier this year I decided to have a little go at the hillclimb at Prescott. To do this I had to join Bugatti Owners Club (£85) and their National B Licence Championship for road going cars (£35). Buy a helmet and re-cycle Clive Edwards' fireproofs.

In May I signed up for their Training Day where expert drivers explained the lines to take through the course and we had about eight untimed runs up the hill with video feedback showing our lines. The fee of £200 included a good lunch and was certainly worthwhile for a beginner, although sadly it rained most of the day. The course is 1,127 yards in length.

At the beginning of July, I entered my first event. A bright sunny day, the venue is only a forty minute drive from home so not such an early morning start, I travelled with the hood down on the MG TF. The entry fee at Prescott is £125 for club members, but well supported – I think about 130 drivers, with perhaps 40 in my class.

I don't expect to be competitive as flat out speed is not my style and my personal target is to get up the hill in 60 seconds. My problem mainly is that I am too sympathetic with the car. Bear in mind that I am used to coaxing a classic rally car along 140 mile rallies. My first practice was a searching 70 seconds and my second 66 seconds as I found the braking and turn-in points.

The facilities at Prescott are exceptional with permanent loos, a clubhouse with bar and restaurant and various drinks and burger stands. A leisurely lunchbreak of a little over an hour gave plenty of time to chat with fellow competitors, whom I found very supportive of a newcomer. My son arrived with his camera to watch the afternoon activity.

I completed both my afternoon runs in 62.68 and 62.61 seconds and was able to collect a printout showing the times at four points on the track. The highest speed is the end of the start straight where I was reaching 49 mph before backing off a little for the left hand Orchards bend leading to the Ettores righthand hairpin. Acceleration then to brake hard into the uphill left hand Pardon hairpin before accelerating along the back straight to the Esses, leading up to the right hand semicircle and the Finish line. Entering

the return road to the paddock your time is displayed, so you know if you are improving. FTD was Tim Davies in his Pilbeam MP88 with 40.80 seconds.

The Motorsport UK Steward (is the acronym MUK?) was Maitland Cook, whom I hadn't seen for 35 years. He was my navigator when we entered my road-going TR7 on the Manx International Rally in 1978. We started Car 120 and finished 55th overall at an average speed of 55 mph on the stages, whereas Tony Pond won in his TR8 at a speed exceeding 70 mph. So we enjoyed a nice little reunion.

Looking at the split times of my competitors, I need to hit 55 mph at the end of the initial straight in order to get below 60 seconds. I think I need to run the engine into the red on the rev counter. My class is run to a handicap system with my target time set at 59 seconds, but in truth I am there just to enjoy the drive and the atmosphere – next outing in September. My Bugatti Club membership does allow me to spectate free at all their events – National Championship, VSCC, etc.

In the Photo I am accelerating out of Pardon hairpin.



Bob Blackstock



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As It Was : August 2007

We go back a mere 12 years this month to August 2007.

Our Chairman was John Forsyth with Heather Gale as Vice Chair and Social Co-ordinator. Sarah Forsyth carried out the Secretarial duties while Dave Hiscock was Comp Sec and Merv Brake Treasurer. We had joint Mag Editors, Colin Rolls and our current Ed Steve Chaloner while Membership was in Myrtle Stevenson's hands. Myriad other positions were occupied by Vic Fancy, Cliff England, Dick Nadin, Clive Edwards, Geoff Pickett, Peter Chantler, Tony Freeman, Phil Gabe, Roger Emond and Dave and Pam Gardner.

In his Editorial Colin Rolls thanked Steve for his handling of the July Mag in his absence at Le Mans but expressed his concern at the cancellation of the July Autotest and the Historic Rally and was worried that the Hardy Classic Trial might be going the same way. Lack of contributions for the monthly magazine was also highlighted. (What's new?).

Charity Karting was on the horizon for 19th August and Dave Hiscock was in charge of the WMC Team.

The 12 Car Navigational events for the winter were being planned by Rod Purkiss and a meeting of competitors and organisers was to be held at the Saxon Arms, Stratton on 22nd August.

Our Club Calendar for August included a Treasure Hunt to be organised by the Chairman on 5th August, Natter 'n Noggin on 15th, Kart Enduro on 19th and the Rally Meeting on 22nd. Looking ahead, Longleat Hillclimb was scheduled for 22nd and 23rd September.

In my Ponderings I commented on our trip from Malta to Sicily with friends from the UK who were staying with us. This time we had travelled over as foot passengers on the Virtu Ferries Catamaran and hired a car on arrival at Pozzalo. I think it was my first experience of driving in Italy where indicated speed limits seemed to be totally ignored with no speed cameras, over enthusiastic Police personnel or wardens in sight. From more recent experience in May this year little seems to have changed.

Our Chairman John chronicled his trip to France in his motorhome and the joy of driving on uncluttered roads. He also advertised his forthcoming Treasure Hunt.

“Wheels”, the MSA’s monthly bulletin for motor clubs dealt with karting, kit cars, the marshal and club of the year awards and national motorsport week.

Rod Purkiss wrote a note entitled “Try Something New This Year”. This set out details of the 12 car events and the meeting to be held on 22nd August.

Our Maltese Renault 5, known as “Regie II” wrote telling us he had been superseded by a Honda Accord as he was getting old and didn’t have all the gismos like power steering, electric windows, central locking and air conditioning now expected by his ageing owners.

Finally Cliff England as Awards Sec enquired of the whereabouts of a short list of Club Annual Trophies.

As seemed to be the trend the August magazine only ran to 16 pages due to lack of contributors, just as is happening now some 12 years later!

Colin Pook.

Woolbridge 4x4 End of Season Trial - 14th July - Hogcliff Bottom

A slightly different trial this year: the first run of sections was started at twelve o'clock at night! So a completely different drive, especially for the CCV drivers who had to rely on passengers to hold lights so they could see where to go. Only two sensible drivers turned up with RTVs which meant they had headlights. The six sections soon saw drivers getting caught out not seeing the holes in front as they drove. It was not long until Simon managed to lose a spring and rip the back axle out of his and ben's hybrid range rover, ending their event. Even two juniors took part in the event way past their bed time!!! And I am not talking about Mr Arnold! After running the six sections we retired back to the caravans and tents for a well-earned rest.

Sunday morning saw some bleary eyed drivers not keen on an early start. The Pinin had a flat tyre. Who knows how many sections it did like that the night before. Lee and Lee had to make a spares dash back to Weymouth for a front diff replacement, but managed to fix the hybrid P38 before sections opened.

The sections were changed slightly and run again. The ground was unbelievably hard: just getting canes in the ground was a major task. As the vehicles dug the surface it turned quite tricky as the loose dusty flints soon lost traction under the wheels on the steep slopes. It wasn't long before Graham had done another CV in his Suzuki, ending his event. An old favourite was put back to use again on this event: the tyre run. Last time we ran the tyre, Garry ripped the axle off his jeep and I snapped the back end off a Jeep Cherokee. With this still in people's minds you would've thought it would've made drivers take care over the tyres. Surprise surprise: flat out! Like a lizard on a highway, every time a truck hit a tyre or got stuck on tyres they moved a bit ,so each driver needed a different line to try and get over them. Poor old Robbie on his turn had a tyre stood vertical in front of him. He didn't have a chance, but ploughed on regardless (that's the spirit). And as we do like a challenge we had another set of tyres on another section.

The six sections were run again in the afternoon and just in time, Jenny turned up with the ice cream wagon to end the day.

The scores were sorted and John Tite won the CCV class and Robbie Roskell won the RTV class. Thanks to all who helped during the event moving sections, score keeping and fixing trucks.

John Kirby









Woolbridge Motor Club 4x4 championship Results 2018/19 season

ccv (cross country vehicle) class

1 st	John Tite	range rover hybrid	58 pts
2 nd	Dave Butterfield	discovery hybrid	51.6 pts
3 rd	Lee Dixon	rangrover hybrid	45.4 pts
4 th	John Kirby	isuzu trooper	42.4 pts
5 th	Lee Rimington	rangerover hybrid	35.9 pts
6 th	Simon Crook	rangerover hybrid	32 pts

rtv (road taxed vehicle) class

1 st	Robbie Roskell	land rover 90	44.9 pts
2 nd	Garry Morris	shogun	43 pts
3 rd	Andy Stocks	shogun	40.7 pts
4 th	Garry Morris	shogun	35 pts

juniors

1 st	Sam Arnold	pinin	26.9 pts
2 nd	Emma Kirby	jimny	25.9 pts
3 rd	Ben Crook	range rover hybrid	19.1 pts

That's All Folks!

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

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

Friday 23rd August

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Experience matters



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