

Five from five for Ed Hollier in Force HC at September Wiscombe Park meetings



## Wiscombe Park Manor Meeting - Season Finale

**Ed Hollier completes run of five victories at the East Devon venue during September**

Words and photos: GEOFF PICKETT

With the demise of speed hillclimbing at the Manor Farm venue in Charmouth the Woolbridge Motor Club joined with Burnham on Sea Motor Club, Taunton Motoring Club and Torquay Motor Club all who have also promoted events at the Jurassic Coast course to organise an additional two-day meeting at Wiscombe Park as a season finale. As all of the above clubs have promoted at least one event at Wiscombe this year they decided that any profits would not go to the individual clubs but would be dispersed to local 'good causes' and to help update some of the equipment used by the Wiscombe maintenance team which looks after the venue between events.

One club member who was particularly grateful for the two additional events was Force HC single-seater racing car driver Ed Hollier who continued his recent scintillating form to claim a brace of Fastest Time of the Day (outright win) trophies and his fifth victory at Wiscombe during the last month! Having claimed the premier awards on both days, and as a result removed from the class awards for the up to 1100 cc Racing Car category, the class wins were taken by fellow Woolbridge members, Ben Wheeler (Empire Evo 2) and Tom Williams (MWR Storm). Hollier's performances, particularly in the second half of the season, gained him a third-place finish in the 2023 Tillicoultry Quarries Wiscombe Park Championship.



Sam Pearson brakes for The Gate in his Ford Puma.

Worth Birkill swapped Chief Marshal role for that of driver

Garage proprietor and Lyme Regis resident Julian Rinaldi delivered a double in the Roadgoing Series Production Car up to 1400 cc class at the wheel of his rapid one litre turbocharged Ford Fiesta securing his fastest climb of 45.61 seconds during the Saturday event in which track conditions, although damp, were better than the following day. Bere Regis driver Stephen Wareham claimed a runner-up slot at the wheel of his 1380 cc Morris Mini with a first climb on Saturday of 48.52 seconds but unfortunately for the telecommunications technician the Mini made contact with a large tree which inflicted substantial damage to the bodywork and meant it was 'game over' for the weekend and an extensive rebuild programme for Steve during the winter months.

The same class saw Worth Birkill take to the track in his endurance rally specification MG ZR. Having been responsible for the recruitment and management of the volunteer marshals at Woolbridge hill climb events over a number of years he decided that it was time to experience the sport from behind the steering wheel and consistently improved his times across the two days. There was more to come for Worth however. At the awards presentation of the Sunday event Andrew Forsyth presented him with the John Forsyth Endeavour Trophy on behalf of Woolbridge M.C. to recognise both his commitment and his success in the role of Chief Marshal.



Two class wins for long-time Tillicoultry Quarries Wiscombe Championship leader Julian Rinaldi who finished fourth in the final standings with the one litre turbocharged Ford Fiesta

Andy Webb entered the 1400 cc to 1800 cc capacity split for Roadgoing Series Production cars with his 1600 cc Citroen Saxo which is usually set-up for climbing grassy hills on farmland rather than pristine tarmac so accordingly the Weymouth driver fitted the appropriate suspension, springs and tyres which he used to good effect to claim two fourth place finishes. With the trials season starting within days of the Wiscombe events the suspension will need to be returned to trials specification. Ahead of Webb, Michael Sutton took his Toyota Corolla T Sport to a couple of second place finishes in the wake of the class winner James Hudson in his fleet Volkswagen Golf finishing 3.63 seconds in arrears in the dryer Saturday event.

Going up a division to the 1800 cc to 2600 cc capacity split club members were amongst the trophy winners with Johns Wells and White achieving third place finishes in Mazda MX5 and Audi S3 respectively whilst Ben Adams battled with Matt Vann on both days. After taking an early lead with his Audi A3 Quattro the former lost the advantage as the Audi TT driver usurped his adversary by five hundredths of a second. Twenty four hours later the DJ/chef turned the tables to secure the victory by 0.65 of a second with a 46.42 second climb. The over 2600 cc category saw Exeter garage proprietor Steve Clarke claim second and third place finishes in his 2.5 litre Subaru Impreza finishing 0.57 seconds shy of the rapid Impreza in the hands of Jack Ellis.



Westfield Superbusa driver Adrian Lewis was obliged to give best to Ian Ingleheart's Vauxhall powered variant

A double win in the Modified Series Production class for Paul Meadows in Renault Clio 182 Cup

Salisbury property developer Adrian Lewis took the initiative in the over 1800 cc Road-Going Specialist Production class in his Westfield Superbusa. The 1300 cc supercharged Suzuki motor powering him into the lead was followed by then the two litre Vauxhall powered SE of five time Wiscombe champion Ian Ingleheart ahead with a second climb of 41.34 seconds to Lewis's 41.85. The battle went down to the final run with both drivers improving and the Plymouth driver gaining the verdict when he delivered a 41.01 second climb to defeat The Screaming Tangerine driver by 0.56 seconds.

The Modified Series Production category yielded two comfortable class wins apiece for John Tandy and Paul Meadows. The former taking victory in the up to 1400 cc section his 1310 cc MG Midget whilst Meadows did the business in the over 1800 cc group.

Weymouth driver Geoff Blake was amongst the trophies in Modified Limited Production class with the Vauxhall powered Westfield SEiW he shares with his father Graham. Aspirations of the class win were complicated by the rapid climb of Paul Reynolds and his rapid Caterham Seven which was consistently just out of reach with Blake's best of 41.12 ranking against the 39.07 seconds of Reynolds. The Dulverton driver was subsequently announced as the 2023 Wiscombe Champion. Peter Ede claimed third place finishes on both days at the wheel of his two litre Dunnell powered Westfield SEi.

Despite the best efforts of Kevin Rault in his 2.5 litre Millington Diamond powered Ford Escort Mk2 he was unable to defeat the Vauxhall Red Top engined Darrian T90 of Tim Porter in the Rally Car class.

Martyn Glover's event ended on his first climb when head-on contact with a substantial tree did for the Evo 4RS bodyshell



Tom Williams took a Sunday class win in the MWR Storm

Second and third finishes for Impreza of Steve Clarke



Two runner-up slots for Geoff Blake (Westfield SEiW) eventual Wiscombe Championship winner Paul Reynolds (Caterham 7)



Full results of the Manor Farm meeting are available at [www.swtimekeeping.co.uk/times-from-2023](http://www.swtimekeeping.co.uk/times-from-2023)

A brace of second place finishes in the Rally Car class for the 2.5 litre Millington powered Ford Escort of Kevin Rault

