

**Menzies Maintains  
Championship Lead**



# ***Woolbridge Motor Club***

**British Hillclimb Championships - Gurston Down**



**Race of The Century - Le Mans**

**July 2023**



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# WOOLBRIDGE MOTOR CLUB MAGAZINE

Club Officials and contacts (Please no phone calls after 9pm)

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# *Editorial*

Welcome to the July issue of the Woolbridge Motor Club magazine. Thanks to all contributors.

I finally started my hillclimb season at the June Gurston weekend. On the Thursday before the event I retrieved my trailer, loaded the C1 and left the loaded trailer on my drive. On Friday my wife and I took the car to Gurston where it was unloaded and parked in its paddock space.

Saturday morning we arrived bright and early back at Gurston. Although my PB in the Swift GTi was 39 seconds my goal for this weekend was to break my C1 record from 2021 when I ran a standard car which stood at 49.37s. My first run of the weekend was careful as it was the first time I'd driven it since the Winter modifications. A time in the 51s bracket was the result. Another goal was to go through Hollow with my foot flat to the floor as I've always had a slight "confidence" lift through there in the past. On my 2<sup>nd</sup> run I managed it and from then on every run was flat through Hollow.

By the end of the day I'd managed to break into the 46s bracket which I was very pleased with. On Sunday morning I managed 4 practice runs. Due to a timing error on my first run the CoC let me have a re-run. Then we were all given a 3<sup>rd</sup> practice run before lunch. Every run was in the 46s bracket but it took until my final run of the day to beat my Saturday PB with a time of 46.50s. On one of my practice runs I managed to lock the rear wheels under braking for Karousel and went across the apex sideways, resulting in a 3 point turn to continue up the hill. The only damage was a bent timing strut which was easily bent back into shape.

It was a very enjoyable weekend and everyone involved, marshals, officials and other competitors, are all very friendly and helpful.

That's all for this month, I hope to be competing at the Wiscombe National at the end of July, so will see some of you there.

Steve Chaloner

# Calendar of Events

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

## **JULY 2023**

- 29<sup>th</sup> Woolbridge Wiscombe Hillclimb  
BHC Championship Event  
Interclub Event  
**Entries now open on the Woolbridge website**
- 30<sup>th</sup> Woolbridge Wiscombe Hillclimb  
BHC Championship Event  
Interclub Event  
**Entries now open on the Woolbridge website**

## **SEPTEMBER 2023**

- 23<sup>rd</sup> "Manor Farm" Wiscombe Hillclimb  
24<sup>th</sup> "Manor Farm" Wiscombe Hillclimb

## **CHAIRMAN'S CHAT – JULY 2023**

Once again this month you find me on a train on my way back from London, and despite having cancelled the train I was due to travel up on this morning, it's looking as though this train might arrive at its destination on time.

Thanks to those members who set up a stand to promote the Club at the recent BHP Fest near Exeter. As a club, we were able to have on display cars from the various different disciplines that we are involved in, including Navigational Rallies, Hillclimbs and Car Trials.

Turning to more recent events, by the time you read this, Mark and Gary are hoping to have run a Grass Autotest at Clay Pigeon on the evening of Friday 30th June. Hopefully they will have had enough support to run it and thanks to them both for adding it to the calendar at short notice.

Entries are coming in well for our British Hillclimb Championship round at Wiscombe at the end of July. We have seen increased demand from the BHC contenders this year, which will mean there are fewer places available for the Interclub competitors. Once your entry is confirmed nearer the time, please ensure you read all of the paperwork about the format of the event, as it differs to other events at Wiscombe.

I can also confirm that preparations are progressing well for the additional event at Wiscombe at the end of September to replace the Manor Farm event. Several clubs are involved in promoting this event and we will let you know in the coming weeks when entries are due to go live.

Andrew and I will have been to France by the time you read this and will be staying in the vicinity of Le Mans during the weekend of the Classic. If you are heading to that event to celebrate the centenary of the 24 hour race (amazing to think that the inaugural event was 100 years ago!), or further afield for a holiday over the summer, then I hope you have an enjoyable time.

Sarah Forsyth

Chairman

[chairman@woolbridge.co.uk](mailto:chairman@woolbridge.co.uk)

# President's Ponderings

It really is surprising how quickly time passes and this is brought into focus as I write my 'As it Was' article each month, looking back through the annals of the club and its many achievements. One of these has been the steady growth of membership through that time and our being MSA Club of the Year in the mid-1990s. From humble beginnings in the 1960s, the sheer hard work and enthusiasm of a dedicated committee has brought us to today's widely scattered membership of over 500.

Inevitably we have lost some of our most valuable committee members who have moved out of the area or have passed away. Most of "we old hands" who have, so far, survived enjoy the camaraderie of the club, its events and serving, as best we can, as the years go by!

Geoff Pickett's excellent article in a recent club magazine highlighted our young members competing in their chosen branch of motorsport and often following other members of their family who are competitors.

What is needed now is for some of our younger members to join the club committee to gain experience and ensure the club's wellbeing and development well into the future. It is not necessary to take on particular responsibility right away, but to attend meetings, take part in discussions, give their views and ideas and gain valuable knowledge in whatever aspect of club motorsport and organisation interests them most.

A very good example of how that can be done is that of our current Chairman, Sarah. Daughter of one of our longest serving members, Colin Rolls, she was introduced to marshalling, took part in car trials, both as passenger and driver and got involved in event organisation by joining the committee. Later, a club secretary was required and Sarah took on the post and eventually also became vice-chairman. When long-standing chairman Vic Fancy gave notice that he wished to take on less club commitments due to business, and work with the sport's governing body, Sarah took on the post and Vic became vice chairman. Now, particularly



with her professional business background we are very lucky to have a younger person leading the foremost club in the southwest.

It really is now up to our younger membership to ensure such smooth continuity in the future. Do think about it and, although it is only July and our AGM is set for early December, it would be so encouraging to see one or two of our younger members joining us on the club's management team as we face the challenges of 2024 and beyond.

The end of this month will see our round of the National British Hillclimb Championship taking place on 29<sup>th</sup> and 30<sup>th</sup> July. Remember, it was voted "Best Event" in the 2022 Championship, so there are high standards to repeat this year! I hope the weather in the Wiscombe valley will be kind and that we will see Woolbridge member and sponsor of our local Wiscombe Hillclimb Championship, Wallace Menzies, establish another outright hill record on one of his favourite hills.

Meanwhile, after some 3 weeks of changeable weather here in Malta, summer seems to have arrived with end of June temperatures in the mid-30s and our pool springing into use!

Do enjoy your summer of motorsport and, above all, do keep well. I look forward to seeing many of you at Wiscombe Park on 23<sup>rd</sup> & 24<sup>th</sup> September.

Colin Pook.

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## **BHP Fuel Fest 2023**

Woolbridge were invited to take part in the 2023 BHP Fuel Fest at Exeter West Point on June 11<sup>th</sup>. A merry band of Graham Blake, Debbie Blake, Gary Morris, Cliff England, Keith Grant, Elliott Dale, Charlotte Ryall, Sue Webb and Andy Webb provided cars and support on what was a lovely day. The show featured an ASWMC area with various South West Clubs putting up stands and there was interest although the show really features show and drift cars specifically. The stand was quite professional and organised by Graham with some willing helpers on Saturday helping to set up. Many helpers made light work of taking it all down and packing up late Sunday afternoon but a long queue to leave the venue wasn't exciting! Grateful thanks to Graham for all his efforts in setting it up, something perhaps the club could do more often.

Andy Webb









## ***Nigeria News***

After returning to Northants from my last Loton Park event, it was time for a Jedi clean up, raise it up onto chassis stands, remove battery and charge in the Premier Inn, so it should be ready to go next time, pack everything out of the Land Rover and trailer ready for its rest period, put dust covers over the tyres and a sheet over the car.

Tuesday depart day have a quick sandwich lunch and say goodbyes to all at Wrights truck hire and container storage, friend John dropped me off at the bus stop and wait for the National Express bus for Heathrow just before 2pm. All going to plan until the bus pulled into its parking bay at Luton Airport and the driver saying sorry folks this is as far as we go my bus has a problem! The driver frantically trying to get a replacement or alternative bus. What he did get was a breakdown call out mechanic after about an hour and we got onto the next bus to Heathrow at the same time. I don't know how other passengers fared, but I was still slightly early for my check in, I don't like the last minute panic.

In transit at Addis and bought more coffee, have to stock up with the good stuff when you have the chance, then boarded the ongoing flight to Kano. I had 3 seats all to myself as the flight was not full, I got up and went to the toilet and was gobsmacked on my return to find a Hausa man stretched out across my 3 seats asleep, he resisted my polite attempts to move him and rather than have

a plane load of his brothers defending him, took his seat 1 row behind, a 1<sup>st</sup> for me!

Got home around 1.30 in the afternoon, thinking whoo it's a lot hotter here than in the UK, only to find my parlour and bedroom aircons were no longer working and my TV decoder was not booting up, which I thought may be a mistake from them as I had asked for it to be suspended whilst I was away. But they normally only suspend for 14 days unless you ask for an extension. Then I reloaded credit onto my internet modem, and used the activation code, but it just kept telling me no credit, until I sent a text message on their free help line to the phone company and they charged me N4.00 for the text saying my balance was now N1996! At least proving I had recharged it. All attempts to contact the phone/internet company failed; no reply to emails, text messages, tried phoning the help line, but cannot get a human being, only auto replies. Saturday I have to waste time and go to Airtel phone office and try to get it sorted after I close from work.

Back to work on Thursday, 1<sup>st</sup> thing after opening up the factory, get on the scale to find the Cogenhoe diet is not a fluke - 68.2kg, I left on the 25 April at about 71.5kg. I'm not sure I understand how it is losing me weight, I'm eating pretty much what I would in Kano with the addition of bacon and ham, which we don't get in an Islamic area, I can't believe eating pigs is causing a weight loss!!

Friday evening got home to find a flood in my entrance hallway coming from my bedroom. As soon as I entered the door I was paddling all the way into the bathroom and found the ball valve not closing in the toilet flush. Closed the water supply, got out the buckets and a dust pan and was scooping up till 7pm then said to myself to hell with it, I'm not sleeping here tonight, far too humid without aircon so no way, so left the remaining water for my house girl to clear up, took a couple of pillows and a bedsheet and set up camp on the sofa.

Saturday should be busy, tried to get to the Airtel phone office, but no parking within about 2/300m so gave up on that idea, in the afternoon expecting a plumber for the water leak, a dish installer to go up on the roof to check the dish and LNB for correct signal, and then the aircon repairer who had promised to come Thursday but failed. He failed again on Saturday!! Life no dey easy Oh!!

Sunday more of the same, after drying out my bedroom its smelling like an everglades swamp, the plumber came back and fitted the replacement ball valve, the dish installer is scratching his scrotum in a puzzled way as my TV



decoder just will not boot up and says no signal. The ac man eventually turned up and set to sorting out the bedroom ac, it was working by around 6 in the evening, just in time for the heavens to open with our 1<sup>st</sup> proper rain of the year. We had plenty of warning, it had gone very dark with lots of thunder before it started. I had to spray my bedroom with air freshener to make it habitable, but at least more comfortable than the sofa!

Monday morning splashed my way into work, the roads still quite wet from yesterday's downpour. Planned an attempt to visit the bank to see if possible without fighting my way through ½ of Kano population this morning and then go for a fight in Airtel office. The bank are still giving entry numbers 1<sup>st</sup> come 1<sup>st</sup> served, I don't know how long some had been there, but I looked to be about #40 in line just after 8am before the bank opened, so that idea was scrapped. Next go to Airtel office and saw 9 people sitting outside waiting for it to open, I though not too bad, then at 9am 2 people stood up to enter so I followed, only to find at least another 30 inside waiting to be served. Hmm 30+ people x 15 to 20minutes each to be served I will be there some hours, bugger go back to work. After work in the evening borrowed long ladder to get up to the roof for the TV dish man to replace the LNB in my dish and we now have TV again, watched highlights of Goodwood members club do from just after 4am whilst having breakfast.

Next to find a replacement for the aircon repair man who has disappointed me yet again. Monday evening the replacement aircon repair man arrived and we now have my parlour being cooled, but he said my compressor is weak (worn out) and needs replacing, planning to return on Wednesday to fit the replacement. We are slowly getting back into some sort of order! Still no reply to my many messages sent to Airtel, I'm thinking their customer care department does not actually exist, you can click onto help lines on their website and they do not even open!! Tuesday the new aircon repair man came back in the evening and replaced my 'weak' compressor and we now have a cooled parlour.

Saturday/ Sunday watched Monaco F1, nobody can keep in touch with the Red Bull's performance, though all credit to "oldman" Alonso for being the best of the rest, the rain made it more interesting.

Monday 29<sup>th</sup> we had an extra day holiday to celebrate the inauguration of our new (ex-Lagos drug dealer) president, how do we do it? In his inauguration speech, it appears the fuel subsidy which Nigeria has had for many years, is to



be dropped, this will raise the cost of living for all ordinary Nigerians. Tuesday morning filling stations were closed waiting to calculate what they will now charge customers and my planned refill was delayed. I saw later in Nigeria news that petrol was being sold at 200-250% higher price than last week and remember this is already in the storage tanks, bought at the subsidised price. Maybe our new president will introduce a drug subsidy as a replacement, encouraging more of the population to become addicts to forget life's many problems, before removing subsidies after they become addicted to make more profit!

Monday gave me a chance to watch the Indy 500 race, which for most its length it becomes a snooze fest, until the last few laps when there were 3 red flags and a one lap dash for the cash to the finish line.

Wednesday, the heavens opened around 2.35 in the afternoon, it had been extremely hot (38c) and humid all day, so was a bit of a relief when it finally happened, we had everything, thunder, lightning and hail stones, which were a bit of a curiosity to many workers who may not have seen them before. Strange to see ice falling from the sky when the temperature is in the high 30s, the downside is when it stops raining it will be more humid until the sun burns the water off.

Weekend of Imola SBK and Spanish F1, into work early and close around 11am to go home, I found big holdups after leaving State Road heading towards Race Course Road, where we actually have horse racing and various local traditional parades every year, only to find just after passing the race course entrance a new 3 storey property development of about 70 shops and business premises was being demolished, mostly with what appeared to be small boys with levers and hammers swarming like ants and knocking chunks out and running off with anything they thought worth salvaging.

It seems our newly replaced state governor, who had well known a liking for large bags of US\$ bribe, had been selling off Kano State owned land and properties and these developments had instructions to be demolished by the new governor, nothing new here for governors and politicians who regard public funds and property as their own, to do whatever they like with, no questions asked and for their replacement to then counter, or abandon whatever they were doing and start their own projects. That the former Governor Ganduji was a close ally to the new President Tinubu may also have something to do with no

questions being asked! The developers are now planning to sue the Kano State for their losses.

Sunday morning thought I would go to my local supermarket at 10am for a quick shop, only to find Hadejia Road outside it completely blocked as next door, the site of the former (400 room) Daula Hotel, that had been sold off, demolished and redeveloped into a huge shopping mall and office complex, was being demolished. It took me about ½ an hour just to go about 400m from the side road I came out of, to the next junction before I could turn off to go back home after giving up all ideas of the quick shop as everywhere was blocked with sightseers, police and scavengers.

Back home feet up and watched the Alvaro Buatista Ducati domination at Imola; try as they might the opposition just could not get near him, though not for lack of trying. Pretty much the same as the Red Bull super Max domination in Spain, if his team mate had not started so far back it could easily have been a R-B 1 and 2, good to see Mercedes hard work had paid off with them being the best of the rest and looking much more like proper racing cars.

Watching IOM TT races 1hour every night from 7.30pm. How do they do it, so fast it's scary to watch, then Wednesday morning early watch ERC from Poland and WRC from Sardinia, in between preparing lunch and breakfast ready to set me up for the day.

We had a long weekend with the addition of our Independence Day Celebrations on 12<sup>th</sup> June, so plenty of time to watch Moto GP from Mugello with what has become the normal Ducati/Bagnia domination, with Ducati being in the 1<sup>st</sup> 4 places at the finish leaving the local constructor and their fans very happy. We also had more from the TT an altogether different type of motorcycle racing.

Wednesday morning on my way to work I had to laugh, passing State Govenor House where former Govenor Ganduji had built himself a very fancy and elaborate roundabout, overnight it has been destroyed and is now just a pile of rubble, most of it in the road, not heard anything official, but must be on the instructions of the new governor. It looks like Ganduji will be remembered only by assorted piles of rubble all over Kano. That's all the news for now from this crazy place.

John

Just a single run-off victory for Wallace Menzies but points in the bag with two seconds and a third



## **Four British Championship Run-offs at Bank Holiday Gurston Down**

### **One Run-off victory for Menzies**

Words and photos: GEOFF PICKETT

The late May Bank Holiday saw the British Hillclimb Championship entourage descend on Gurston Down near the Wiltshire village of Broadchalk where the rolling chalk hillscape provides one of the fastest venues in the championship calendar. The British Automobile Club (South West centre) organised meeting employs a different format to the Woolbridge weekend at Wiscombe Park where we have just one run-off each day. At Gurston, which attracts a larger entry of contenders for both the Avon Tyres supported British Hillclimb Championship and the BHC Cup presented by Footman James which runs in parallel at many venues, there are two run-offs on each day which does restrict the number of Interclub licence holders who can join in the fun.

Glorious warm, dry and sunny conditions prevailed across the weekend with drivers taking two practice runs on Saturday morning prior to a single timed run which would be the qualifier for the first run-off or round seven of the 2023 series. All the usual candidates made it to the first shoot-out. Will Hall, returning to the scene of his horrifying accident a few seasons ago, demonstrated that he was getting to grips with his new machine debuted earlier this season. The four litre Judd powered Gould GR59 running close to the track and producing showers of sparks as it bottomed-out through Burke's Rise and then clocked 150.1 mph prior to the finish where the furniture manufacturer was credited with a time of





Opposite lock from Olivia Cooper at Ashes

26.16s having completed the 967 meter course. Scott Moran, equipped with another four litre Judd powered Gould chassis, this time a GR59J, went quicker with an effort of 26.08s but the Ludlow motorhome dealer lost time due to a gear selection problem and rued a missed opportunity to put current championship leader Wallace Menzies under pressure. Alex Summers did the best job of challenging the reigning champion with a 25.58s climb in his Cosworth powered DJ Firestorm but was forced to give best to the Alloa quarry owner who powered his GR59M to the top in 25.46s recording a top speed of 155.3 mph along the way. Summers went one better on the second run-off taking a comfortable win on a climb of 25.67s from Sean Gould in his similar Judd motivated GR59J with Woolbridge man Wallace Menzies in third. Moran failed to qualify and was sidelined with a fuel leak which necessitated the engine to be removed to rectify the problem.

The labours of Graham Wynn, who shares with Moran, and their team paid dividends the following day when Scott claimed a brace of run-off wins with his fastest time of 25.51s set in the round nine battle. Menzies followed him



A brace of wins for Adrian Lewis



Mitsubishi Evo 6RS in the hands of Simon Neve



home on both run-offs - nine and four hundredths of a second in arrears keeping his championship aspirations alive. Alex Summers completed the podium on both occasions.

In the classes Adrian Lewis captured two wins with his Westfield Superbusa posting his best time on Sunday afternoon stopping the clocks on 33.94s whilst Gary Hull and Simon Neve claimed double second place finishes in the Inter-club Licence Holder and Road Series Production classes. The former setting his best time on the Sunday with an ascent of 32.40s whilst the avionics technician from Yeovil gave of his best the previous day with a 35.22s effort from which he later shaved 0.02s.



DJ Firecat of Tim Pitfield at Deer's Leap

Tim Pitfield was also amongst the trophy winners with his Suzuki powered DJ Firecat in the up to two litre Sports Libre class netting a second place finish with a best climb of 33.57s on the Sunday and making the podium the previous day. The forced induction 1600cc-2000cc Racing Car class saw the Empire Wraith of Jason Tunnicliffe only complete one run during the Saturday meeting to take a third place with a 30.23s climb.

Olivia and Liam Cooper contested the 1100cc-1600cc Racing Car division in their Force TA with Olivia securing two fourth place finishes achieving a best climb of 28.77s whilst Liam posted his best time of 29.66s during the Sunday. Jonathan Williamson and Laura Wardle handled the former's Porsche 911 Carrera in a driving partnership which has totalled more than forty years.



# LETTER FROM MALTA

Arriving in Malta in late May it was damp, cold and windy, whilst the UK we had left was enjoying a heatwave!

My first job was to get the dusty BMW convertible out of hibernation from one side of the garage. With the battery in place, tyres checked and bodywork washed it was ready to go. Meanwhile, our little Smart-for-two Cabrio had been live all winter and used from time to time by our friend and resident housekeeper, Salvu.

My first trip into the village that morning was for a lovely freshy baked crusty loaf of Maltese bread and a couple of pastizzi. I used the Smart and was reminded of its peculiar ways in starting, selecting manual or auto etc. Reconnecting with those idiosyncrasies I didn't find easy after months away!

Has anything changed since we left in September 2022?

Locally to the farmhouse, not a lot, but island-wise, yes. The developers have had a field-day building more and more, higher and higher apartment blocks and even proposing another 32 storey, 350 room hotel near the coast. The local press feel that it will be impossible to fill it in the present tourism market. But why continue building? Probably the answer is greed, and encouragement by a corrupt Labour Government, members of which thrive on complimentary handouts or 'incentives'. However much mention of these is made in the press, nothing changes.

There will be a General Election next year but, magically, just prior to the election there will probably be "tax adjustments" made and the man in the street will be happy with his refund, or "bribe" as described by opposition parties. But, as they say, nothing changes! Britain's "Partygate" fades into insignificance compared to the corruption on these Maltese islands.

Gozo, Malta's little sister island to the north, was always considered to be "as Malta was" but, unfortunately, things are changing and lovely rural villages are seeing interest from developers who will eventually surely destroy the character that visitors come to see. Lovely cottages are being dwarfed by a 5-storey block being built next door!

Early in June saw the Island Car Club hold the last speed hillclimb before the summer break as, being out in the sun all day is considered to be unacceptable! So their calendar continues in the autumn. Wouldn't we just love guaranteed sunshine at our events?

This particular weekend the event was held at Mtaleb, a winding climb around 20 ft wide up from a car park on the cliffs below from where walking tracks lead down to the beach. Although only serving agricultural fields and associated buildings the road is beautifully surfaced, probably due to the club's personnel having 'contacts' with certain of the 'powers that be' who are interested in the sport. Racing is interrupted from time to time to allow farmers access to and from their land but everything continues in the laid-back Maltese way.

The top 'paddock' is on the open public highway with Transport Malta officials (on Sunday overtime, I was told) keeping the public from driving down onto the course.

The majority of competitors were in the saloon car category ranging from ordinary Japanese hatchbacks to fully modified Mk1 and Mk2 Escorts, and a few Subaru Imprezas. This time there were two beautifully restored XK120 Jaguars competing together with seven mainly bike engined single seaters.

Hillclimbing will recommence in September with Round 5 of the current series.

As I reported last summer the long-awaited central link road system was being constructed, 75% of the cost being met by an EU Grant. The idea was to provide a fast spine road for the island to speed up traffic circulation. It did speed up traffic, but only between its junctions where queues formed which tended to spread back along the traffic routes!

So, phase 2 was designed to sort out these junctions by way of underpasses and flyovers, the building of which has led to more local frustration and chaos. The problem is that no prior notice is given of road closures and anyone who commutes from one part of the island to another doesn't know what the next day will bring and where he might be diverted from his chosen route. A few weeks ago, headlines appeared in the local press when a coach carrying holidaymakers back to the airport could not get within ¼ of a mile of its' destination due to uncoordinated works on the highway for which no notice, or alternative route had been given. This

resulted in the passengers having to walk and transport their luggage by hand! Transport Malta were not popular.

Where the roadworks have been completed the flyovers, underpasses and roundabouts work reasonably well but with Malta having more cars per head of population than anywhere else in the EU, how long will that last? We shall see.

As I write this we are in the week of our local Village Festa (Feast celebration) with the explosion of early morning petards greeting the new day and the village being decorated with all manner of banners, flags, lights and paraphernalia.

Ostensibly, the village feast is a religious celebration where the statue of their patron Saint, which, in the case of our village, Siggiewi, is St Nicholas, is brought out of the church, carried by, maybe, 6 or 8 parishioners and paraded around the streets to the accompaniment of the band and processors, before being returned to its resting place. In some villages carrying the statue has become a fundraiser and a lottery for those who wish to be considered for a place in the group of bearers. Last year, in one village, over €6,000 was the highest bid for a place! These funds go to the parish church.

During the week of the festa there will be various evening events and displays in the village square, culminating in an evening of entertainment. This may include performance by a band, singing, dancing and suchlike. Indeed, anything a local group may like to produce. Following much eating and drinking the evening ends with the inevitable firework display. The fireworks are all locally made and the display will include some ground ones in the square and aerial ones set off, to music in a field adjacent to the village. Malta has been highly placed in world firework competitions, and each village tries to put on a better display than its neighbours.

One thing is certain, and that is that the Maltese have not lost the art of partying. In fact it is one of the things they do best, involving the whole community.

More from Malta next month.

Colin Pook





A visit north to Lincolnshire, Louth and Cadwell Park race circuit rewarded Julian Barter with two victories in his TVR 3000M. The undulating 3.5 mile track operated by Motorsport Vision, Europe's largest motor racing circuit operator with six venues in the United Kingdom including Brands Hatch, Oulton Park, Donington Park and Snetterton plus developments underway in France, suited the driver from Moreton near Dorchester and his well sorted mount. Julian had to give best to Kevin Kivlochan in his Morgan Plus 8 in the first race but turned the tables in the twelve lap race taking the chequered flag 8.143s ahead having posted the fastest lap of 1m 44.509s a performance he bettered during race two finding eighteen hundredths of a second. Again Kivlochan was his nearest challenger but Barter created a winning margin, at the end of another twelve laps, of 20.206s.



Photos courtesy of HSCA website



Wallace Menzies has edged away from his challengers in the British Hillclimb Championship with a lead of 26 points over Alex Summers following the rounds at Doune. Next up are qualifiers at Harewood, Bouley Bay and Val Des Terres (Channel Islands) and then of course it is the Woolbridge weekend at Wiscombe Park on July 29<sup>th</sup>/30<sup>th</sup>. Make a note in your diaries.

# AS IT WAS

## JULY 2011

This month we are only looking back 12 years. With the Editor, Colin Rolls, away on his annual pilgrimage to Le Mans it fell to his deputy, Steve Chaloner, to assemble the magazine.

Vic Fancy was in the Chair with Peter Chantler, Vice Chair and Sarah Forsyth, Club Secretary. Merv was our esteemed bean counter and Dave Hiscock Comp Sec with Pam Gardner co-ordinating speed events. Cliff England dealt with rallies and John Kirby, 4X4 whilst Tony Freeman looked after the internet and Myrtle Stevenson, Membership. Geoff Pickett was PRO and, without portfolio was John Forsyth.

Our July Competition Calendar was quite busy with a 4X4 Ladies Trial on 10<sup>th</sup>, a 4X4 Punch event at Batcombe on 24<sup>th</sup> and the Wiscombe National Championship Hillclimb on 30<sup>th</sup> and 31<sup>st</sup>. In between times our Natter 'n Noggin was at the Saxon Arms, Stratton on the 20<sup>th</sup>.

The July Magazine sported a new cover design which the Board had chosen from an excellent selection of designs by our Publicity guru, Geoff. That was 12 years ago and he is now producing a new cover every month! Well done, Geoff.

Meanwhile our Chairman Vic was endeavouring to gather ideas for local promotional opportunities, particularly trying to appeal to younger enthusiasts.

"What the Scrutineer Wants" was a 5 page article by club member Nigel Blackmore setting out everything that a potential competitor might want to know about scrutineering their competition car.



There then appeared "Wiscombe Hillclimb Plaudits May 2011". These were the comments of competitors following the Club's May Wiscombe event and extended to 3 pages. They were all very complimentary.

The current membership stood at 459 and Myrtle reported that 10 new members had joined during the month of June. Their main interest was listed as hillclimbs and sprints.

The final event in the Club's 50<sup>th</sup> Anniversary celebrations would be the Car Tour on 14<sup>th</sup> August. This would start at Wiscombe Park and finish at the Tank Museum at Bovington. The Entries Secretary was Dave Hiscock who reported in the July magazine that entries presently stood at 54 and were steadily arriving each day. A full entry would be 150 and it was felt that that number may well be achieved. Anyone in any car would be welcomed, although most of those already entered fell into the Classic, or "interesting" categories.

Finally, the Minutes of the June meeting of the Club's Committee were published.

Colin Pook.

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# THE RACE OF THE CENTURY



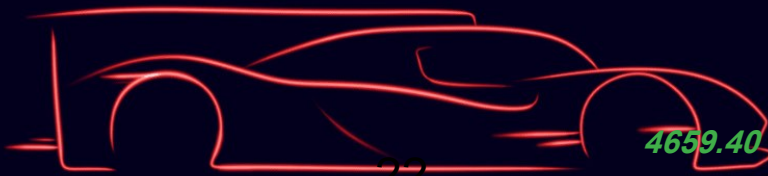
Race organiser, the Automobile Club de l'Ouest, billed the ninety-first running of the world's most renowned around the clock motor race as 'The Race of the Century' and many will attest that it delivered on that promise on and off the track.

Expectations of a battle Royal around the 8.47 mile track, which utilises a number of public roads including the famous Mulsanne Straight, with it's two chicanes, and the fast section from Mulsanne Corner through the left-hander at Indianapolis to Arnage, has been growing in recent years on the back of increased participation in the top Hypercar division.

Joining early class stalwarts, Toyota and Glickenhouse, at La Sarthe were Peugeot, who's 9XB is designed to operate without a conventional rear wing utilising undercar venturi to suck the car to the track, Vandervell (who dispensed with the services of Indianapolis 500 winner and 1997 World Champion Jacques Villeneuve shortly before the race) and of course the two stunning AF Corse works blessed Ferrari 499Ps which heralded the return of the Italian marque to the premier class of endurance racing after a fifty year absence.

The Hypercar sub-division of Le Mans Daytona Hybrid (LMDH) cars saw the Le Mans debut of the Porsche 963 (three works cars and a singleton

16 HYPERCAR/LMDH  
24 LMP 2  
21 LMGTE Am  
1 NASCAR



**WINNING CAR**  
342 LAPS COMPLETED  
30 PITSTOPS  
4659.40 KILOMETRES COVERED





Tinknell's Proton Porsche 911 RSR-19 denied the Devon driver a finish for the second year

private entry from the British Jota team) plus a trio of mighty American V8s in the form of the Cadillac V-Series.R.

As with a number of high profile racing series the organisers employ a Balance of Power regime to equalise the performance of various classes. Within in World Endurance Championship two such devices (amongst others) are applied. One between the Hypercar and LMDH ranks and another across the individual manufacturers. At the beginning of the season the A.C.O./W.E.C. stated there would not be review prior to the prestigious race but subsequently went back on that ruling making unilateral changes just two weeks prior to the contest which gave Toyota a 37kg weight penalty whilst 24kg was added to the Ferrari whilst the Porsche 963s gained a mere 3kg. Interestingly, in these times when transparency is encouraged, details of the B.O.P. rules and calculations are not in the public domain and regulations forbid the teams from commenting on such matters to the media or public and there were certainly parties/teams who were not impressed by these actions but were gagged by the rules.

Qualifying proved that the adjustments had not hindered the machines from Maranello to any real extent with the AF Corse duo locking out the front row. Pole position being secured by Antonio Fuoco in the #50 car he shared with Nicklas Nielsen and Miguel Molina with a lap of 3m 22.982 s whilst the sister car (#51) crewed by James Calado and Alessandro Pier Guidi lined up alongside thanks to the efforts of former F1 Alfa Romeo pilot and now Ferrari reserve driver Antonio Giovinazzi with a lap of 3m 23.755s.

Polish entry Inter Europol Competition claimed LMP2 win despite losing pits to car radio communication and a painful injury (later diagnosed as an incomplete fracture with ligament damage) to driver Fabio Scherer



The Ferraris immediately took the fight to the pair of Toyota GR010s with the Japanese losing one car to an accident leaving the #8 car crewed by Sebastien Buemi/Brendon Hartley and Ryo Hirakawa to fight for the sixth successive victory. Damage to a radiator from a stone crippled the #50 Ferrari which required a reboot procedure to be employed to get the car mobile again but eventually a replacement radiator was required at the cost of thirty minutes dropping the car out of the top ten. Meanwhile the remaining Toyota was suffering from sky-high engine temperatures due to a piece of kevlar blocking the airflow to the radiator as well as contact with a large squirrel. Hartley completed in quadruple stint at the wheel and made up ground on the Italian machine (thanks to better tyre performance in the warming track conditions) and then relayed to Hirakawa without a change of tyres.



Brits Alex Lynn and Richard Westbrook took Cadillac to third overall with previous double race winner Earl Bamber



Within three laps the Japanese driver had spun, made contact with the barriers and returned to the pits for a lengthy stop. Game over? Not yet! The #51 Ferrari had earlier experienced a time consuming pit-stop when the engine would not restart and the problem manifested itself again at the final stop. This time the 2.9 litre twin turbo V6 fired up with a reduced time loss of thirty seconds and the way was clear to the chequered flag and a historic Ferrari victory.

Anxiety and jeopardy was not restricted to the top class however. The LMP2 division saw the usual close fought battles amongst the Gibson V8 powered Oreca 07 chassis. A surprise win for the Inter Europol entry was not without problems as it battled the similar entry from the well healed Belgian team WRT who were longtime partners in sports car racing with Audi and will run the BMW presence in LMDH (and probably GT3) in next year's World Endurance Championship. A mere quarter of an hour into the race a pitstop and driver change under the safety car resulted in the winning LMGTE Corvette running over the foot of driver Fabio Scherer who received treatment to alleviate the swelling, rested and later returned to the cockpit. Left-foot braking caused the Swiss driver acute pain but with team mates Jakob Smiechowski and Albert Costa he took the Warsaw bakery-giant backed car to the front against the WRT entry which also had the support of Polish fans in the form of driver Robert Kubica and sponsorship from Orlen (a Polish oil refiner and retailer). Life was made more complicated for the winning crew in the final hours when pit to car communications failed. At the flag Kubica trailed by twenty-one seconds.

The Race Of The Century had more in the form of the Chevrolet Camaro ZL1 NASCAR stock car which in a straightline out-performed the LMP2 cars courtesy of it's 5.8 litre V8 engine. which could be heard thundering around the circuit from all of the campsites. The car finished after a ninety minute gearbox change but was certainly a fan favourite, as were the drivers.

A world from F1. Jenson Button shared Chevy Camaro with NASCAR legend Jimmie Johnson and former Audi works driver Mike Rockenfeller.



The 2023 iteration of the Vingt Quatre Heures du Mans saw the last appearance of the Le Mans GTE category which in twelve months time will be replaced by GT3 specification machines which will be cheaper to purchase and run but not so fast as their predecessors thereby increasing the speed differential (criticised by a number of informed commentators) between themselves and the growing number of Hyper/LMDH machines, including BMW, Lamborghini, Alpine and Isotta Fraschini who are destined to join next season. The swansong outing of the GTE category saw American motor trade magnate Ben Keating take the honours, as he did twelve months ago, having swapped a British TF Sport run Aston Martin with a Chevrolet Corvette C8.R run by the renowned American Pratt and Miller team. Keating, along with co-drivers Nicky Catsburg and Nico Varonne, thought their chances of glory were gone when a broken damper required replacing and the car was in the pit garage for 9m 45s. The team kept pressing-on and the race came back to them eventually regaining the lead in the nineteenth hour. The all-women Iron Dames crew of Sarah Bovy, Rahel Frey and Michelle Gatting were destined to address the large crowd that had formed under the second step of the podium but their vivid pink Porsche 911 RSR required a brake change in the final hour dropping them to fourth.

Apart from the racing the ACO provided four nightly concerts two of which utilised the three screens used by the likes of Micah to tell the century story. Milestones in technical development - disc brakes, Hybrid power and the use of Hydrogen was brilliantly portrayed with the use of drones equipped with multiple LEDs. The display was universally acclaimed and can be viewed at [www.youtube.com/watch?v=8CDYuvtjMPA](https://www.youtube.com/watch?v=8CDYuvtjMPA).





## Woolbridge Motor Club Ltd Car Trials Sub Committee Meeting at Frampton Village Hall on Weds 21st June 2023 at 7.00pm

### Present

M Hoppe (Chairman), A Webb, G Blake, G Morris, M Dore

### Agenda

#### 1 Classes

MH reported on the BTRDA MSUK new for 2023 class structure which has not been a great success, this may potentially change again for 2024 and a Front Wheel Drive no modifications taxed and MOT'd class may replace the new class A which so far has only been supported by 2 cars at the Golden Springs Trial.

It was decided for the WMC 2023/4 Championship that the class structure would maintain our current situation with Class 1W supporting Front and Rear Wheel drive cars taxed and MOT'd, no ballast and manufactured after 1<sup>st</sup> January 1998.

A watching brief on BTRDA / MSUK class A will be kept and the result if necessary will be included in this class and if required and 4 entries are received the class may be sub divided.

Class 2 will remain unaltered

Class 3 will be for (A)Kit Cars on the approved list and Pre 1990 Production Sports Cars and (B)Production Sports Cars manufactured after 1990, any sub class entry of 4 or more will result in class sub division.

Class 6 "Specials" (includes class 8 Classic Trials Cars and others not catered for above).

#### 2 Dates for 2023/4

1 <sup>st</sup> October 2023	Testing Trial (Taster)	Hogcliff	M Hoppe
7 <sup>th</sup> October	BTRDA Final	Crewkerne	M Hoppe
8 <sup>th</sup> October	ASWMC Final / Reg Paull	Crewkerne	G Blake
5 <sup>th</sup> November	Hogcliff Trophy	Hogcliff	J Kirby
3 <sup>rd</sup> December	Auto Technics Trophy	Hogcliff	D Moss or G Blake
26 <sup>th</sup> November (?)	Awards Presentation	Frampton	
26 <sup>th</sup> December	Taster	Waddock	C Rolls / J Barter
14 <sup>th</sup> January 2023	Maurice Crabb Trophy	Uploders	A Webb
4 <sup>th</sup> February	Upwey Cup	Hogcliff	M Dore
3 <sup>rd</sup> March	Lulworth Cove Trophy	TBD	G Morris
7 <sup>th</sup> April	South Dorset Trophy	Hogcliff	D Moss/ G Blake/ TBD
5 <sup>th</sup> May	Golden Springs Trophy	Crewkerne	M Hoppe

#### 2 Championship

We are running probably the biggest and the best championship in the trialling world so need to maintain it, future improvements were discussed but at the moment no changes were proposed, a watching brief will be kept on the BTRDA and MSUK championships. The published rules will remain as updated in 2022.

#### Championship Positions

Ryan Whincop wins the Silver League as Adam Smith takes 3<sup>rd</sup> in the main league. D. Doyle and R Wilson move out of the Bronze League as they have competed in at least 6 events.

### **Graded Drivers**

The list was reviewed, S Franklin will be removed and Adam Smith added to the list.

### **Point Scoring**

A discussion took place on point scoring especially with regard to winning overall and overall position, it was decided to not change the current system which has produced a very close result, some worthy winners and what appears to be a useable system, as posted in 2022 on the web site.

### **3 Entry fees**

A discussion took place on the fact that the car trials championship has made a small loss, as the trophy costs are likely to be lower this year it was decided to maintain our very competitive position and not make any increases.

### **4 Trophies**

There are some trophies available for car trials from other sources so only labels will be required, G Blake will investigate scaled charges for the labels for the championship year.

### **5 Scrutineering Issues**

A discussion took place led by M Dore and it was decided to re-introduce Scrutineering with a phased approach (M Dore to define). This was as a result of some competitors having "relaxed"!

### **6 Loan Cars**

We have the Ford Ka and a Saxo, the Saxo may have to be retired this year so will be monitored, if necessary we will replace it, funds are available. M Dore is keeping a watching brief, visiting Hogcliff regularly and will prepare them for the Taster Event.

### **7 AOB**

#### **Venues**

We have some potential new venues and investigation will continue, action all sub committee members.

It is hoped to use Winterborne Abbas this year. Hogcliff, Crewkerne and Uploders will continue.

There is a potential new Clerk to run one of our trials. At possibly a new venue. (Action MH)

Event Class	Driver	Model	CC	Club
A1	Julian Rinaldi	Ford Fiesta	998	Woolbridge
A2	Michael Sutton	Toyota Corolla	1800	Woolbridge
D2	Rodney Thorne	Pilbeam MP43	5000	Woolbridge
E1	Ed Hollier	Force H/C	1000	Woolbridge
E2	Andrew Forsyth	OMS CF04	1400	Woolbridge
E3	Tony Wiltshire	Ralt RT34	1998	Woolbridge
E4	Paul Crute	OMS 28	3000	Woolbridge
C4	Geoff Blake	Westfield SeiW	1999	Woolbridge
B3	Adrian Lewis	Westfield Superbusa	1300	Woolbridge
D3	Mark Linforth	Ford Escort	1998	Woolbridge
E1	Tom Williams	MWR Storm	998	Woolbridge
A1	Chris Briant	MG ZR	1396	Woolbridge
A2	Andrew Webb	Citroen Saxo	1600	Woolbridge
A4	Jennie Stangle	Mitsubishi Evo 5	2300	Woolbridge
A4	Clive Stangle	Mitsubishi Evo 5	2300	Woolbridge
B3	Joe Keep	Westfield Widebody	1998	Woolbridge
A3	John Wells	Mazda MX5	1600	Woolbridge
A2	Peter Ramsden	Toyota MR2	1794	Woolbridge
E1	Mike Williams	MWR Storm	988	Woolbridge
A3	John White	Audi S3	1781	Woolbridge
C4	Graham Blake	Westfield SeiW	1998	Woolbridge
A4	Simon Neve	Mitsubishi Evo 6	2300	Woolbridge
A3	Steve Clarke	Audi TT	1799	Woolbridge
A3	Debbie Blake	Mini Cooper S	1598	Woolbridge
A3	Richard Mullis	Audi TT	1781	Woolbridge
D3	Martin Dover	Honda ivic Type R	1998	Woolbridge
A2	Steven Hepworth	Ford Cortina GT	1558	Woolbridge
A3	James Wills	Renault Clio 197	1998	Woolbridge
A3	Stuart Browne	Ford Fiesta	1596	Woolbridge
A3	Glenn Jones	Mini Cooper	1598	Woolbridge
D1	Tim Pitfield	DJ Firecat	1400	Woolbridge
D1	Paul Davies	Radical Clubsport	1098	Woolbridge
B3	Jim Faulkner	Westfield Widebody	1998	Woolbridge
C2	Richard Worth	Ford Puma	1679	Woolbridge
A3	Russ Clarke	Mini Cooper S	1570	Woolbridge
C3	Simon Pollock	Toyota MR2	1998	Woolbridge
A2	Samuel Pearson	Ford Puma	1700	Woolbridge
C3	Josiah Clarke	Toyota Starlet	1335	Woolbridge
E2	Peter Hannam	Cooper T65 F3	1600	Woolbridge
E1	Shelly Deacon	OMS PR	1000	Woolbridge
A2	John Burton	MG F	1796	Woolbridge
A3	Keith Seume	Porsche 914	2258	Woolbridge
A1	Alex Howells	Hillman Super Imp	1020	Woolbridge
A4	Terence Hedley	BMW 328i	2793	Woolbridge
A4	Alex Ward	Subaru Impreza	2000	Woolbridge
A3	Joanne Pope	Audi TT	1799	Woolbridge
A3	Martin Cocks	Renault Clio 173	2001	Woolbridge
A3	Lucy Cocks	Renault Clio 172	2000	Woolbridge
A1	Jenny Howells	Hillman Super Imp	1020	Woolbridge

A2	Roger Hodgson	MG TF160	1796	Woolbridge
A4	Jane Hibbert	BMW 328i	2793	Woolbridge



22/04/2023	23/04/2023	Total
10	10	20
10	10	20
10	10	20
10	10	20
10	10	20
10	10	20
10	10	20
9.75	10	19.75
9.20	8.83	18.03
9.09	8.54	17.63
9.85	7.46	17.31
7.80	8.15	15.95
7.54	8.01	15.55
6.80	8.02	14.82
9.73	5.02	14.75
7.16	7.15	14.31
7.35	6.62	13.97
7.08	6.72	13.8
8.64	4.95	13.59
6.60	6.7	13.3
7.05	6	13.05
7.11	5.62	12.73
5.64	7.08	12.72
6.41	6.12	12.53
5.57	6.4	11.97
5.60	6.15	11.75
5.03	6.05	11.08
6.06	4.78	10.84
4.98	5.86	10.84
5.15	5.61	10.76
	10.00	10
3.13	6.83	9.96
4.58	5.07	9.65
3.77	4.96	8.73
3.27	4.74	8.01
4.20	3.63	7.83
3.15	4.17	7.32
2.96	3.4	6.36
3.56	1.65	5.21
2.91	1.9	4.81
	4.75	4.75
	4.12	4.12
1.96	1.87	3.83
3.74	0	3.74
2.23	1.31	3.54
	3.33	3.33
	1.5	1.5
	0.64	0.64
	0	0

0	0
0	0



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WILL BE

**Friday 28<sup>th</sup> July 2023**

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## Woolbridge Motor Club - APPLICATION FOR MEMBERSHIP

Membership Secretary - 5 Shortlands Road, Upwey,  
Weymouth Dorset, 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.

Membership runs for 12 months from the date of joining

Title Surname Christian Name

Address

Town

County

Post Code

Other competing or participating family members at the same address, (full names)  
(only one copy of the printed club magazine is sent per household):

1

2

3

4

Tel No: (landline):

Tel No: (mobile):

E-mail address

Age if under 23

Some entry fees are cheaper, some annual trophies are for the under 23's

Main motorsport interests:

	No. required	£.p.
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Junior membership (ages 18 – 23)	£ 5.00	
Other family members (each, ages 14 - 17 can drive in some events subject to parental consent and supervision)	£ 2.50	
Club decal (internal) 20cm x 5cm	£ 0.35	
Club decal (external) 20cm x 5cm	£ 0.35	

Total £

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iii) Standing Order iv) cheque Delete inapplicable

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SIGNATURE OF APPLICANT (postal applications)

Date

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