



# *Woolbridge Motor Club*



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**June 2020**



# WOOLBRIDGE MOTOR CLUB MAGAZINE – June 2020

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

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# Editorial

Welcome to the June issue of the club magazine. Thanks to this month's contributors – we have another varied selection of reminiscences to keep you entertained. Keep them coming!

I have still had no response to my all night 12 Car rally idea (apart from the one positive one that I mentioned in last month's editorial) – positive OR negative. Maybe nobody else misses the challenge of an all-night road rally. I guess I'll let the idea quietly die away...

I'm not at all hopeful of seeing any European hillclimb action now this year. Most events have already been cancelled but even if there were some events to watch, the most recent announcement by the Government that anyone entering the UK from abroad will have to quarantine for 14 days means that a weekend jaunt would turn into nearly 3 weeks of leave by the time the quarantine period is over. Hopefully by 2021 we will return to some kind of normality.

I have shamelessly abused my position as editor this month to put a photo of me in my Suzuki Swift GTI on the cover. This was a brilliant little car and I wish I'd never sold it. The photo was taken at Wiscombe – I'm not sure which exact event. The car had a completely standard engine with the addition of a pair of twin Weber carbs. In the year that I competed at the Wiscombe National I managed a PB of 47.00 – I'm still annoyed I didn't break into the 46 second bracket. Stupidly I sold it and bought a Daihatsu Charade GTti. In fact, I bought two because the first one turned out to be almost completely rotten. They never saw competition and after wasting money on them I sold them. In their place I bought a 106 XSi which had been fitted with Yamaha bike carbs but which had never been setup properly as I discovered during the 2007 season which culminated in a very disappointing retirement at Longleat. I then sold it and my trailer in order to go to university to train as a radiographer.

I am now ready to come back again to try to break into the 46 second bracket at Wiscombe. Without Covid-19 I probably would have already competed at Wiscombe this year, but I think, realistically, it's now going to be 2021. Unfinished business will have to wait...

Steve Chaloner

## CHAIRMAN'S CHAT – JUNE 2020

Thursday 7<sup>th</sup> May 2020 turned out to be a somewhat historic day in the history of the club as we held our first virtual Committee Meeting via Zoom! All except two of the committee members were able to join us and it was good to see everyone, even if there wasn't much to discuss in terms of restarting motorsport activity, as so much was still unknown at the time of the meeting. If the last 2 months have taught us anything, it's that maybe a new Club Secretary doesn't need to be sat with us in Frampton to take notes of the meeting...

Thank you to those of you who contributed to last month's magazine, there were some interesting articles to keep us entertained during lockdown. I am looking forward to reading about my father's exploits at Le Mans in 1967, which he has promised for this edition of the magazine! We have enjoyed watching some of the documentaries that Steve recommended on Netflix over the last few weeks, some of which featured footage of the 1967 Le Mans race, when the place looked very different to our last visit about 10 years ago.

I have left writing this month's piece as late as possible before the closing date so that I can provide you with as much up to date information as I can with regard to when we may be able to resume some motorsport activity. A couple of days ago MSUK issued a Guidance Document with measures that will need to be put in place at each type of event, once the Government allow motorsport to resume. MSUK don't yet know when that will be, but at least we now know what the different disciplines may look like.

To that end, we held a Zoom call last night with the senior officials that would be involved in running our hillclimb at Wiscombe in July to discuss the document. There is much to review, but at the moment, we have postponed the British Hillclimb Championship round in July, but hope to run it later in the season. There was a general consensus that if Government advice allows us to run hillclimbs at Wiscombe during the second half of the season, then we will do everything we can to make that happen, whilst adhering to the new MSUK Guidelines.

I know Mark hopes to run the postponed Golden Spring Trial later in the year as well.

The events for the rest of this season across all disciplines may look and feel a bit different and dates may change, but we will need competitors to support them, so please watch Facebook and our website for further updates once any more details are known.

Sarah Forsyth

Chairman

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# **PRESIDENT'S**

# **PONDERINGS**

We are indeed living in unprecedented times when the whole world is disrupted and our liberties curtailed. For those of us who are retired and who live in the countryside this has not impacted our lives quite so much as for the working population and those with children living in cramped conditions in our cities.

What it has done for me is to make me look around and realise all the maintenance work on the house, the garden, fields and fences and buildings that has been neglected in recent years because of travelling the world, spending summers in Malta and village activities have used all the time available!

So, that's been the bright side of things working outside in the lovely weather we have been enjoying, and long may that continue.

Members have made great efforts to provide material for Steve to use in the magazine so, perhaps, a bit more time on our hands has provided those benefits too.

Colin Rolls' article in last month's magazine mentioned the club's participation in the Birkett 750MC 6 Hour Relay race at Silverstone which brought back many memories. Searching my files brought to light photographs of team members Win Percy, Ron Harrison, Alan Kennedy, Mike Manning and me together with photos of Win's Capri, Ron's Porsche 911, Alan's Morgan 4/4, Mike's RS 2000 and my Mexico. That year there was a 6<sup>th</sup> team member who lived in the Yeovil area and was driving a Lotus Europa but his name escapes me. Anyone remember...? Nostalgia!

We all hope that we may see some resumption of our sport before too long but some of the precautions likely to have to be taken could well make that impossible or at least impractical. We shall see.

Anyway, stay safe and maybe use that spare time to keep your articles flowing onto your Editor's desk.

Colin Pook.



## 9Geria News

All our interstate highways are now closed with police/army check points stopping all vehicles to find out where they are going and what they are carrying. Trucks with food or essentials are allowed to pass, a few trucks have been stopped and turned back after finding people hidden in amongst the cargo, trying to get out of the biggest cities where infection risks is higher. The irony is I'm sure if "big oga" rolled up with his tax payer paid for armed escort he would be waved through no questions asked!!

25<sup>th</sup> would normally have been sanitation Saturday which would have meant going to work for maintenance jobs, but as we only had 1 production line running producing sanitiser gel, I thought it not worth going in, so a long weekend to play with toys and the 1<sup>st</sup> time in 3 weeks I had not been "bah lafia" and flat on my back.

So outside at sparrow fart and get stuck into the GTM.

The complete engine unit and rear subframe had been sat on my work bench under a tarpaulin for quite a while but as I needed the work bench and more especially the vice, it was lifted down and put onto a pallet.

Very early Cox GTMs like my old car were fitted with Mini front and rear lights. Later cars were fitted with front side/indicators which I would guess

came from Metro (do not exist here). I had bought some of the round “B-L” lights like early Minis and Defenders use, but they did not look “right” on the later GTM front, so I looked around me to see what could be found here and fitted. Cut a little card template as the front corner has a slight radius and check against the local Indian made Bajaj tuktuks: almost the same, so have bought 2 indicator/side light units, cut out a slot in between the former round light fixing holes, made a little curved backing plate to fill the slight gap between the body curve and light unit curve and hoping “Bob is still my uncle”. I will find out next weekend when I’m out to play and will be fitting.

The polyester resin I had ordered all went boobs up. The courier delivery arrived at our UK subsidiary the day after they had shut down for Covid. They had left a sign asking that all deliveries be redirected to another nearby address that would be manned, but that was too much trouble for the delivery driver so it was returned to sender. I’m still trying to arrange for the seller to give me a refund/credit for when the lockdown is eased or resend to the new address. Fingers crossed I will get to do a little glassing modifications one day?

Boris returns from hospital to No.10 quietly in an unmarked Ford Tranni mini bus, all very discrete, no visible escort or sirens to clear the non-existent commoners out of the road. Here in Kano even the local police chief makes a much grander statement going down the road. The last time I saw him was in a Range Rover (on his salary) with his motorcade every day just to go for his lunch!

4am on 28<sup>th</sup> April I get a message saying don’t go to work, the Kano lockdown has been extended and an 8pm to 6am curfew introduced. Had a day at home sorting out dodgy earth connections on the Wipac rear lights that came with the bits for the GTM and cooked vegetarian curry for my evening meal and restocked the freezer. Just before my bed time I got another message saying it’s OK to go back to work tomorrow, just that I will leave the house after 6am instead of being at work *before* 6am.

My company must be pretty unique in trying to help their workers in these most unusual times. Unlike the UK where furloughed workers get government help, here there is nothing to help workers or companies, many daily paid workers are really below the bread line and struggling.

Normally we would close our production in December and production workers take their leave and probably travel to their home states to meet up with family members. The company decided that workers would take leave during the shutdown in turns with 1/3 on leave, the remaining

making essential products. That way they still get paid. If anybody decides they can't get to work, as there is very little public transport, or they are self-isolating due to sickness, they will get half pay. As this applies to all I will be taking 1 week compulsory leave starting 11<sup>th</sup> May so must arrange plenty of things to do to keep busy for the week!

No production in my factory all last week so I had a week of my leave to stay at home and crack on with the GTM - the side/indicator lights off an Indian Bajaj 3 wheel Tuktuk were adapted to fit the front section.

Then around to the back. I was not happy with the fit of the 1<sup>st</sup> rear screen I made, so I made No.2 screen that followed the shape of the opening better and pop riveted into place. Then refit the rear subframe with the engine, still a few bits and bobs to connect everything up, then refit the rear body section. I think it's looking good so far but still lots to do.

Back at work again this week, but as it's the end of Ramadan this weekend we are expecting another day off to play with my toys.

Just heard the Wis National has been cancelled, sad but not really surprising. I'm hoping to get back in September, but all flight are cancelled here and if I had 14 days quarantine arriving into the UK, that would affect my decision!! Even if there were no events I have jobs to be done getting everything ready for next year.

That's all for now keep safe







John Bunting

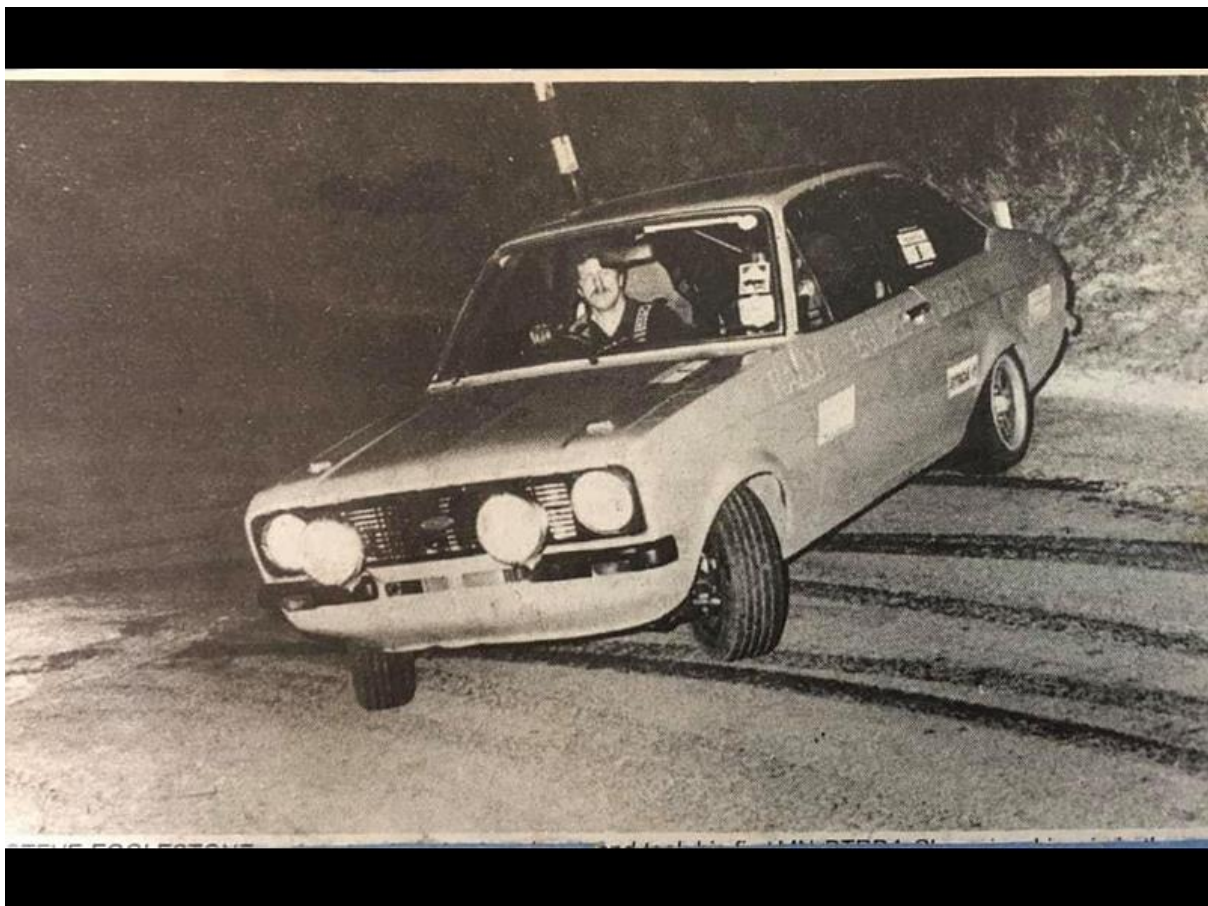


This is a tale of two enthusiastic teenagers and an incident that could have affected the result of the 1984 Motoring News Road Rally Championship.

The two teenagers in question were myself and my mate Dave. Having marshalled on a few road events we were very excited to be manning a passage control on the 1984 Bath Festival MN round.

We had marshalled on a few ASWMC road rallies but this was our first MN round and, like with all sports at the very top level, it was a real eye opener. Our control gave a good view of several cars at a time in the valley below as they made their way to where we stood. Spotlights sweeping across the sky and the shrill whine of straight cut gearboxes being pushed hard down the narrow lanes.

When the top crews eventually arrived at our control, they would slide in with all four wheels locked, clipboard already out of the window, and the second the time card was signed the rear wheels would be spinning again as they departed. I spoke to Roger Hunt on one occasion at the end of one of the Bath Festival rallies that he had competed on. Roger, as you may know, was a very quick driver as well as one of the best navigators in the South West but he was puzzled as to how he was losing time to the top crews. I told him that I thought maybe it was at the controls, because when the leading crews came into the control, we genuinely thought they weren't going to stop, but at the very last minute they'd slam on the anchors and leave almost immediately. The other crews all looked like they were going to stop. It's little things that make the difference at the top level, like the "marginal gains" philosophy used by the British cycling team and Team Sky (now Team Inios).



***Steve Egglestone in his RS2000***

Crews running at the back of the field could probably drive the route without maps because of the amount of rubber left on the roads. Solid black lines entering and leaving each junction. The tyres of choice for these crews was the Avon Turbospeed which was an ultra soft tyre apparently developed for the MN

series. Some crews would get through two sets of rear tyres on one event, carrying two spares in the car to change at halfway.

Another feature of MN events was the huge crowds of spectators. I think this contributed to the eventual banning of Targa timing as the sport became a victim of its own success.



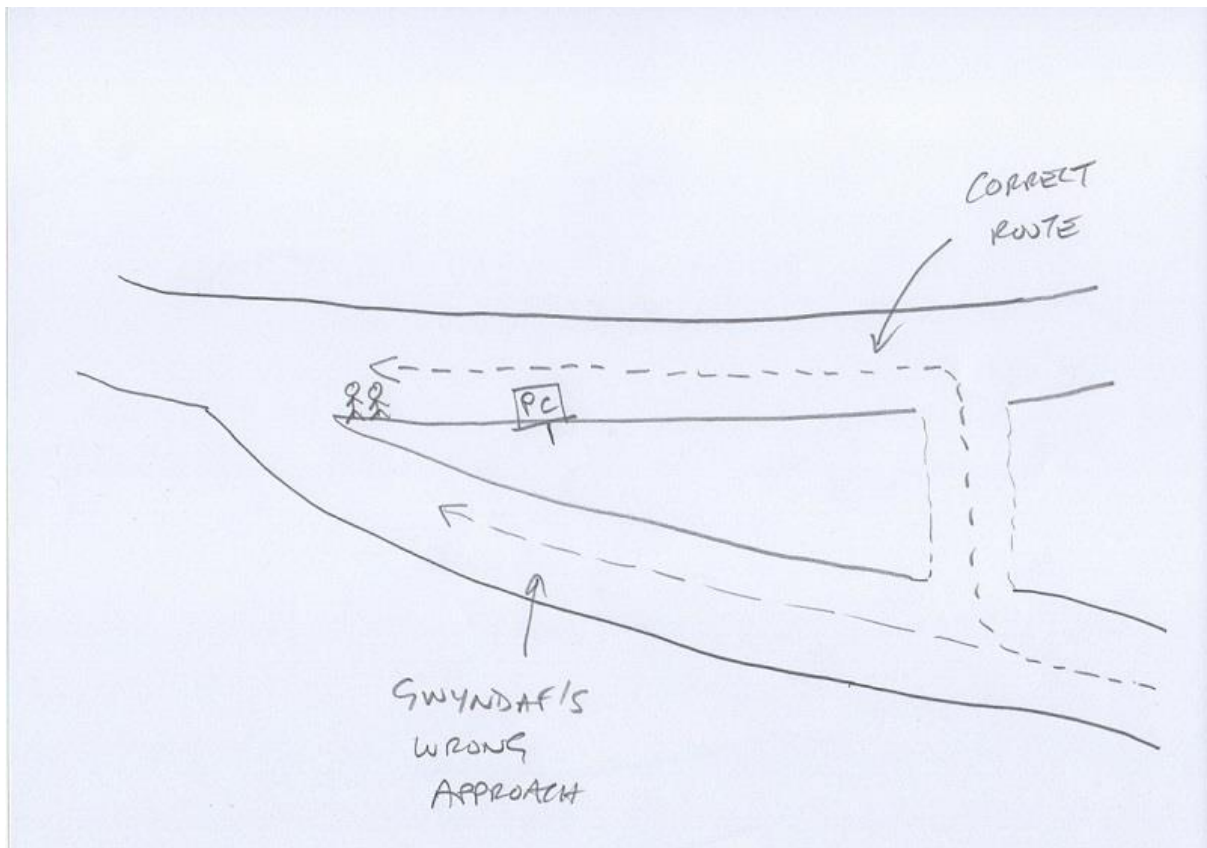
*John Easson sliding into a slot right on his way to winning the '86 Colman Tyres*

Anyway, back to my story...

Our passage control was at a junction as shown in the diagram on the following page. As you can see the cars approached the junction on one road but about 100 yards before the junction they had to take a slot right down a short white to join another road in order to approach our control from the correct junction.

The first few crews came through and correctly slotted down the white and passed through our control. But then a car approached at high speed, but instead of slotting right into the white, it came barrelling into our control at high speed, sliding to a halt a few metres away as the driver or navigator had realised their mistake. There was a bang as the gearbox was slammed into reverse and the car reversed at high speed back down the lane before turning right into the white and entering our control from the correct direction.

The car in question was the Chevette HSR of Gwndaf Ewans and his uncle Edwyn Evans.



Edwyn had the clipboard out with his finger pointing to where he wanted me to initial. I said to him that as it was a wrong approach, I had to sign in the wrong approach box. But Edwyn was having none of it. He told me that because they had corrected themselves that it was OK and that they had lost time because of the mistake. That sowed the seeds of uncertainty in my mind and because I knew what was at stake for these guys, I didn't want to wrongly saddle him with a penalty and so I gave him the benefit of the doubt and signed his card as correctly passing through our control. Of course, I later found out that because he had entered the control area from the wrong direction that he should have been given a penalty for the wrong approach which would have meant a Fail and therefore being placed way down the field out of the points.

As it was, he finished 2<sup>nd</sup> on the event taking 14 points with Mike Pattison winning the event with 15 points. At the end of the season Gwyndaf took the championship with Mike 7 points behind in 2<sup>nd</sup> place. Of course, Gwyndaf then went on to bigger things and very quickly became a works supported driver. I like to think that in some small way I contributed to his success. Of course, he may well have gone on to this success anyway, even if he'd come 2<sup>nd</sup> in that championship, but who knows...?

However, if I'd stood my ground and marked his card with a wrong approach then things might have turned out differently and I would have played my part in his downfall...

A few years ago, when I was in Germany watching the WRC round there, Gwyndaf pulled up at the start of the stage in his Volvo recce car that he used to do the gravel notes for his son Elfyn. He got his sandwich box out of the boot and ate his lunch while chatting to the other gravel note crews. I almost called him over to tell him about how his uncle Edwyn had used his silver tongue to convince a novice marshal that he'd done nothing wrong. But I decided against it...

I would also like to formally apologise to Mike Pattison. Would he have gone on to the WRC instead of Gwyndaf if he'd won the championship instead? Probably not, but you never know....



Steve Chaloner

# **A MYSTERY SOLVED (POSSIBLY)**

A few weeks ago I was looking through my old photos to find some taken by Ian Brooke many years ago, in response to a request from Vic to scan and post some on our Facebook page. There wasn't much response, so keep looking people.

While doing this I came across some that I'd taken, one of which was obviously Colin Pook in his Mexico and another that might have been Alan Kennedy in a Morgan. I hadn't noted where & when I'd taken them, but thought possibly Silverstone, early to middle nineteen seventies. Then Colin Rolls last month wrote about the Birkett 6-hour relay race and the Woolbridge team he'd organised, and I thought that might be the answer. Perhaps those concerned could confirm or not.



The Mexico looks more set up for stage rallies than circuits, but registration number FX 20 and it even looks like a Woolbridge sticker across the top of the screen gives a clue as to who's driving.

The next picture isn't as definite, but could the Morgan driver be Alan Kennedy? I remember the car as green, later in the hands of Geoff Pickett. The other car in that photo is a Porsche with Autofarm across the windscreen, so I'd put money on that being Josh Sadler. It's also pink for the benefit of those reading in black & white, which would be another giveaway. Older members might remember the snooker commentator howler from the days when colour TV was just starting – along the lines of 'for those watching in black & white, the blue is behind the pink'. It wasn't Murray Walker talking either!



Most of us were still watching TV in 405 line black & white in those days, never mind this modern 4K ultra high definition stuff.

Merv



## What a year I chose to get back into motorsport 40 years after I'd retired!

I started with competitive motorsport way back in 1973 in a ten year old Austin A40 Farina that I'd been given as my 18<sup>th</sup> birthday present whilst I was still at school. I was a member of York Motor Club and entered a variety of events with most success coming in autotests where the A40's narrow width made it more nimble than the ubiquitous Escorts.



When I was 19 I got a job with the Ordnance Survey and moved down to Southampton to undertake surveyor training. I then joined the Civil Service Motoring Association (CSMA) and continued to compete in autotests, road rallies and do sprints with the A40. It wasn't the quickest car out there, as it was a standard 1100 with around 40bhp, but it seemed to handle pretty well so I didn't have to use the brakes much!

In 1975 I was deployed to Doncaster to work on the survey of the, then new, M18 and M62 motorways where I invested some of my hard earned on AKU - a 1973 Escort 1300 Sport which was so much quicker than the A40!! I left it pretty standard as it had to double up as both my road and competition car. I continued to do a mixture of events with both York MC and the CSMA.

In 1976 with the motorways now complete and opened I was deployed up to Alnwick in Northumberland where I joined Alnwick and District Motor Club. This is where my working life got very interesting as I was retrained to

undertake 1:10,000 scale mapping which is the base scale for the mountain and moorland areas of the UK. My days were spent in Land Rovers climbing up tracks to access remote hilltops, flying around in helicopters to access where there were no tracks and, best of all, using my Escort to survey the Otterburn ranges and Kielder, Kidland, Harwood, Spadeadam and several other forests!



Unfortunately, after some great results in events all over England and Wales, AKU came to grief in mid 1978 and I bought a cheap Mk2 Cortina GT the following Saturday to tide me over for work and play. The Cortina's first event was a restricted road rally in the Yorkshire Dales the day I got the car and it turned out to be a very eventful rally! During the event the engine seized and I also totally lost my brakes going straight on at a T junction into a field, luckily the gate was open – but amazingly we did get a finish! The Cortina survived for two months until I picked up LKH - a 1975 ex-police Mk2 1300 popular plus Escort. These police spec cars had two door RS bodyshells and uprated brakes and suspension so they were a great basis for my new competition car. The standard FoMoCo carburettor was changed for twin 40 DCOE Weber's and a four branch exhaust manifold was installed which gave the engine significantly more power, and I replaced the standard gearbox with a 2000E box.

I had also started competing in Autocrosses with a 998 Mini Cooper in the ANECCC Journal Autocross Championship. This was great fun, and I had

reasonable success in the “up to 1000cc engine over driven wheels” class against other Minis, Imps and Clan Crusaders.

Later in 1978 ADMC put on their first Lion Stages - a farm tracks and airfields event and I entered this as my first stages rally. Safety rules were a lot less onerous than now and all I did to prepare the Escort was install a fireproof bulkhead and two BCF fire extinguishers – there was no cage and no full harness belts (inertia reel lap and diagonals were considered fine!). Running without a service vehicle I did the entire event on my road rally Dunlop SPR3 tyres which were great on tarmac and gravel but rather wayward on damp grass! The Lion Stages was always considered a rough event and the attrition rate was high so at the halfway halt I was pleased to find I was running fourth overall and second in class after some of the well known names had been forced to retire. By the finish I was amazed to find that I'd been elevated to second overall and first in class and I'd set six top three stage times!!!



By the following year's Lion Stages the Escort had been upgraded and sported a rollcage and full harness belts. We also had a service barge so I had sets of both gravel and tarmac tyres available. Unfortunately, on the fourth stage, I got out of sequence on a series of bumps which resulted in the sumpguard being pushed up, bending the crank pulley and shredding the fanbelt. After undertaking repairs we had to miss a couple of stages to stay within maximum lateness.

My next stage event was over in Cumbria and that resulted in my first non-finish when I blew the engine on an airfield stage due to oil starvation. I decided to replace the engine with another 1300 engine professionally built by Mayfair Motorsport in Sunderland.

I had a literally very topsey turvey 1980 season. Competing in Wales on a road event I lost front brakes, ran up a bank and put LKH very lightly onto her roof causing little damage to the car but blocking the narrow side road for five hours. The next morning we returned to right the car and get the engine going and later that day I managed to win my class in an autotest! Following the Wales inversion my very next event was the 1980 Lion Stages. All was going so well until, with three stages to go, a photographer fell into the track in front of me. I managed to take avoiding action and miss him but before I could fully regain the track I hit a stone culvert which flipped the car end over end before barrel rolling a couple of times. The car ended up back on its wheels and amazingly I managed to limp out of the stage with a badly holed radiator. We only lost about three minutes and I had to do the next stage before I could be serviced but we were able to finish the event. LKH was, however, too badly damaged to repair so I rebuilt the good bits into a brand new shell which I was allowed to re-register and she became FVY 736W. My mate Yuk Hodgson took the damaged shell which he somehow managed to straighten and sell on.



When FVY was less than a month old I entered a road event in Northumberland which was so foggy that 10% of the entry crashed out on the first competitive section! Because of my recent inversions I drove reasonably carefully and, although I lost time, managed to keep the car on the road. The Police asked for the event to be stopped on safety grounds at the halfway fuel stop and it turned out that my careful approach had been right as we'd taken a class win.

I'd had an expensive year and was buying a house, so 1980 was my last year of stage rallying. I did, however, do a few local road rallies and carried on autocrossing the, now 999S engined, Mini for another couple of years.

In 1982 I was chosen to survey the final 1:10,000 map in the UK. This sheet had been held back as it included the freshly filled Kielder Reservoir and it brought to an end the seven year programme to completely resurvey all the 1:10,000 mapping in the UK. By then I had bought a 2300 Chevette HS road car and I had great fun with her on Kielder's forest tracks. On its standard suspension, however, the Chevette's exhaust kept getting knocked off and the front airdam was very vulnerable to damage. Thankfully I still had FVY available to use until I could put the HS back together again. In 1983 I left Northumberland and moved down to work at the Ordnance Survey headquarters in Southampton and five years later I left the OS and relocated to Dorset.

I got a company car in 1990 and sold my Chevette which went over to Southern Ireland to be transformed into a stage rally car. The Escort sat in my garage for several years before being sold to a chap from Bournemouth and District Car Club, it has been SORN'ed since 2014.

Yacht racing became my thing for over 20 years and I didn't restart four wheel motorsport until 2005 when I took up Land Rover trialling with Dorset Land Rover Club. Both my wife, Jan, and I took to trialling like ducks to water as I won not only the first trial I'd competed in but also the first trial I'd ever even been to, and Jan then went on to win our second event!!! I was amazed at what our totally standard 200Tdi Defender 90 would do and where it would go and I had great success for the following eleven seasons winning the club championship nine times. Jan won the Ladies championship each of the six years she competed and came third overall in both of the first two years. This was all achieved with the same unmodified truck and for an overall cost in vehicle, tyres and repairs over the eleven years of just £4000. I eventually sold the 90 in 2016 for £2500 – that was seriously cheap motorsport!

In 2015 Jan bought me an Escort rally experience with the Ti Rally School in Yorkshire for my 60<sup>th</sup> birthday present. I found this great fun and really

enjoyed throwing their RS2000 round the airfield courses setting FTD in each run. This probably reawakened my need for speed and I looked into doing the British Cross Country Championship in the Freelander Challenge series, two rounds of which were held at Bovington. Thankfully I didn't pursue this as, due to falling entries, the BCCC was cancelled the following year.



I had attended a few historic rallies over the last few years and there was a niggling desire that this was the way to go. As an Escort man you'd have thought this would be what I'd choose but there were just too many entered in the historic classes and I wanted to get something a bit different. To classify as historic the cars have to have been in production prior to 1982 and I wanted to go rear wheel drive in the up to 1600 class. I considered various options but kept coming back to either a Talbot Sunbeam or a Hillman Avenger. All through the second half of 2019 I looked at several cars in the UK and Ireland and shortly before Christmas bought a rally prepared 2 door Avenger 1600GT from just over the Devon border. FBO had been originally built by Lavernock Motorsport in 2006 and used regularly in historic stage rallies before being lightly crashed in 2016. The previous owner had bought her as a repaired rolling shell and installed a professionally built "Group 1" 1600 engine originally from a Sunbeam Ti. He had then used her in 2017 and 2018 for non-competitive tour events such as Lombard Rally Bath. Driving FBO home from Devon I was disappointed by the engine performance and its reluctance to rev but was very pleased with its predictable handling. When I got home I went through the paperwork that came with the car and found a

recent rolling road print-out which showed that FBO was only giving about 80bhp at the rear wheels and was peaking at about 6000 rpm – for the spec the engine was supposed to have I was expecting more like 120bhp at the rear wheels and 7000rpm!!



I decided to pull the engine out so that I could investigate what I had actually bought. The carbs were fine but they did seem under jetted for the engine spec as it had similar sized jets to my 1300 Ford engine, however, the rolling road printout did show that the jets had been optimized whilst the car was on the rollers. The exhaust manifold and exhaust system looked to be fine and of a good bore. The cylinder head turned out to have the bigger Group A valves and appeared to have been well ported, and the engine also had the AVRL1 camshaft I was hoping to find. With this specification the engine should have been putting out between 140 - 150bhp at the flywheel..

I had removed and discarded the manifold gasket when I'd taken the engine out but on later inspection I found that it was for a 1300 Avenger which has significantly smaller ports than the manifolds and head on FBO. The gasket was, therefore, considerably throttling down and disturbing the air flow in and out of the cylinder head. I matched up the head ports to the manifolds and opened up the holes in the new manifold gasket to suit. I also did some research and upsized the carburettor chokes, main jets and air correctors to what I thought they should be. Road testing the car showed a significant improvement with the engine being much free'er revving and having loads more top end grunt - another rolling road session is now needed to fine tune the settings.

As I had kept all my old competition licences from the 1970's and early 80's I was able to prove that I'd competed all those years ago and I was able to apply for a MSUK Special Stages National B licence without having to do a BARS test.

I decided that the first events I'd do would be the April Wiscombe Park hillclimbs so in mid January I arranged for Tony Freeman to look over the car for me to see what work I would need to do and which class would be most appropriate for me to enter. We decided that the rally car class would be best so I needed to have the out-of-date Historic Rally Vehicle Identity Form renewed and some of the safety equipment updated. The new HRVIF photographs were taken and the form was sent to MSUK the day before Jan and I set off for a couple of months in sunny southern Spain.

No-one could have foreseen what would happen to the world whilst we were away. After six lovely weeks spent skiing, mountain biking and hill walking we were forced into Spanish Covid-19 lockdown. This was a lot more restrictive than lockdown has been in the UK and we had to stay within 100m of our home - only being allowed to leave the apartment one at a time to walk the dog for a maximum of 10 mins, or to go to the nearest grocery shop! Our ferry home was cancelled, rebooked and then cancelled again so we decided to risk driving back. We were aware that roadblocks had been set up across Spain to limit unnecessary travel and heavy fines were being levied on transgressors but, as we were repatriating to our country of residence, we should be OK. It took nine hours of driving to get to the French border and in the end we were only actually pulled over once where we were able to present a letter we had downloaded from the British Embassy in Madrid. When we got to the border we didn't know what the situation would be for entering France and were very surprised to find there were no checks at all!! We overnighted in a hotel near Bayonne for which we had been sent a keycode to access the hotel and room. Next day it was a 10 hour drive to the channel tunnel only stopping for fuel. So 35 hours after leaving our apartment east of Malaga we pulled into our driveway in Dorset tired and hungry but very, very, relieved to be home.

The next three weeks were spent fitting all the stuff I'd had delivered whilst we were away, and making various improvements and upgrades to the car. The HRVIF and updated vehicle passport had arrived whilst we were away so we are good to go whenever the present crisis restrictions are lifted. Lets hope the worst is over soon and we can get back to normality before all my new kit becomes out-of-date.

Martin Dover



# lockdown

What can we petrolheads do to keep ourselves occupied? Well, rally navigators are catered for with several table top events running to keep the brain cells active. I'm doing the HERO six week series; there's another run by Andy Ballantyne for the HRCR and various others. Keith did let me have a look at one of the HRCR series, but it was running in south Devon, an area I hadn't used recently (understatement). I did have the required OS map, but the route still pencilled in on it was I think a South Hams Club road rally, the Nightmare, from the late 1970s or very early 1980s.

Missing the odd new road & bypass and all the red diamonds (hiking trails) & green dots (cycle routes) that proliferate nowadays, the navigation was a bit tricky – even the electricity power grid had moved since those times and you had to go under that 22 times! I also think that was the event I navigated for Tony Mowlam in his quite new droop snoot RS2000. I can't remember much about the event except that it was very icy and we had to cut and run to avoid going OTL. I do remember Tony let me drive the RS home afterwards.

Another event has just been run by our old friend Bob Blackstock, a virtual scatter event around the Cotswolds. Like the HERO event, this was raising money for the NHS Charities. Although not in the same league as Captain Tom & his £30 million, the HERO event has raised over £11,000 and Bob's event is on course to hit his target of £1,000. This was more like a proper event, with instructions emailed to the competitors at one minute intervals and a time limit by which to finish. Various types of navigation led you to locations, which you then had to go to on Google Earth Street View to find names on buildings, signposts, etc. We had to find 15 out of 20 clues within 2 hours (plus 30 minutes for

novices). Some clues were worth more points, so those had to be attacked first to get the maximum points.

All was going well until I came to Q12, a herringbone, and I couldn't get it to work. Eventually, I resorted to the old trick of working it backwards from the finish, except I didn't know where the finish was.... The only clue was that it was five green dots after a junction just after a cross roads. There weren't that many green dots, so I started looking at likely street views. The question asked who couldn't turn right out of a recycling centre, and for one location I landed at a pet cemetery. Probably not the sort of recycling intended, but there was a weight restriction sign, so I moved 100m along the road and, lo and behold, there was a recycling centre with a weight restriction for right turns.

When Bob published the results, only two of the 50 entries had achieved the maximum score of 74, Bath MC's Martin Moore and me. The delay in sorting Q12 possibly cost me the overall win, because I was 5 minutes behind Martin in submitting my score sheet. Other crews taking part from our 12-car group were Rob & Lizzie Rhodes on 66 points in 9<sup>th</sup> overall and 6<sup>th</sup> expert despite a pit stop for a nappy change, and Roger & Carole Gibson on 60 points in 15<sup>th</sup> overall, 7<sup>th</sup> novice.

Merv Brake

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# SEX!

**Is what posh people have their coal delivered in...**

**Now I have your attention:**

**If you are in any way interested in my extended all night 12 Car Rally then please contact me, the editor, to register your interest. Thanks.**

## A SORTIE TO LE SARTHE

### My involvement in the 1967 24 hours of Le Mans

Colonel Ronnie Hoare was a well known and much respected entrant in Sports Car and Prototype racing in the 1960's, having been involved in motorsport, including racing and hillclimbs both before and after the Second World War. This he pursued alongside his military career and on leaving the Army, he headed up a Bournemouth Ford Dealership named F. English, whose large premises were situated at County Gates on the Poole to Bournemouth road. I think it is now a Tesco Supermarket! He had always been interested in Ferraris and after driving one he pursued an ambition to sell them in the U.K., which he did forming a company called Marenello Concessionaires, based partly in Bournemouth and partly in Surrey and with showrooms in St Swithin's Lane in London.

He had a great desire to race these cars and so a racing team – Marenello Racing – was set up in 1961. Employing such famous drivers as Mike Parkes, John Surtees, Michael MacDowell, Graham Hill, Jackie Stewart and Jo Bonnier and many, many others, the team enjoyed much success both in Great Britain and abroad. Cars used included the 250 GT SWB, the 250 Berlinetta, the Dino 246, the 330 Le Mans Berlinetta, the 275 GTB and prototypes such as 275 and 365 P2's and the 412 P. They also made use of the 250 LM and latterly the 365GTB/4 Daytona. (1972).

The team raced at the Le Mans 24 hour event each year from 1963 to 1967 and then a one-off at the 1972 race. In the 1960's the premier Motor Club in the area was the West Hants and Dorset and many of us early Woolbridge members also belonged to West Hants. Before the 1967 race someone in the team got in touch with West Hants asking if they could provide 8 volunteers to do lap scoring and pit signalling. Now it must be explained that although the Le Mans circuit was in the same location as it now is, employing partly closed public road and part private track, the layout was very different. Since there was no Ford Chicane just before the pits or even a pit wall, the signalling had to be carried out on the exit to Mulsanne corner, way out on the other side of the circuit. The facilities there consisted of an earth bank with no protection from the elements and at the rear of which were a row of concrete garages of which one was allocated to each team. There were of course no toilet facilities!

The scheme was that 4 of the team would go out on the Monday prior to race weekend driving a Ford Transit 12 seater provided from English's, with the remaining 4 making their own way down at the end of the week. The advance party – all Woolbridge members – were Dennis Hardy (former Chairman), the late Robin Maclachlan, John York and yours truly. We were to travel via Newhaven and Dieppe to stay at a town about 25 miles N.E. of Le Mans called Mamers. The other members of the team were Paul Channon, John Hood, David Bowles and Paul Pritchard. If we had a team leader it was probably Dennis, but Robin had the experience having been to Le Mans the year before.

On arrival at the hotel we were each given a bag of goodies, which included local produce, such as beet sugar and a book about the La Sarthe department.

The weekend of the race was also our first wedding anniversary, so it was very kind of my wife to let me go!. She took the view that I would probably never get that sort of chance again! Indeed she was correct and in fact it was another 30 years until I got back to Le Mans and then only as a spectator.

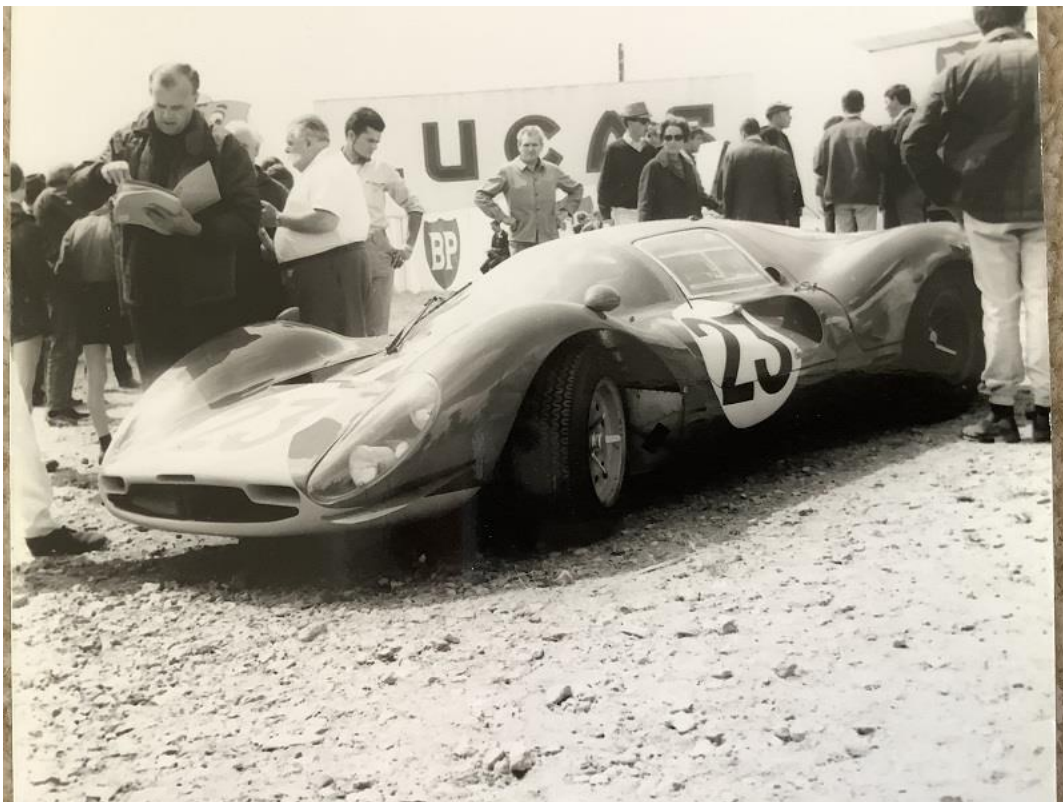
The rest of the Maranello team consisted of the team manager, Ken Lee, who I think was the general manager of F. English, assisted by Mike Clifford, who worked for or had worked for Fords. Then there were the three mechanics headed by Ivan Bishop.

The car to be raced was a prototype P4, well I say a P4, but like everything with Ferrari it wasn't that straightforward! There were 6 similar cars entered, three by the factory and three by private teams, one each for the Swiss Team, Filipinetti, one for Ecurie Nationale Belge and one for the Colonel. Now they all looked the same, and shared the 4 litre V12 engine, but varied in some details. The works cars had the 36 valve version of the engine with fuel Injection, whereas the 'customer' cars, which were really just updated versions of the 1966 P 3's, were using the 24 valve engine with Webers. At the start of the season the customer cars still had the ZF transaxles, but were updated for the Le Mans race to Ferrari's own transaxle like the works cars. The competition numbers of the works cars were 19, 20 and 21, while 22 was the E.N.B. car, 23 was ours and 24 the Filipinetti one.

Maranello had employed Richard (Dickie) Attwood and Piers Courage as the drivers and they also stayed with us at Mamers. I suspect the Colonel was lodged in much more luxurious accommodation in Le Mans! Piers had recently bought a Porsche 911 and drove himself and Dickie to and from the circuit. Robin enquired how long it was taking them and then tried to equal their time in the Transit with hair raising results!

Those who may have been to Le Mans in recent times will know that scrutineering is now quite an elaborate affair staged down in the city, with public admission and stands selling all sorts of things to the very international clientele. However, back in 1967 it was conducted on a grassed area just off the circuit, probably about where the Ford Chicane would now be. It consisted of open-fronted tents arranged in a three sided configuration with wooden trestle tables placed in front, behind which sat, what seemed to us very elderly gentleman: we thought they had probably been around since the race started in 1923!. Each competing car had to be pushed along by the mechanics and the rest of the team past each table, when the said gentleman, looking very serious while staring at mounds of paperwork would eventually pass the car to the next table. The Colonel, immaculately dressed as always in Blazer and Flannels, walked slightly ahead of our car offering de-luxe British or American cigarettes to those seated at the tables; this helped the process to go well for us! Not so for the Ford team with their superb Mk 4, 7 litre, honeycombed chassied GT 40's. They ran on 4 IDA twin choke Webers, the trumpets for which came up just behind the rear window, such as it was! This it was deemed by the A.C.O. scrutineers to impede the driver's rearward vision and could not be allowed. The Ford team had to trot off and at great expense have trumpets made of a clear plastic so the rearwards vision was not impaired! All very silly, because these cars were at least 20 m.p.h. faster than anything else on the circuit and nothing was going to be overtaking them, save perhaps the Chaparral under braking, about which more later.

That was Tuesday's entertainment and then to Wednesday. Some of you will know that each of the French Department have a Prefect, whose seat is usually in the principal town or city in the Department. In the case of La Sarthe that was of course Le Mans .In most Departments there is also a Sub (or Sous) Prefecture in another town and Mamers was such a town. Because our team was in part (all except the Colonel and the three mechanics) staying in the town the Sous-Prefect decided to have a reception and lunch for the team, including the Colonel and some of his invited guests. I cannot remember all of them, but it included Mike Parkes and Chris Amon. It started with drinks and canapés in the Sub Prefecture and we then adjourned to a local restaurant for lunch. It was quite an elaborate affair, which included lobster as one of the many courses. As often happens in France it went on a bit and so the drivers and the pit signallers (us) had to excuse ourselves in order to get to the circuit for the first evening's practice. I think we were required to hang out a board with times on, which I think we obtained by using the primitive 'phone in our garage, which was supposed to be linked to our pit. We spent Thursday morning at the hotel in the yard trying to rig up a communication system between the garage and the bank. I remember that it involved two tin cans and wire, but I'm not sure it ever worked. I think we gave up and adjourned to the bar!



***No 23 at rest in the paddock – note the state of the surface!***

On Thursday there was another evening practice session, which included running in the dark. After each practice session we were invited back to the Colonel's caravan in the paddock for drinks. Such was the charismatic character of Ronnie Hoare, that when you arrived at the caravan he immediately greeted you as though you were the only ones present, whereas there was the whole of the rest of the team and a few 'hangers on' always present. He would always close with 'Michael get the lads a drink', truly a gentleman of the old order. During the post practice discussion on the Thursday, the

Colonel spent much time trying to persuade a reluctant Ivan Bishop (chief mechanic) and his team to change the clutch, which they felt was quite o.k. However, Ronnie had a 'bee in his bonnet' about it and in the end his view prevailed: after all he was the boss! After the de-briefing we ended up in a little restaurant on the Tours road back into the city, with mechanics and some American acquaintances of theirs and had a delightful meal at about 1.00 a.m. – you couldn't do that in the U.K.!

As I recall on the Friday, which involved no practice, we went into the city in the evening for the Drivers' Parade. I remember talking to some young Swedish fans in a bar (we seemed to spend a lot of time in bars!).

And so to the race itself.

In 1967 it was still the tradition that drivers lined up on the opposite side of the track to where the cars were parked in echelon in front of the pits. Upon the dropping of the flag (the Tricolour of course) they sprinted across the track, climbed into their cars and took off up towards the Dunlop bridge, frantically trying to do up their seat belts as they went! I am sure many of you have watched footage of the chaos that often occurred.



***The start showing No 23 well placed on the left side of the track. Three other P4's (Nos 19,21 and 24) are also in the picture with two of the Mk4 Fords and the Chaparral still not moving.***

Bruce McLaren in one of the works 7 litre Fords should have been first away, having put in the fastest practice time, but by the time the pack reached us it was Paul Hawkins in the Mk 2B GT40, who was already building a considerable lead. The Mk 2B employed the 7 litre engine and I think the 'B' just denoted that it was the competition version. Our Car was in 14<sup>th</sup> place after the first lap and slowly climbed up to 12<sup>th</sup> as others dropped out or hit

trouble. As darkness fell the Mk 4's were still dominating at the front, but the Mike Parkes/Ludovico Scarfiotti P4 was well placed. At half distance our car was running in 8<sup>th</sup> position. Also running well was the Chaparral 2F driven by Phil Hill and Mike Spence. At one time during the hours of darkness there was a good dice going on between one of the Mk 4 Fords and the Chaparral, where the Ford would take the lead around the twisty part of the circuit only to be overtaken by the Chaparral on the braking for Mulsanne corner (our location), because with its air brake high above the rear of the car, it could easily out-brake the Ford, but after Arnage corner the Ford had the advantage of better handling.

One of the host of things that went wrong was the identification of our car in the dark! This was very important as the Colonel had given us the responsibility of keeping the lap charts, because in those days cars were passing the main pits at up to 170 m.p.h.! Each car was fitted with two coloured lights on the roof by which they could be spotted during the night. Now Dickie Attwood, being quite tall, managed to hit the terminals with his helmet on getting into the car thus causing the lights to terminally fail. So we said to ourselves our car will be the one without lights, but as the race went on many of the cars lost their identifying lights, so it was very difficult to pick up our car in the lighting, which as I remember was no better than ordinary street lights of the 1960's. So the accuracy of the lap charts deteriorated as the race went on! Robin took the book of lap charts away afterwards and tried to sort it out with John York, but I am not sure if they ever succeeded!

Soon after the half way distance our car, which had been using a lot of oil throughout the race, needed the reservoir to be filled again, but the A,C,O, rules only permit this to be done at certain intervals during the race and insufficient time had passed since the last fill-up. So sadly the car had to be retired, to spend the rest of the race sitting on the works transporter in the paddock awaiting the return trip to the factory in Italy for an engine rebuild. The race, of course, was won by the No 1 Ford driven by A.J.Foyt and Dan Gurney, but with the Mike Parkes / Lodovic Scarfiotti P4 in second place to save the Ferrari honours. To be fair the Fords were very unlucky, when during the hours of darkness one of their car came in for a brake pad change, but the driver forgot to pump the brakes before setting off again and so on arrival at the Esses found himself without full braking and hit the bank ending up across the track. Unfortunately the next car along was another of the Fords and it became entangled in the accident; so two of the Mk 4's were eliminated in one incident. The Bruce McLaren car also lost some of the bodywork out on the Mulsanne straight and the A.C.O. rules meant that poor Bruce had to spend time gathering up the pieces and sticking them back together with a roll of 'gaffer' tape that miraculously came over the fencing!

So we all trooped back to the hotel, tired out and a little deflated, but having enjoyed a remarkable experience, returning home on the Monday. Richard Attwood, now 80 years of age, still drives in the Goodwood Revival meeting every year, but sadly Piers died in an awful F1 accident at Zandvoort in 1970.

I believe the car eventually passed into the hands of David Piper, who raced it for many years

**Colin Rolls**

# **“AS IT WAS”**

## **JUNE 1981**

A 28 page magazine greeted members in June 1981. Unusually no list of club officials appeared in the magazine. I was Editor and it must have been an oversight as they had appeared in earlier and later mags that year.

An extensive Club Calendar listed ours, and invited events in June, July and August. It showed a total of some 10 Autocrosses, 11 Autotests and 6 Rallies amongst them. Socially there were 6 Natter 'n Noggins, a Barn Dance, and our Summer Barbecue.

Prior notice was given of our very popular National Championship Huntsman Autocross which would be on August Bank Holiday Sunday.

In my Editor's Notes I thanked all the advertisers who had just renewed their advertisements and welcomed 4 businesses advertising for the first time.

The Magazine cover had just had a facelift courtesy of photographer and club member Ian Brooke and the June issue was its debut. There were 4 photographs depicting various aspects of our motorsport. These were of Andy Webb at an Autotest in his Ford Escort, Rod Wiltshire rallying an RS 2000. Martyn Griffiths in his March single seater at Wiscombe Park Hillclimb and John Forsyth trialling in the woods at Waddock Cross in his Special.

“Hill-man” reported on the first round of the ASWMC Trials Championship run by Tavistock Motor Club on 15<sup>th</sup> March. The venue was a deserted tin mine described in the article as being fantastic with every type of surface imaginable but rough enough to invert a Mini and cause various transmission troubles amongst competitors. Results amongst our club members were C Norris 1<sup>st</sup> Overall, C Farris 2<sup>nd</sup> Class 2, Andy Webb 1<sup>st</sup> Class 4, Ian Palmer 4<sup>th</sup> Class 4, with Gordon Francis and Dave Hanley retiring.



In those days there was a Social Secretary and Sue Birkill reported. When at Wiscombe one weekend, she had heard comments from some club members that they were not entirely happy how some social events were being run. Forthright, as she often was, Sue had replied "If we don't know what you want, we can't run it!" and suggested pen was put to paper and observations made through the club magazine. I wonder if any were received? .... I must look up subsequent months' editions.

On 24<sup>th</sup> June a Knockout Skittles Evening was to be run at the New Inn, West Knighton and notice was given that on Wednesday 8<sup>th</sup> July a Gymkhana would be organised at a venue to be announced.

Later in the year Steve White had promised to get together some motorsport films for a viewing evening.

Sue ended her Social Notes with reference to the forthcoming Barn Dance on Friday 10<sup>th</sup> July at Bayard Barn, Upwey, Weymouth. It would be a traditional barn dance with complete instruction for all comers. There would be a bar and the event would run from 8 till 12 midnight. The last such event had been run 10 years previously and enjoyed enormously by those attending.

There followed National Motor Museum News which was received periodically outlining events at Beaulieu.

In Chairman's Chatter Geoff Pickett referred to the particularly wet and boggy Wiscombe Park Hillclimb in April. The Motoring News report of the event had simply said that WMC must have felt relieved and not a little proud of themselves for having actually completed the competition! Geoff thanked everyone for their outstanding efforts. Geoff also promoted the Barn Dance saying that as it was to be on a Friday evening it wouldn't interrupt members' motorsport!

"Staging Scene" was Geoff's report on the rally scene where he was co-driving a Sunbeam Lotus with Alan Matthews. Other members mentioned in his report were Phil Gale/Tony Mowlam in a Mini, Vic Fancy / Steve White in a 1300 Escort and Danny Morgan / Adrian Patten in a Datsun 240Z.

Membership Secretary in 1981 was Nigel Lines and his published report each month set out not only current figures but details of new members names and addresses, cars owned, interests, occupation and by whom (if anyone) they were introduced. This added, perhaps, an element of interest for existing members. Food for thought?

“McBeath’s Mutterings” was hillclimb based with reports on the first events with Andy and Simon’s Imp engined Merlyn Single Seater. They took in Tregrehan, Whitecross Sprint, and the wet Woolbridge Wiscombe.

“Learning to Live with Them” was my article about driving on the island of Malta having just returned from 3 weeks of driving “their way”! This chronicled our early view of using the Maltese roads. Yes, the Highway Code was very much like in the UK but compliance was negligible. Every man for himself at roundabouts and without a horn you were lost! Overtaking *should* be carried out on the right, but on dual carriageways the left will do if the car in front won’t move over!

The club’s Echo Dragon road rally was set for 15/16<sup>th</sup> August and Vic Fancy was distributing regs and entry forms and seeking marshals.

The annual MG Car Club Salisbury Trial had taken place at Chalk Pit Hill on 29<sup>th</sup> March with the Army doing high speed tank trials in the background. There was persistent rain all day creating monsoon conditions. “Hill-man” reported the results attained by WMC members. Class 3 was won by C Farris with Harold Sibley 2<sup>nd</sup>. In class 5 the win went to Ian Palmer with Andy Webb 2<sup>nd</sup>, C Norris 4<sup>th</sup> and Eric Moxom 6<sup>th</sup>.

Rounds 6 and 7 of the Patrick Motors Westover Rally Championship had just been completed. Top WMC Driver was Trevor Hadley in 7<sup>th</sup> spot and Top Navigator Steve White in 8<sup>th</sup>. In the PMW Autotest Championship after round 3 WMC’s Dave Nutland in his Mini 1000 lay in 3<sup>rd</sup> spot with Colin Ellis in his Imp 875 in 6<sup>th</sup> and Phil Gabe 7<sup>th</sup> in his Hillman Avenger 1500. The next event was to be on 14<sup>th</sup> June to be run by WMC at the Portland Naval Air Station, a really excellent venue.

Bournemouth MC had run their Hollington Farm Trial at Sopley Common on 3<sup>rd</sup> May. Production classes only saw 2 WMC entries with Phil Gale in his Mini taking Class A and Andy Webb in his Imp Class D. In the Specials Class John Forsyth took 2<sup>nd</sup> spot. During the day 40 hills were tackled in appalling conditions.

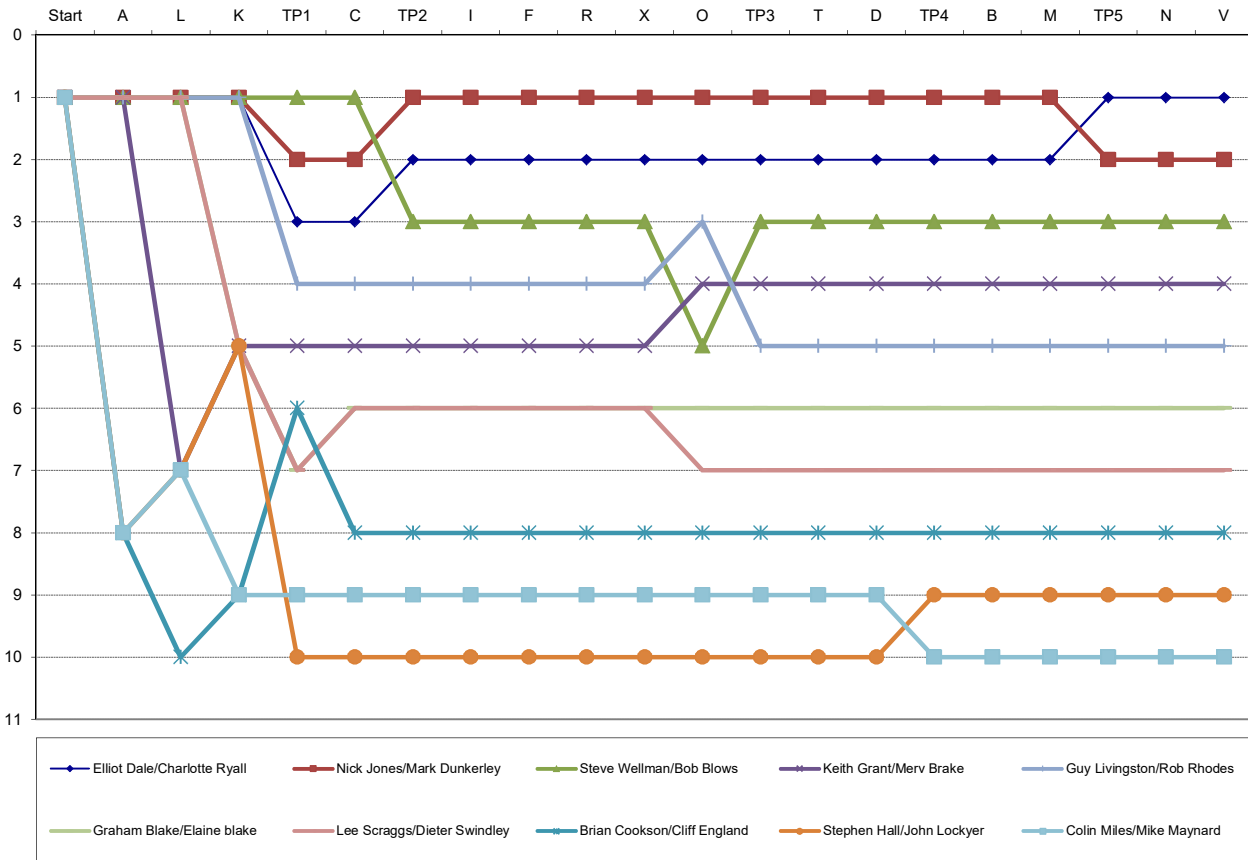
Completing our magazine was a letter from the Commandant of the Royal Engineers Training Bridging Camp at Wyke Regis. After many years at the helm Col Ernie Durey was leaving to take up a posting in the USA. We wished him well as he had always supported the club in using the excellent autotest venue and making sure that space was available for our events.

Colin Pook.

### 12 car results March 4th 2020

Crew	Start	A	L	K	TP1	C	TP2	I	F	R	X	O	TP3	T	D	TP4	B	M	TP5	N	V	Fails	Total	Position
Elliot Dale/Charlotte Ryall					203		50	300					61			3			14		300	0	931	1
Nick Jones/Mark Dunkerley					82		106						126			208			134		300	0	956	2
Steve Wellman/Bob Blows					1		600					300	35		74			81			0	1091	3	
Keith Grant/Merv Brake			300		258	300	39						155		300	18			16			0	1386	4
Guy Livingston/Rob Rhodes					245		600						600			23			42			0	1510	5
Graham Blake/Elaine blake				300	600		600						762			116			4		300	0	2682	6
Lee Scraggs/Dieter Swindley				300	600		600					300	684			179			197		300	0	3160	7
Brian Cookson/Cliff England		300	300		236	300	600	300	300	300	300	300	F	300	300	F	300	300	0	300	300	2	5036	8
Stephen Hall/John Lockyer		300			F	300	F	300	300	300	300	300	F	300	300	0	300	300	118	300	300	3	4018	9
Colin Miles/Mike Maynard		300		300	600		F	300	300	300	300	300	F	300	300	F	300	300	F	300	300	4	4500	10

Penalties in boxes are early, 600 at TP1 indicates wrong approach, missed loop around Litton Cheney, 600 at TP2 wrong departure, not going LWR small triangle away from the control





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FINAL CLOSING DATE  
FOR THE ***July 2020***  
EDITION OF THE MAGAZINE  
WILL BE  
**Friday 19<sup>th</sup> June**

ALL COPY TO STEVE PLEASE

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

**Woolbridge Motor Club - APPLICATION FOR MEMBERSHIP**

Membership Secretary - 5 Shortlands Road, Upwey,

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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.

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1

2

Main motorsport interests:

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