



Woolbridge Motor Club



woolbridge.co.uk

facebook



July 2018



WOOLBRIDGE MOTOR CLUB MAGAZINE – JULY 2018

Club Officials and contacts

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

Board / Committee Members: -

President	Colin Pook	01300-320200	president@woolbridge.co.uk
Vice President	Colin Rolls	01258-880778	vice-president@woolbridge.co.uk
Chairman	Vic Fancy	01305-813563	chairman@woolbridge.co.uk
Vice Chairman	Sarah Forsyth	01258-861030	vice-chairman@woolbridge.co.uk
Club Secretary	Andy Webb	01305-775122	secretary@woolbridge.co.uk
Treasurer	Merv Brake	01305-260124	treasurer@woolbridge.co.uk
Competition Sec.	Graham Blake	01305-775721	comp-sec@woolbridge.co.uk
Assistant Competition Secretaries: -			
4x4 Trials	John Kirby	01300-320784	4x4@woolbridge.co.uk
Car Trials	Mark Hoppé	07967-646086	trials@woolbridge.co.uk
Autotests/solos	Mark Hoppé	07967-646086	autotests@woolbridge.co.uk
Speed Events	Vic Fancy	01305-813563	speed@woolbridge.co.uk
Internet Officer	Tony Freeman	01305-520829	internet@woolbridge.co.uk
Awards Secretary	Andy Webb	as above	awards@woolbridge.co.uk
Equipment Officer	Rory Weaver	07592-014645	equipment@woolbridge.co.uk
Social Coordinator	Bob Blackstock	01308-427021	social@woolbridge.co.uk
Membership Sec.	Tim Gray	01305-815166	membership@woolbridge.co.uk
Club Safeguarding Officer	Rory Weaver	as above	cso@woolbridge.co.uk

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

Publicity Officer	Geoffrey Pickett	01305-251662	publicity@woolbridge.co.uk
Magazine Editor	Steve Chaloner	01305-834750	magazine@woolbridge.co.uk
Chief Marshal – Speed Events			
	Worth Birkill	07823-554246	marshals@woolbridge.co.uk
Facebook Editor	Derek Harris	01747-852913	facebook@woolbridge.co.uk
Hardy Classic Trial	Rodney Thorne	01305-889648	hardy@woolbridge.co.uk
12 car navigational series	Keith Grant	01297-33501	12cars@woolbridge.co.uk
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		equipt-speed@woolbridge.co.uk

Editorial

Thanks to Colin Pook and John Bunting for their regular contributions to the magazine. Without them it would be a very thin magazine. If you've competed or spectated at an event, why not put a few words down somewhere – don't worry about grammar or formatting etc. – that's why I'm here – just get some words to me and I'll make it look pretty and make sense.

This month I've also written about my trip to the German round of the European Hillclimb Championship. I've also decided to put a few of my photos in to pad out the issue a bit as I've not had any other photos this month.

My German adventure was also my first trip abroad in the new Superb and I can report back that it is a "superb" car for driving long distances. It's very comfortable, has a huge amount of space, and I love the little features such as being able to change the digital speedo to KPH so that my much used cruise control can be used to match the local speed limits rather than setting to the nearest MPH figure.

Another impressive thing about the car is the economy. Although a 2 litre diesel, it was averaging around 65mpg for most of the trip, dropping to 55mpg only during lengthy periods of 100 – 130 mph on the unlimited stretches of German autobahns. In fact I filled the car up on the Sunday morning of the event when I left my hotel, drove to the event, drove 700 miles home and then drove to work and back the following day before filling up with 820 miles showing on the clock and the display telling me I had a range of 50 miles left. So, a theoretical range of 870 miles on a full tank which included a whole range of urban, A-road, motorway, and full on autobahn blasts. I'm now wondering if I could manage to get 1000 miles on one tank of fuel...

One very useful bit of technology that helped me during the trip is the Android Auto app on my phone which allows me to connect to my car's in-car screen and use Google Maps as my navigation. This meant that it "knew" about traffic conditions and could re-direct me to avoid holdups. It also gave an accurate estimation of arrival time as it had already factored in traffic conditions, unlike a normal unconnected sat nav.

At the end of July I'm driving to the South of Poland for the Polish round so the closing date for the August issue is a little earlier than normal. Get writing!

Steve Chaloner

Woolbridge Calendar of Events

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

JULY 2018

- 5th Committee Meeting – Colliton Club, Dorchester
- 8th Traders Car Trial (ASWMC) – Launceston & NC MC – North Petherwin
- 9th 1,000 Mile Trial - Woolbridge Running Stage at Clay Pigeon from 2PM
- 13th Woolbridge Autotest – details to be confirmed (see website)
- 14/15th Woolbridge 4x4 Camping Weekend – Hogcliffe Bottom
- 21st 13th LEIGH FOOD FESTIVAL AND VINTAGE/CLASSIC CAR/MOTORBIKE DISPLAY
Venue at Leigh Village Hall, DT9 6HL – 10am-4pm
Contact Elizabeth Turnbull (01935 873846) or elizabethturnbull70@btinternet.com
- 28/29th Wiscombe National Hillclimb weekend.
If you can help please contact: Worth Birkill (Chief Marshal) Tel 07823 554246
email speed-marshals@woolbridge.co.uk

AUG 2018

- 2nd Committee Meeting – Colliton Club, Dorchester
- 10th WMC Autotest – venue tbc

SEPT 2018

- 1st/2nd 5 Clubs Wiscombe Hillclimb
- 2nd Woolbridge Charity Karting – Clay Pigeon Raceway
- 6th Committee Meeting – Colliton Club, Dorchester
- 8th MGCC Wiscombe Hillclimb
- 9th NHCA (Motorcycles) Wiscombe Hillclimb
- 9th Windwhistle MC ASWMC Autumn Car Trial, Axminster
- 22nd WMC Manor Farm Hillclimb, Charmouth
- 23rd WMC Manor Farm Hillclimb, Charmouth



9Geria News

I have pretty much settled back into my normal working routine, in the factory before 6am, 6 days per week, but only a half day on Saturday as that's just for maintenance and to give the machines a check over to make sure things go to plan the following week.

The weekends are for working on the GTM, in the early morning before it gets too hot. This weekend it is forecast a little cooler, only 37C!! Then inside for a mid-morning cuppa and watch any motorsport, this weekend super bikes and Monaco F1. I'll be there on the front row seat, in between a little house cleaning and maybe some cooking. No chance to get bored. Well done Daniel R at Monaco with the biggest smile in F1, and excellent racing from Donnington with the super bikes, with Dutchman "Magic Michael" getting the double win.

Those of you with memories and a varied interest will be delighted to know the less than week old trousers that got torn with my going base over apex onto the sharp corner of a foot pump at last year's Wiscombe National will be pleased to know they are now back into service. The 30x30 L shaped tear has been repaired, if not invisible at least not noticeable, especially as it is part hidden in the depths of my cheeks. Only a local equivalent of a male "upskirter " is going to spot the

repair that is more than good enough for work. Sewing on buttons and small repairs, another of my many talents!

The BL 1400 A series engine that has been sitting on the work bench for some time having aircon compressor fitted and its steering locking system totally revised, with the “steering arms” facing forward and the brake callipers mounted behind the hubs, moved off the bench on Saturday morning, thanks to one of those strange Nigerian laws called Sanitation Saturday, that stops all movement on the roads from 7 to 10 on the last Saturday each month so that we may clean our gutters and surrounding compound, most never move and stay in bed! But for me it’s another chance to be out as soon as its light (like another Sunday morning) and the engine/suspension unit is now back into the rear of the GTM. Now to connect water, oil, brake, clutch, a/c hoses, engine steadies, gear linkage and quite a lot of wiring. Even better, on Tuesday we had another holiday for Democracy Day, then the middle of next month is the end of Ramadan. Keep them coming I need all the days I can get.

Over the years I have heard several people comment about Jedi being a copy of a Johnny Walker JW4. Having been associated with John Corbyn long before the Jedi was thought of and when he was still running a Terrapin, I know they are not a copy of anything. I had never seen a JW4 until after the 1st Jedi was built so I’m in a pretty good position to say apart from his own race car there was no room in his small general repair garage for any other race car and all work on his race car was done on a shoe string after normal garage hours often late into the night. A year after the 1st Jedi was built in 1984 another Wellingborough chap called Jon Perkins ran a JW4 for a short time, but almost every time out it broke chassis tubes in the engine bay having never been intended to fit a 500cc engine and Jon soon got rid of it and bought #3 Jedi, which was much more successful for him. Jon’s JW4 is the only one I have ever seen in the flesh, but always with bodywork on, so out of curiosity I Googled JW4 and saw pictures of Smokey Mo’s JW4 restoration, which I could compare with #1 Jedi bare chassis pictures I have from when it was being built. The 1st difference is that a Jedi has a lot more metal in its chassis, with much heftier bulkheads and triangulation, that have allowed chassis intended to be fitted with 500cc engines to accept a bigger and lot more powerful engines in later years. The JW4 driver appears to be more forward, feet out front with very little metalwork around the feet and its engine bay appears to be longer from the roll hoop to the rear bulkhead. Jedi have always had fabricated suspension uprights, the JW4 at least had cast rear uprights, I have not seen a picture of the front uprights. Like most things, design and engineering similarities can be pointed out, how much different can a square tube space frame chassis with outboard

suspension be? Unless a design is truly innovative and totally unique these comparisons are inevitable.

Far better would be to remember that the Jedi was never intended to be a production race car, it was only planned to build 2 cars that cost not too much money and to be share driven by 4 people, quite remarkable that a car first built in 1984 can still be competitive and still relatively cheap all these years later!

Sunday was spent watching motor sport. 1st off were all the classes of super bikes from Brno that had much more going for it than the Canadian F1, which apart from the 1st lap shoulder to shoulder between Bottas and Max became a yawn fest at the front, so much so I did fall asleep!! Woke up, had a shower and saw Vettel cross the line, the cars are impressive, the quality of racing at the front less so!

Depending on the Imam sighting the moon we are expecting the end of Ramadan this coming weekend, not sure yet if its Thursday/Friday or Friday/Monday but either way it's very welcome to aid the GTM progress. Oh and not forgetting Moto Gp from the would be breakaway region of Spain!!

Now starting to plan my next visit

John Bunting

I am gauging interest in running one of our Friday evening grass autotests

Please could you let me know if you could attend as either a

Driver
Marshal

I am currently looking at Friday 13th July with a 6pm start

Venue...Crewkerne (our trials venue)

Please let me know ASAP and I can start the process.

We will be looking for a clerk to take overall control.....so if you fancy that also let me know

Thanks, Mark Hoppe



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

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

We supply parts for all models and makes of Trailers

More Sausage and Cake

For my trip to the German round of the European Hillclimb Championship I had booked a 16:20 Eurotunnel crossing. The journey to the venue in Bad Liebenstein was a little under 700 miles and Google Maps predicted a 12 hour (non-stop) driving time. My plan was to just take it easy and drive until I felt tired enough to stop and then catch 40 winks in my car before continuing to the venue.

With Eurotunnel check-in closing at around 15:45 I thought my departure time of 10:30am from Weymouth would leave more than enough time. However, I didn't even get as far as Dorchester before the dreaded Friday traffic intervened. The queue for the football stadium roundabout started halfway along the ridgeway. A little re-route ensued via Winterbourne Herringstone and Lower Bockhampton before rejoining my planned route at Troytown.

I then had to queue at the far end of the Puddletown bypass and then suffered nose-to-tail traffic along the A31 to Corfe Mullen and then the usual slow traffic around Wimborne until finally getting free once into the New Forest. As always, the worst part of driving to Europe is the bit in this country...

However, apart from a quick coffee stop at Winchester services, I made good time and arrived with enough time to spare for a late lunch at the Eurotunnel terminal. Once across the channel in Calais, with the clock jumping forward an hour, it was now gone 6pm and time for dinner! Although only a couple of hours after lunch I thought I'd take the opportunity for a decent meal when I could as from experience I knew there'd be little opportunity at the many services across Belgium and Germany during the night. I drove straight to Cite Europe, the huge shopping mall located a few kilometres from the tunnel, parked up and made a bee-line for Flunch, a very reasonably priced buffet restaurant where I filled up.

Topped up with food I continued on my journey. However, as I drove along the coast of Northern France I remembered a long held desire to walk on the beaches of Dunkirk. So, when I saw signs for Dunkirk, I left the autoroute and made my way into the town. However, I ended up in the docks where it became obvious that I wouldn't be able to access the beaches (or if it was possible I couldn't work it out!). So, I went back to the autoroute and headed further East

until I saw signs for Bray-Dunes near the Belgian border. Once again I left the autoroute and followed the road all the way to the beach at Bray-Dunes, the site of many casualties during the Dunkirk evacuation. The sea front now has a very long row of high-rise apartment blocks looking out to sea, presumably mostly holiday accommodation as a lot of the apartments had shutters on the windows. I parked up and went for a stroll on the sands for a while before making my way back to the autoroute and heading into Belgium.

Soon darkness fell and Belgium was despatched with the odd toilet and coffee stop. Into Germany and as the night wore on the stops increased in frequency as I searched for somewhere to catch a few hours sleep in the car. The problem with German services during the night is that every available space, including the access roads, are filled with lorries. So, most stops were very brief visits to the toilet or a quick coffee. The autobahns were the usual frustrating mix of speed limited roadworks interspersed with all too short unlimited stretches. These could be comfortably negotiated at a comfortable 100 mph in the Superb, though a couple of 120 mph bursts felt less safe due to the limited visibility on dipped headlights.

Finally around 3am I pulled into a services off of the autobahn at one of the exits. While the main car park was again full of lorries, I noticed a McDonalds and hotel next door. I drove over to find the McDonalds was open 24 hours and so I parked up in a quiet part of the car park, reclined my seat flat and attempted to get some shut eye. This I managed until 5:30, when bleary eyed I looked across the car park at the McDonalds which now looked very inviting due to my hunger.

I made my way in and ordered the biggest breakfast on the menu, plus a very big coffee. When the server gave me my breakfast I asked "haben sie ketchup?" which I believe should mean "do you have ketchup?". However, this request just seemed to make her angry, and she said something fast in German and carried on with what she was doing. And I didn't get any ketchup. Ok, I thought, I'll just eat it without...

The good thing was that now refreshed from two hours of sleep in my car, a stomach full of McDonalds finest, and caffeine coursing through my veins again, I was now only 90 minutes from my destination of Bad Liebenstein.

I had set my navigation to direct me to Bad Liebenstein, thinking the hillclimb would be easy to find. Indeed, for quite some distance before the town I saw lots of billboards advertising the event. However, once into the town there was

a distinct lack of anything motorsport related. In fact I did stop and double check I had the dates correct. I tried a few roads through the town, including the town centre, but each one took me through and out of the town with no sign of the event. Eventually I stopped at a petrol station I'd already passed twice. The station had a huge poster on the window advertising the event so I was confident they'd be able to direct me. I asked the girl behind the counter "wo ist Glasbachrennen?". She pointed back up the road I'd just come along and said "Steinbach". This was the name of a village just up the road from Bad Liebenstein. So, for future reference, the event takes place in Steinbach, NOT Bad Liebenstein, despite all advertising stating the latter. Anyway, I soon came across the expected barrier across the road and marshals pointing me down a side road that led to the spectator parking in the car park of a local zoo. Parking cost 2 Euros and I parked in a large field, which was, not surprisingly due to the early hour, not very full.

Once parked I gathered some snacks, water and folding chair and made my way towards the course in Steinbach. To access the course a wristband has to be purchased. This costs 14 Euros for the Saturday and 18 Euros for the Sunday, or you could buy a weekend wristband for 30 Euros, which is what I did.

My plan for Saturday practice (or training as they call it in Europe) was to walk as much of the 5.5 km course as possible. Just like in St. Ursanne in Switzerland, this is no mean feat, and you do need to be pretty fit and wearing good footwear. Basically they run about 5.5 km of stripy red and white tape through the woods and fields lining the course and you make your way along as best you can. Some places the path is more obvious than others, but as long as you keep to the tape you won't get lost. Not too far along the course I came across the first sausage and cake establishment, with lots of tables and benches with views of the track. So I decamped here for a while with a coffee and slice of cake.

As well as a round of the European Hillclimb Championship, this event was also a round of the Berg Cup. The standard of preparation of a lot of these cars is very high and there are some very nice cars competing in this class. Some of my favourites are the Mk1 VWs, such as Polos, Golfs and Sciroccos. They all run high revving 4 pot engines which sound superb. One of the Mk1 Polos runs a 1300 Hayabusa engine and the car is a work of art.

After watching the Berg Cup cars I decided to move further up the hill to find a faster section of track. I found a good view but the ground was too steep to use my fold up chair so I ended up leaning against a tree in order to get some photos

of the top runners. Christian Merli didn't disappoint with his sheer speed and commitment, while there was plenty of noise and speed from the other top runners. Sadly Simone Faggioli wasn't present as he was over in Colorado practicing for his first attempt at Pike's Peak. Also missing were Fausto Bormolini and current championship leader Andrea Bormolini. However, Frenchman Sebastien Petit was competing and, while not quite as quick as Merli, is getting closer.

I then decided to press onwards and upwards in search of lunch. However, the hot weather and steep and difficult terrain meant that progress was slow with lots of rest stops. I soon ran out of water and soon began to wish I'd stayed near the bottom of the track. While it was nice to see more of the course, the twisty nature of the hill, combined with the thick woods, meant that viewing points were fairly similar in nature. However, I kept going as I really needed some food and water and I knew that turning back would mean an even longer wait for this.

Eventually I spotted a large group of spectators in a clearing and then the all important sausage vendor. I staggered up to the counter and said "Ein wurst, ein bier und ein wasser bitte." 9 Euros later I was slumped in my fold up chair in a patch of shade eating a long bratwurst and drinking a beer. I then had a welcome nap while the batch ran back down the hill.

Once recovered I began a slow retreat back down the hill. Although I was now going downhill rather than uphill the going was still difficult, now with the added danger of slipping on some of the steeper parts. Indeed at one point I twisted my ankle quite badly – not a good idea when you're on your own and have to drive 700 miles back home. However, it recovered fairly quickly.

I had originally planned to look around the paddock at the end of the two training runs, but my 2 hours of sleep the previous night was now catching up with me and so I decided to beat a retreat to my Ibis hotel in Eisenach, about 30 minutes drive away. I decided a quick dinner was in order and so I set my navigation to direct me to a McDonalds in Eisenach where I filled myself up before heading to my Ibis which was located just out of town in a nice quiet area. I had a much needed shower before turning in early, ready for a 6am start (5am UK time).

Although the Ibis breakfast buffet was available, I decided it was too expensive for what it was and headed to a nearby Shell petrol station where I filled up the Superb's tank and had a coffee. I then headed back to Bad Liebenstein along the

nice twisting empty road that I'd come up the evening before. This time I knew where I was going and quickly got parked and walked back to the hill.

This time I decided to venture no further than the spot I'd found the day before. In fact I even left my fold up chair in the car as I knew I could sit at the tables set up by the catering van. Breakfast was a coffee and slice of black cherry cake. Most of the German spectators were already on the beer, but it was a bit early for me.

The event was quickly underway at 8:30am and the first runs were undertaken with only a few stoppages but nothing serious. Between batches I made another visit to the catering van for a slice of the other cake on offer. And then the lure of bratwurst could no longer be ignored, so back I went again...

At the end of the first runs I decided to visit the paddock. This was set out in the village of Steinbach and, as in St. Ursanne, the event had taken over the whole village with cars and trucks parked in every possible location. Some residents had even let some teams set up on their front drive and two houses had messages of support: one with the word "WELCOME" spelt out in large letters on their sloping front lawn, and another with a banner hanging on the front of their house saying "5.5KM HIGHSPEED". It would be amazing if this sort of thing could happen in the UK now that we have the closed road legislation in place, but it's hard to imagine any town or village in the UK allowing an event to take over so completely as they do on the continent. I hope I can be proved wrong though.

I eventually found the resting place of Christian Merli's Blue City sponsored outfit, where the man himself was pottering about in his shorts, and talking to some fans. Sebastien Petit's even more impressive setup was nearby, clearly a lot of money available to these top teams. I then came across a van with a hog roast where I had the best roast pork roll ever while I sheltered from a sudden downpour. Once the rain subsided I walked back up towards the start line. Dotted along the road where the cars line up before their runs there were large water coolers setup under parasols with signs saying "For Drivers Only". They think of everything!

As the commentary is in German it was hard to make out exactly what was going on, but it seemed that the gist of it was that as the first runs had gone through with no holdups, they had decided to have a longer lunch break to allow the track time to dry out. This seemed like a very good idea as earlier runners would

have been at a disadvantage if they'd started the second runs straight away. As I had an 8 hour drive to my overnight stop in Belgium I had originally planned to leave mid-afternoon, but as there was now going to be a delay of unknown length, I decided I might as well make an early start on my journey.

And so I headed back to the autobahns and their mix of 50mph roadworks and flat out unlimited blasts, stopping regularly for food and coffee. Early evening I pulled into the underground parking garage at my overnight Ibis hotel in Aalst in Belgium. Another early night followed by another 6am start and breakfast taken at a services on the Belgian motorway. The trip to the Eurotunnel was only 2 hours and I arrived ahead of time. The self serve check-in offered me a crossing an hour earlier than my booked crossing for no extra charge and I gratefully accepted. A quick trip to the toilet in the terminal building and a coffee to keep me going once back in the UK and then I joined the queue for boarding.

Back in the UK my hunger forced a stop at Maidstone services where I stopped for an over-priced "freshly cooked" full English breakfast. The egg was freshly cooked while the rest had clearly been freshly cooked some hours before. Still, it did the job and allowed me to make the rest of the trip back home with just one coffee stop at Winchester services.

All in all, a very enjoyable trouble free trip and one I'd recommend. If you would like any information or advice then please let me know. My next trip is to the Polish round in Limanowa which is located South of Krakow. This will be quite an adventure and I will let you know how it goes in a future issue.

Steve Chaloner



S1 Sport Quattro Course car



Batch lining up for the start



One of seven NSUs in the Berg Cup



Franz Weissdorn's beautiful Mk1 Polo with 1300 Hayabusa engine



Rear view of the Polo – admire the engineering



Entrance to the paddock – also known as the village of Steinbach!



Welcome Back message from the residents of Steinbach



Someone kindly donated their front drive to this competitor



Norbert Handa's lovely Lancia Delta Integrale set up on another driveway



Team Petit Autosport – driver Sebastien Petit



Petit's tyres getting a shave...



The very quick ex-DTM Audi TT of Vladimir Vitver



The workplace of Italian legend Christian Merli



The ever jovial Christian Merli



Fulvio Giuliani sitting next to the Osella FA30 Zytek of Diego De Gasperi



Fulvio's Lanca Delta



Hog roast



No explanation needed...



Another “small” team setup – imagine this lot trying to get in to Wiscombe...



Lamborghini Gallardo GT3 of Martin Jerman from the Czech Republic



Skoda 130LR – lots of noise but unsurprisingly not so quick...



Team Schilling



VW Fun Cup of Tania Flammang from Luxembourg



Another view of the Quattro course car



And another, because you can never have too many pictures of this car...



A wet start line after a midday downpour



Arty shot of one of the Berg Cup cars



The NSUs all ran with the boot lid propped open – cooling and possibly crude aerodynamic effect?



My local sausage and cake establishment



My trusty steed ready to transport me back home



Life saving sausage and beer

President's Ponderings

As we all know our Social Secretary, Bob Blackstock, will be moving from Dorset imminently so we are looking for a new Social Secretary to take over from Bob. Bob has done a remarkable job since taking up the post because, as our Vice President once said, "Woolbridge members are not a particularly sociable bunch as far as social events are concerned". Against that background Bob has produced some excellent and well supported events. So, if YOU want a challenge we would like to hear from you! An email or phone call to one of the Committee will get things rolling.

We are well into summer now and will soon see our National British Championship Speed Hillclimb event at Wiscombe Park coming up on 28th/29th July. Our Chief Marshal Speed Events, Worth Birkill, will be looking for marshals as usual to keep up the tremendously high standard of marshalling for which we have become known at our speed events. If you would like to help please give Worth a call on 07823 554246 or email him at marshals@woolbridge.co.uk. I hope everyone enjoys a wonderful weekend of sport at our favourite venue.

Before then, on 9th July, WMC are running a stage of the 1000 Mile Trial at Clay Pigeon from 2.00pm. Our Chairman Vic is the man to contact if you would like to help.

There is also a WMC Autotest pencilled in for the 13th but do check on the Club website for latest news of that event.

After our 2 week overland trip down to Malta we are now settling in for the summer. As I write this in mid-June daily temperatures are averaging 26 – 28c and the pool at 25c is looking more inviting but over the last few days force 5 and 6 winds have been experienced over the islands. Having been away from Malta for some 8 months, and despite our great friend Salvu having kept most of the garden in check we have many jobs to do. We are in "handyman mode" sorting out errant electrics and the garden irrigation system, replanting some areas and generally making it feel like home again (in the sun) until September.

I think Holly the Honda and Molly Midget are quietly brooding at the moment, not really sure whether this purple convertible BMW has come to stay! You never know – they may express themselves later.

Anyway, that's all for now and I hope you all enjoy a pleasant summer. I shall endeavour to pen some of our "overland" story for the August mag but don't hold your breath as there are so many other ways of enjoying my time in the Mediterranean.

Now, where's that lovely glass of wine I poured a few minutes ago?

Colin Pook.

Letter From Malta

Coming to Malta for the summer this year began very differently without the usual trip to Bournemouth airport and a 3 hour journey with Ryanair. Instead it was an overnight Brittany Ferry from Portsmouth, enjoying their excellent service and accommodation to arrive at Le Havre at 08.30 hours the next day. Yes, we were travelling overland for the first time in our BMW convertible to give it a new home in Malta at Farmhouse Tar Ross.

Some 2100 miles, 14 days and many experiences later, we were there. During our stay I will attempt to chronicle the journey in an article for a future Woolbridge Mag.

Valletta, the capital city of Malta, built by Knight John la Valette and his merry band, is this year's European Capital of Culture and great efforts have been made to improve amenity and ambience. The concourse leading up to the new 'City Gate' and the stunning modern Parliament Building has seen the removal of all the rough tarmac, shanty town-like kiosks and, most importantly, the bus terminus to make a pleasant pedestrian approach to the city laid in beautiful natural stone paving. The historic Tritons Fountain, a large circular stone structure with 3 bronze figures supporting discus-like objects each over 2 metres in diameter, has been restored and, most importantly, the myriad spouts of the fountains are working perfectly (so unlike the times of Mintoff where there was a great scarcity of fresh water throughout the island and they occasionally dribbled!)

However, there is still local controversy as the opportunity has been taken to erect several “temporary” hoardings around the concourse advertising commercial and local events. How portable or temporary they are we shall have to wait and see.

Meanwhile, investigations into the assassination of investigative journalist Daphne Caruana Gallizia by remote controlled car bomb many months ago are continuing. The FBI has been brought in by the Government in a “show of intent” to get to the bottom of the matter. Three suspects have been detained but although they may have been at the sharp end of the killing no one believes that they worked alone, and many are convinced that the perpetrator(s) is in high places and has yet to be exposed. Meanwhile there seems to be general distrust of the higher ranks of the Police Authority and in certain Ministers of the Government. This is particularly apparent in the press who are taking every opportunity to raise distasteful matters. These include references to offshore accounts, money laundering and false expense claims to name but a few.

Only within the last few days a Dutch MEP who is Chair of the EU Rule of Law Group has expressed the wish to see Europol involved in the highly complex investigation. Their visit to Malta has been scheduled for early in September and the press has said that it has caused some concern in ‘certain quarters’. We shall see.

Since we were here in the summer of last year work has continued apace on the highway network with millions of EU euros providing 75% of the cost of each scheme. Only in the last few months work has begun on a major interchange project, the total cost of which will run to many millions of euros. Little wonder Brussels say they need our Brexit payments!

There is no doubt that the Maltese economy is booming, having grown 4.4% in the first quarter of this year. However with the development lobby getting their own way in most urban areas it is estimated that by 2030 the population of Malta will stand at 835,000 which equates to 6,700 persons per sq.km. in those urban areas. That figure was about 450,000 when we first came to Malta in the early 1980s.

Much of the new development is aimed at the very top end of the property market which appeals to incoming foreign nationals. These are attracted by the government’s **Sale of Maltese Passports!** This has inevitably raised questions from the European Commission but, as ever, the Maltese authorities are yet to make any substantial comment. The sale of

passports is conditional on the acquisition of property on the island at around €1,000,000 and only in certain designated areas. Many of the “*NEW MALTESE*” are of Russian origin who are investing wealth accrued in the days when everyone was equal under Communism!

Meanwhile, organisers of the ‘Valletta pageant of the Seas’ which was due to take place on Sunday 10th June had devised the “Firework of all Fireworks”. This was a 132cm diameter fireball packed with 500 small fireballs, and containing almost 25k of gunpowder! Already on display to the public, and pictured in the press, it was planned to be fired out of a 10m long tube, from Kalkara, one of the 3 cities across the Grand Harbour from Valletta. On the Thursday before the event the firing was called off as the Authorities expressed concern that the “spectacle” had not been properly thought through! The festival went ahead but without its main attraction. We now await news of this highly unstable fireball – (how do they transport it and to where?)

The management of Malta’s main hospital, Mater Dei, has just caused a stir this week by banning what the Maltese call ‘normal food’ such as full fat cheese, savoury and sweet pastries, chocolates and fruit juices from its patient supplies on site. Most missed will be Malta’s national snack, the “Pastizzi” that lovely creamy, cheese or pea flavoured warm and crusty pastried morsel. Will it ever be found again inside the hospital? I bet it will, smuggled in by visitors, as the Maltese ALWAYS find a way!

On that lighter note I will finish my first “Letter from Malta 2018” and start collecting a miscellany for the next.

Colin Pook.

As It Was

This month I am taking you back some 25 years to July 1993.

I was President and Magazine Editor with Colin Rolls Chairman and Assistant Comp Sec Speed Events. John Forsyth was Vice Chairman

and Awards Secretary and Merv Brake balanced the books, also looking after the Speed Event Championship. Club Secretary was June Irvine and Comp Sec Neville Cheeseman who was assisted by Chris Briant. Chris's sister-in-law, Linda, dealt with Membership whilst Heather Gale looked after equipment and the Victor Ludorum Championship. Chris David was the 4X4 man. Trials and the Trials Championship was in Tim Pitfield's domain, and our current Editor, Steve, was Social Secretary. In those days the only Committee member without portfolio was Geoff Pickett but he was roped in to help with just about everything, so was often more busy than the rest!

Our monthly committee meetings were held in the Directors Dining Room at the Junction Hotel Dorchester, courtesy of Eldridge Pope & Co Ltd who had been sponsors of the Club's prestige Huntsman Autocross for many years.

Club membership cost £7.50 and stood at 453. However, on 14th July there was to be an Extraordinary General Meeting of the Club at the New Inn, West Knighton. This was to vote on a proposal by the Committee to increase the yearly membership fee to £10.00.

Competition-wise both July and August were very lean months with only 2 invited events, a Plymouth MC Road rally and a Bath MC Stage Rally at Colerne Airfield. However, socially, Natter n Noggins at the New Inn, West Knighton would take place on 14th and 28th July and 11th and 25th August. They were usually well attended.

Phil Gabe could always be relied upon to produce his monthly "Gibberings" and the July '93 magazine saw him reporting on his and Dick Nadin's performance in the Spring Scatter in Dick's black Imp. Perseverance had paid off with resulting positions of 1st Novice and 2nd Overall.

In "Bits & Pieces" I reported on member Win Percy's recent busy weeks testing for both the Nissan Team in the British Touring Car Championship and also with Tom Walkinshaw Racings Jaguar XJ229C in preparation for the Le Mans 24 Hour race. I remember Win coming to visit us in Frampton in his road-going XJ220 and it having so little ground clearance that it grounded on the top of the driveway!

Andy Webb (our current Secretary) wrote up his notes on attending the first meeting in 1993 of the Association of Classic Trials Clubs which had taken place at Chew Magna, near Bristol and which he and Sue had

attended. The 1994 WMC Hardy Classic Trial was to be an ACTC Championship event and would be run on 6th November.

Andy and Sue reported that the first ACTC Dinner Dance had taken place at the Aztec Hotel in Bristol on 8th May attended by some 100 members including themselves. Woolbridge was also represented by Peter and Judy Treliving and Dennis and Tricia Greenslade. Dennis had won the ACTC Crackington Cup and Tricia the WMC sponsored trophy for passengers in the 1992 championship. For 1994 our event was to be known as the Burroughs Hardy Classic Trial sponsored courtesy of Peter Chantler by the Bridport accountancy firm of which he was a partner. Chris Briant would be Clerk of the Course and was already seeking some new venues.

Concerning other competition matters consideration by the club's committee was being given to running the, erstwhile, annual autocross event now that there was the possibility of a new venue being available. However, it was agreed that the timescale to set up the event to our usual standard was insufficient and further consideration would be given to the situation the following season.

The RACMSA had sent a press release about the Norwich Union Classic Rally in which 1336 cars had finished the event from 1387 starters. They also reported on the proposed raising of forest rally stage charges the following year.

The Dorset Echo Channon Historic Road Rally was subject of a 5 page report by Geoff Pickett. The event started on Weymouth Esplanade with the first competitor crossing the start line at the Jubilee Clock at 9 am on the Sunday morning. Excellent weather was enjoyed throughout the day until competitors finished at the Streamside Hotel, Preston some 9 hours later. 77 cars took part in the rally going west to Abbotsbury and then to Melbury Park for the first driving test within the parkland. Next a driving test near Pulham where the Mini Cooper of Paul Loveridge and Graham Ford defeated the Geoff Lang/Merv Brake Lotus Elan by just one second for 'fastest time'. Charles Barter and WMC Chairman Colin Rolls were manfully fighting the Datsun 240Z about 2 seconds in arrears.

Eventually Loveridge and Ford were the overall winners with Sandra Holt and Pat Thomson in their MGA winning the Ladies Award. The best Club Team Award went to Paul Channon/Robin Maclachlan, MGA Twincam; Colin Miles/Pete Lawrence, Mini Cooper S; and Geoff Lang/Merv Brake,

Lotus Elan. Late in the day early rally leaders Worth Birkill and Robin Cardale in their Cooper S grabbed FTD at the final driving test around the Dorchester Market site.

In his Chairmans Chatter Colin Rolls also mentioned the rally but majored on planning for the club's forthcoming Longleat Hillclimb on 25/26th September. He also mentioned the Hardy Trial and the EGM to be held on 14th July to consider the proposed increase in the membership fee.

On page 21 Bob Blackstock, as organiser, wrote up his impressions of the Historic Rally focusing, particularly, on WMC entries. Bob had received many congratulatory letters from competitors. The rally concluded the 1993 WMC Navigational Challenge showing Geoff Lang as Expert Driver on 37 with Paul Channon 2nd on 33. Novice drivers were Vic Fancy on 34 and Mark Birkill on 33. 1st Expert Navigator was Merv Brake on 35 with Robin Maclachlan on 33. Novice Navigator was Graham Laurie on 35, chased by Dave Hiscock on 31.

That concluded the 28 page magazine for July 1993. The magazine contained no trade advertisements at that time and was printed in a font size about half the size of that used in today's magazines.

Colin Pook.



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

www.harrismotorsport.co.uk

Ebay - Harris-Eng

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



2018 LINK UP LIND MSA BRITISH CAR TRIAL CHAMPIONSHIP

LINKUP
branding matters
linkupltd.com 01252 343127



Provisional Championship results issued 22 June 2018

DRIVER	Rounds											TOTAL POINTS SCORED	Best 8	POSITION				
	1	2	3	4	5	6	7	8	9	10	11							
Mark Hoppe																		
Barric Parker																		
Shawn Franklin																		
Dick Glossop																		
Trevor Moffatt																		
Henry Kitching																		
John Charles																		
Rupert North																		
Kevin Roberts																		
Garry Preston																		
David Walker																		
John Wadsworth																		
Bill Stronach																		
Richard Harrison																		
Ifan Roberts																		
Nick Pollitt																		
Andy Webb																		
N																		

N Represents dropped score

<https://classic-supercars.co.uk/about-the-show-and-venue/>

About the Show

Now in its 15th year, Classic & Supercars can now be regarded as certainly one of the premier classics and supercar shows in the South of England with upwards of 2,000 cars on display, from veterans to the latest supercars. In the last 4 years the show has raised in excess of £130,000 for national and local charities.

A host of attractions include motor club stands, motor trade stands, an auto-jumble, craft fair and a quality classic car auction by Sherborne based Charterhouse Auctions.

Special displays showcase dragsters and race cars, supercars, hot rods and custom cars. The marquee feature for 2018 is Land Rover 70 Years 1948-2018 – Sponsored by Yeovil Land Rover.

The venue could not be better as Sherborne Castle, which has been the home of the Digby family since 1617 and we are able to stage this event by kind permission of the Wingfield-Digby family, who are also Presidents of the Show.

This event is organised by Sherborne Classic & Supercars Limited, a limited company registered in England and Wales with registered number 10687015. Registered office: 1 Harvest Court, Park Road, Shepton Mallet, Somerset, England, BA4 5BS. The main purpose for holding the event is to raise funds for the charitable purposes of Sherborne Classic Cars CIO (charity number 1172969), a charitable incorporated organisation which wholly owns Sherborne Classic & Supercars Limited.

Supporting this event are volunteers from the Rotary Clubs of Yeo Vale, Sherborne Castles and Brue Valley. These Rotary volunteers assist the organising team with the promotion and organisation of the event, in addition to providing the manpower necessary to setup the showfield, and to marshal the event on the day.

The organising team are indebted to these Rotarians for their energy and enthusiasm without which it would not be possible to run the show as a successful fund raising event.

Contact Stuart Annett on classicandsupercars@gmail.com

Postholder: A Committee Member elected at AGM or seconded on by Committee vote.

Purpose: To co-ordinate, promote and organise social activities for Club members and guests. The Social Co-ordinator may organise these activities or arrange that a colleague takes the lead. He should ensure that events are promoted in advance on the website, magazine and local press.

Potential Events that might be included:

Monthly Natter & Noggin evening Not currently promoted

An allocated night and venue where potential new members can meet existing members. Consider the second Wednesday each month at 8.00pm at a regular venue. Or perhaps a monthly Sunday breakfast club, especially in Summer. (Needs an organiser)

Winter Skittles Matches against other local motor clubs.

Saturday evenings from November through March usually with a supper included. Current potential opponents Windwhistle, TOY, Porsche, Bournemouth. Each club to annually alternate the organisation and venue.

Talks and Film Evenings, Quiz Night

Guest speakers or film hire usually with a buffet supper. (attendance often poor). In the past there have been quiz competitions against other local motor clubs. More recently a photo-quiz (by Colin Pook) has been run alongside the AGM.

Treasure Hunts

Sunday jaunt to finish with a pub meal. Scatter style is easiest to organise. Usually in Spring or Autumn. (Again attendance often poor so perhaps invite other clubs).

Touring Car Run

Needs a couple of people to prepare a 70 mile route to finish at a place of interest with a café and large parking area. Quite popular, typically with 50 plus entries and a good charity fundraiser.

Charity Kart Racing

Annual event at Clay Pigeon Raceway in August / September. Team entry @ £400 for a team of between four to eight drivers sharing the cost. Can easily raise over £1,000 for chosen charity. A team captain should be appointed and volunteers to man a raffle stand.

Annual Awards Presentation

Current format is a buffet lunch at Frampton Village Hall followed by presentation of awards. Suggestion to hold a 30 minute AGM preceding the lunch. (Currently organised by Colin Pook, Vic Fancy, Andy Webb and Hayley Thorne)

Annual Dinner

Was once held a popular dinner-dance with after dinner speaker and optional formal dress code. However, with numbers down to about fifteen couples a simple informal format is required to keep the cost down. Some members miss the dancing element. Recent venue has been The Nothe Fort restaurant and a Saturday date towards the end of February 2019 has been proposed by Jill Homer, who runs the Nothe restaurant.

Boxing Day Trial

More social than competitive production car trial in the woods at Waddock Cross followed by pub lunch at The Frampton Arms, Moreton. (Usually co-ordinated by Colin Rolls)

That's All Folks!

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

**FINAL CLOSING DATE
FOR THE AUGUST 2018
EDITION OF THE MAGAZINE
WILL BE
FRIDAY 20th JULY**

ALL COPY TO STEVE PLEASE

Email: 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

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 | www.kitchen-craft.co.uk

Experience matters



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

Kitchens | Living Spaces | Bathrooms | Studies