

Westfield World

The magazine of the Westfield Sports Car Club



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WE DID IT ON THE HILL AT 21
June 23 2018

SHELSLEY WALSH
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WSCC
WESTFIELD SPORTS CAR CLUB
21st
Anniversary
1998 - 2018



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CHAIRMAN'S CHAT

Hello again and welcome, and an especially warm welcome to our new members and our new Area Organisers, thank you for joining and thank you for your support, I hope we will live up to your expectations.

I'd like to get straight to the important point of my ramblings this issue and that is; we still need to find our new Treasurer! I know there are members out there with the skills and the passion, I also know that many of us simply don't feel we can dedicate the time required which is perfectly understandable.

However, I believe you'd be surprised at how just a few hours a month will suffice. The rewards of course far outweigh that effort; not only will you be managing the finances for Club and Motorsport, you will also be a committee member where your views and ideas will help shape your Club going forward.

If anyone is interested, please talk to David directly or myself or Dave Eastwood, and we will talk you through it all and you will be given a full handover. This is now critical; your Club needs you!

On a positive note I believe we have found a successor for Stuart Faulkner, our outgoing Shows and Events Coordinator and we will announce those details formally and in full once it's all settled and agreed but for now, thank you Stu.

I had yet another thoroughly enjoyable Blyton Sprint weekend, overdoing it on a couple of occasions on the Friday track day and therefore grateful for the new runoff.

It was hot though and more than a little frustrating and uncomfortable that we had the water issues (whoever went around 'trying' the showers late Saturday night and therefore draining the whole tank again once the water came back on needs to have a word with themselves).

On a lighter note, I was pleased to see a few more of you around the Gazebo of an evening and my thanks to those who pitched in with set-up, take down and BBQ-ing for the marshals and the rest of us.

I appreciate the focus for most is the weekend sprints so these little socials are not in the forefront of your minds over the weekend but it was good to see (and we need to see more of it) the much talked of Speed Series Banter in the flesh and I have high expectations that more of you will not just take advantage of the facilities but stay

a while and join in next year.

While we are on Blyton, another ask please: John Williams, our Competition Secretary, needs a second/backup. This person will essentially be able to step into John's role on the Saturday and Sunday of the Blyton Sprint weekend should John and a Bus actually meet, and not for transportation!

If you are a regular at Blyton, you will know how it runs to a degree, so that would be helpful but otherwise open to all Members. Please do get in touch.

Still with Blyton, it was my pleasure and honour to finally nab Nigel Curry and present him with the *Roland Garratt Award* for exceptional services to the Club and to the Speed Series. This was duly awarded for everything Nigel has done and continues to do to keep Club events running especially the Blyton Sprint.



To be fair, without Nigel we would not have a sprint weekend or at least if we did it would be chaos. Well done Nigel and thank you for everything.

It's been a glorious summer so far, if perhaps a little too warm (?) but I hope it continues and that you are able to make the most of it; don't forget Julie's Battle of the Odos, there's still time to put in the (s)miles. I hope you enjoy this edition of the magazine, thank you for your continued support and contributions and stay safe and well.

Best regards,

Andy Banks

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WE DID IT ON THE HILL AT 21 Celebrating 21 years of the Speed Series



All photos © Ian Dowding

Saturday June 23 2018 has simply got to be the first words in this account, and a day those of us fortunate enough to attend will remember for a very long time indeed.

The reason it is so special is that we were there to celebrate the 21st birthday of something that has become part of the lives of a certain section of the Westfield community – *The Westfield Speed Series*.

The series was conceived and brought to life in 1998 by Tom Green, the history of which has been documented here previously in superb detail by Peter Osborne.

The day dawned in beautiful Teme Valley sunshine at the world-famous Shelsley Walsh Hill Climb, a place ingrained in the history of motorsport, being the oldest motor racing venue in the world which has been in continuous use since it arrived here in 1905.

The venue is owned and run by the Midland Automobile Club (MAC) which itself was formed in 1901 by a group of like-minded enthusiasts who wished to see how their cars performed by testing them against the clock in competition.

This is the exact same principle applied in the Westfield Speed Series events every year across a range of circuits and hills.

So it came to be that 57 Westfield enthusiasts assembled on a Saturday morning to enjoy a day of celebration at this famous venue used regularly as a part of the Speed Series calendar.



On this occasion, however, no clocks were to be used as the event was run as private hire 'Fun Day' for the club. This allowed a very special thing to happen in that, along with some Speed Series regulars, any club member was able to run their car up this special piece of tarmac and become part of the history of the place.

The event was fully marshalled and operated along safety rules similar to those used by the Motor Sports Association (MSA) for this type of event.

All drivers were briefed on the rules and regulations at the start of the day and we were told that, subject to abiding by these and subject



to time, we would be able to take as many runs as we wanted after waiting in line.

The other difference, which was a benefit and rare opportunity created by this type of event, is we could carry passengers.



Many of us took great advantage of this for our family and friends, with the additional benefit that entry to the venue was free of charge for those who rolled up on the day.

It is a credit to the drivers who took part that no incidents or accidents occurred

barring one minor mechanical failure.

At lunchtime some very warm drivers settled down in the courtyard for a well-earned rest, some explored the restored and working Water Mill – another feature of the place even older than the track and a tribute to the 'Dibnahs' of Shelsley – while others enjoyed a beer and a little music provided by Luke Spooner.

The afternoon track session continued in the same vein as the morning and some very tired cars and drivers took their last runs just before 5:00pm.

A total of over 400 runs on the hill were completed! Outstanding Effort!

My last passenger ride was for our valiant photographer Ian Dowding who had been with us since 07:30 and was also staying to cover our evening dinner – what a trooper!



A very big thank you has to go to our Marshals, Course Control, and the Shelsley support staff for a well-run day.

Our 21st Celebration Dinner was scheduled to start at 19:30 and the 80-seater Courtyard Restaurant was booked to capacity for this special event.

Before heading into dinner, the spruced-up drivers and our guests enjoyed a little more of the wall-to-wall sunshine gifted to us all day, a little more work for the bar staff, and another hour of music from Luke Spooner, to add to the ambience that is such a part of this special place.

The Restaurant walls had been specially prepared using many Speed Series photographs covering the 21 years, provided by members and collated and printed by Trevor Little.

Dinner was served in an impressively efficient manner by Trefor Cook and his staff.

A short interlude followed, allowing many of us to top up on liquid refreshment from the Courtyard Bar.

Graham Frankland then took to the floor to pay tribute to some special people involved in the Speed Series over its 21 years.

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Trophies, presented by Steve Robinson, had been commissioned to recognise individual achievement over the years, with Bronze awards to Terry Everall for Persistent Achievement and John Hoyle for Consistent Achievement; unfortunately neither could be present to collect in person.

Adrian Clinton-Watkins was presented with the Silver award for Regular Achievement (three Championship Wins over the 21 years).



The Gold Outstanding Achievement Award was presented to Keith Adams who has competed in all 21 years of the Speed Series in a WESTFIELD!

The floor was then handed over to our guest speaker for the evening, Steve Robinson (Former Speed Series Competition Secretary) who shared some special memories and history of the Series.

Steve's memories included moments of which competitors in more recent years were totally unaware. Steve's recollections were presented in such a way that it kept us competitors and our guests (most of whom knew nothing of our special Speed Series world) entertained well into the evening!

Well done Steve – a career on the stage may beckon in retirement!

The event was the brainchild of Graham Frankland and supported by the WSCC. There was substantial



outlay to hire the circuit for the day which I'm sure caused some nervous nights during the planning phase and in the early days of its release to the membership and possible guests.

As it turned out in the end the support from all drivers, dinner guests and spectators turned the event into a rip-roaring success and any financial concerns disappeared over the hill into the setting sun!

The venue was absolutely perfect for our 21st Anniversary Celebration in that it provided a very special circuit and a first-class restaurant all in one place at an affordable price!



Congratulations to Graham and the WSCC for providing this event to celebrate a very special milestone of the Speed Series – here's to the next 21 years and long may it continue!

Craig Spooner



Keith Adams, Gold Award winner



Nowhere else in the UK is able to provide such an enchanting venue with history, challenging driving and good food.

Comments on the forum from those who attended echo my positive thoughts that this was a massive success as an event, and could even be repeated in the future in the right circumstances.

Steve Robinson entertains the after-dinner crowd with his memories of the Speed Series





TEL'S TALES

Terry Everall, Speed Series Correspondent



All photos © Anthony Mitchell (AIMM Photography)

John Loudon spraying water everywhere at Three Sisters

Last weekend was wet and it was Blyton, Rounds 25 and 26 of this year's Series and I really do not know where the year has gone.

It has been hot during summer but the Three Sisters event on 29th July saw us driving on a flooded track where a canoe and paddles may well have been quicker and safer, but we all managed without car damage and just ended up with wet bottoms!

The two Hethel events have used the new southern layout of two laps which came as a surprise to most of us.

The Silverstone Stowe circuit sprint held on the 3rd June was attended by 11 drivers but we were only on the one lap course rather than the two laps and the paddock and toilet facilities were very poor which may need review if we are to return.

The Westfield Speed Series Weekend including the Friday trackday was once again well supported and enjoyed by everyone with glorious weather and a good social do on the Saturday night.

Most sprint cars kept going all weekend; but mine had a very frustrating electrical fault which showed up after the first practice on Saturday and despite valiant efforts to trace the problem (with the help of lots of competitors) we could not fix it.

It turned out to be the Powercommander V which controls the fuel and the ECU went into shutdown mode!

I did double drive my brother Steve's car on Sunday and really enjoyed it apart from its lack of brakes, so we fitted new pads after the event which have made a big improvement.

Two more drivers who went well were Paul Dew (aka Tigger) and Mick Skidmore, after John Loudon and I offered advice on their car suspension set-up making it much softer and they both achieved personal bests.

It was good to see Siltech Racing displaying a range of their products, including suspension parts and other



The Everall Brothers, Steve (above) and Terry (below) 'powerboating' through the chicane at Three Sisters



goodies at a very reasonable price.

Dennis and Andy Silman run the business and have a great reputation for giving advice and being able to machine bespoke parts to fit most cars and they had a lot of interest over the weekend.

As many of you know Three Sisters has been resurfaced (as has Loton Park and Harewood) and attracted a small entry for the single lap course 2.

Unfortunately, the weather was more like a monsoon than the hot weather we expected so the

new track surface did not help anyone as it was an exercise in aquaplaning.

John Loudon scored himself a nice 100 points; but Steve Everall was quickest compared to the target and scored 100.88 points (his best of the season).

The August weekend sprint run by our friends at Longton Motor Club was under subscribed but the event still went ahead and gave competitors a fantastic two practice and eight timed runs on both days.

Tony Smiley, in his immaculate 'Busa, had a ball and has really got the bug as he improved his times all weekend, and on Saturday won a trophy for fastest novice which put a smile on his face.

Fastest Westfield on Saturday was John Loudon and on Sunday it was me.

Engine problems put out Howard Gaskin (gearbox) and Steve Everall (clutch issues) but despite alternator belt/mounting bolt issues, Garry and Del kept going in the "B" car as they pulled off some impressive repairs.

Steve and Roz Carpenter are still going well as the season progresses and Simon Waterfall put in another very good performance in his new, ex Kevin Bamber, K-Series car.

Mark Anson, Richard Kerr and Tim Nunn were also seen wandering the paddock and all looked like they would have preferred to be driving rather than spectating.

The season has still plenty of events on the remaining calendar including sprints and hillclimbs with the usual end of season October weekend when class and overall winner will be settled.

There are several drivers who could win the overall event and just lately Keith Adams and Howard Gaskin are scoring well !

Terry Everall
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A DAY AT ROCKINGHAM MOTOR SPEEDWAY



NEW MEMBER

Simon Salisbury

Dean was supported by his Dad, and Tim K by his friend Andrew.

Given the track conditions, things started off slowly and initial laps were tentative. My first outing with Bernie lasted just two laps, before the session was red-flagged to allow the recovery of one of the very professional looking touring cars, which had ended up buried in a gravel trap. This was the first of several stoppages during the day.

Dave seemed committed from the outset (at least I think that's how Rob C described it, as he climbed out of the passenger seat) and the grass and mud splattered over the car appeared to substantiate that claim.

Barry, in his MX5, appeared to be enjoying conditions and the on-board footage viewed subsequently demonstrated an admiral level of car control, although one sideways moment in particular must have caught his attention, given that it happened on one of the banked corners.

Gary, with his 330+ horses to handle, confirmed that the conditions were less than ideal for his car.

Late morning saw the rain set in, to the point where the circuit had to be closed, as they couldn't see from one marshal post to the next. As a result, an extended lunch was taken.

finally, a warning that the surface at Rockingham, when wet, was like "oiled eels", – very comforting.

Dave spun, again



It was back to the garages, unload the car and let the fun begin.

For the record, there were ten Westfields, plus the aforementioned Mazda, and the entire crew for the day were:

DRIVERS

- Barry Francis
- Russ Halley
- Bernie Holdgate
- Tim Essex
- Dean Savill
- Dave Ward
- Gary Lucas
- Steve Lee
- Andrew Dixon
- Tim Kirk
- Rob Thomas

CARS

- Silver MX5
- Yellow Duratec
- Yellow Red Top
- Blue Sigma
- Black FW Zetec
- White Supercharged Mazda
- Blue Turbocharged Mazda
- 'Red Shed' Zetec
- Green Pinto
- White Red Top
- Black SDV Mazda

PASSENGERS

- Soraya Khan-Allen
- Rob Cooper
- Kev Turner

It was an early post on the Forum that flagged up an open pit lane trackday at the Rockingham Motor Speedway on May 25th, and over the next couple of weeks the number of attendees steadily grew.

As the day approached the weather reports varied wildly, but not enough to dampen the excitement witnessed by various proclamations ahead of time that: "The car is loaded".

I was travelling up with Bernie Holdgate, the idea being I would share his car for the day, and we set off from Essex at 6.15am on what appeared to be a pleasant morning.

The traffic was surprisingly heavy and we were soon behind schedule. As we passed through Cambridgeshire, the weather deteriorated and the rain persisted for the rest of the journey.

We eventually arrived at the track at 9.15am, missing both the briefing and the sighting laps; but it was good to see the four allocated garages already packed with Westfields and one Mazda MX5.

Busy garage



A quick hello to those who had made it on time and we were off to sign-on and have our separate briefing. A few rules on track behaviour, the meaning of flags and

Circuit closed



We subsequently gathered in the garages in readiness for the afternoon session; but the rain had been replaced by thick mist and there was no sign of the circuit being reopened.

The circuit's open!



Dave Ward and Rob Cooper at speed



Luckily, Dean and his Dad were providing a constant supply of tea, coffee and biscuits and it was a chance to sit around and chat about anything and everything.

Simon Salisbury had seen the post on the forum and, living fairly close to Rockingham had come down to watch. He introduced himself as a new member and wannabee Westfield owner and took the opportunity to look at the assembled cars and talk to the owners.

Finally, approaching 3.00pm, we received the news that the pit lane would soon be open and everyone made for their cars. I went across to the pit wall and watched everyone pull out and, a lap later, it was an impressive sight when they came off the final bend and onto the main straight en-masse.

Dean, as usual, was pounding out the laps, while Russ was gaining in confidence as he pushed and got some heat into his tyres.

Tim E was enjoying the extra power his recent engine work was providing and Tim K, Andrew and Rob T were all running strongly.

Steve Lee (not a WSCC member) in the wonderfully named 'Red Shed' was really putting on a show, even keeping a couple of the Radicals honest.

Dave was still spinning, but the supercharged engine sounded mighty on the straight.

I was out with Bernie again and enjoying the layout. There was insufficient time for me to have a drive and familiarise myself with a different car, but I am grateful that Bernie was even prepared to let me take it out and look forward to taking up the offer another time.



Russ Hailey

Soraya had passenger rides in several cars and I feel sure she will be involved as a driver before too long.

Sadly, Tim E's day ended prematurely when mechanical failure pitched him into the wall on the outside of the oval section.

The opposition



Luckily, the offending bolts sheared during braking for the hairpin leading onto the infield, so the speed at impact was reduced.

The damage, other than that which caused the incident, was limited to a scuffed wheel rim, a bent wishbone and damage to both the cycle wing and tub.

It will, I am sure, provide ammunition for some tall tales in the future about: "The day I hit the wall at Rockingham".

All too soon, it was over and the chequered flag was out. It was a truncated day, but the camaraderie was fantastic and it demonstrated just how good a trackday can be when you get good numbers attending.

Whether you go as a driver, passenger or spectator, please get involved in these events, they are a lot of fun. "Do we do it again?" Was the question Andrew posed on the thread after the event: "Hell yeah!" I say.

As a footnote, this was Gary's final outing in his Blue Beast, as he subsequently put it up for sale, to focus on his Cobra build.

But guess what, new member Simon absolutely didn't waste his time coming along for the day to watch because, as I type this, he has put a deposit down to buy it. What an introduction to Westfield ownership that is going to be.

Kevin Turner

Very murky conditions at Turn 4





LE MANS CLASSIC 2018



Cars lining up for classic Le Mans start

Observant members of the WSCC Dorset Area noted that Westfield was now an eligible vehicle marque to take part in parade laps at the 2018 Le Mans classic.

PLANNING AND PREPARATIONS

Plans were made over a number of months, resulting in five cars and six members signing up for a trip to the event in July 2018.

The 'Dorset area' consists of a cosmopolitan mix, and for this trip was made up of three members from Dorset (Malcolm, Dale & Chris), two from Somerset (Jon & Adge), and one from Lancashire (Andy).

Cars included an XI, and four 'seven type' cars. Namely a 1.6 litre Mazda engine version, three 2-litre Ford engine versions (two Zetecs on Webers, and an EcoBoost).

The plan was to catch the 08.15 Poole/Cherbourg ferry on Thursday 5th July, camp for four nights, home via 18.30 ferry Monday 9th July.

Cars duly checked over and loaded in the days leading up to the off. Andy had a long, wet trip south from Lancashire on Wednesday 4th, ready for the off early Thursday.

THURSDAY 5th JULY

Adge found the Somerset levels shrouded in fog at 05.15, but all met up on time at Lytchett Minster. Filled up with fuel, then joined a cosmopolitan mix of cars, and manoeuvred up the ramps onto the ferry.

Breakfasted, and thirsts quenched, disembarked ferry and regrouped. After a slight hiccup with Adge's 'satnag' trying to take us back across the channel to Poole, we headed south across country, towards Le Mans, mindful of the recently lowered 80kph speed limit.

Sun was shining, a warm(hot) afternoon, but we appeared to be heading towards some grey clouds. Fingers crossed, three cars with roofs, two without.

First half of trip uneventful, stopped to top up with fuel at Vire, leaving there clouds were looking more ominous, and sure enough first spots of rain were felt. Soon found ourselves in heavy rain.

Wipers on and cloth to wipe inside for those with screens, cloth to hand for visor wiping for those without. Lead car had half hood, but felt stopping to fit it might not be appreciated by those without! Of course, they said otherwise afterwards!

Fortunately left the rain behind after a while, and we all dried out in the sun.

After a couple of further minor 'satnag' aberrations, arrived at Club Valan, just beside Le Mans airport, at about 19.30, to a warm welcome and a cool beer from Alan and Val.



Andy and Chris from Jon's XI during the parade laps

Tents quickly erected along with WSCC flag, then we enjoyed a hearty meal.

Club Valan, Dorset Area



Decided to go down to Arnage for beer, and to take in the 'ambience'. Alan dropped us off at the North end of the village, and we strolled down the main street.

Quite an experience with the village bars and restaurants spilling out onto the pavements, plus an impressive line-up of cars, some quite exotic, parading up and down the street, with occasional tyre warming, to cheers and applause from the onlookers.



Evening street entertainment in Arnage

An amazing experience if you haven't seen it before, with not a Gendarme in sight.

Plenty of beer drunk, Jon even arranged some chips at the last bar we stopped in, even though it was closing up! Alan picked us up at 23.30, then a few more beers on site as a nightcap.

FRIDAY 6th JULY

A hot, sunny morning with Jon up and away bright and early in his nimble XI to do his first parade lap session. Nobody else surfaced early enough to take him up on the offer of a passenger ride round the circuit.

The rest of us had a more relaxed start. Full English set us up for the day! Plan was for the other four cars to do a reconnaissance of the route to get to the Yellow gate we had to use to get into the circuit for our Saturday parade laps.

Found 'satnags' were confused by parts of the circuit being on, and spanning, some public roads!

So, top up with fuel, and off we set, ended up at main entrance, somewhat chaotic, with Gendarmes controlling traffic. End result we got split up and lost one car!

Despite modern communications, we were unable to link up again, so Chris made his way back to the campsite, and cold beer!

Remaining three were now north of the circuit, 'satnag' appeared to make sense, so off we set. Found the route to the yellow entrance and went to spin round and head out.

Such was not to be however as a rather officious lady refused point blank to let us turn on the junction and head out!

No alternative but to sit in queue to get into the circuit until we were out of her sight, then quick three-point turn and round the junction being policed by afore mentioned lady, waving politely as we passed.

No option but to pick up the dual carriageway heading east towards the city. 'Satnag' was telling us to go 1.5 miles to roundabout, then retrace our route heading west.

Didn't want to do that, as the westbound carriageway was stationary, so we went to the roundabout and headed south, naively thinking 'satnag' would eventually get the message and take us across the south end of the circuit to Arnage.

Adge from Malcolm and Dale's car

Eventually we managed to convince the 'satnag' to do as we wished and got to Arnage and the campsite two hours after we left, having traversed some uneven roads!

Cars parked up and five of us set off to the circuit, five-minute ride on free bus from airport, very convenient. Four of the five of us straight in, but Adge's pass refused to let him in, so a trudge up to the main entrance and office. 45 minutes later a new pass issued. Just leaving the office, and Jon rolls up. Having done parade laps and taken his car back to camp, his pass refused to let him back in!

All good in the end, we all got in, so rest of the day spent in and around circuit. It was rather hot though, so cool Guinness was called for. Found a bar, queued, and ordered Guinness. Ended up with something pale and much more like lager though!

Our chief negotiator remonstrated with the less than switched on bar staff. Net result, it was all they had, and claimed it was "Blonde Guinness"! It was cold, but nothing much else going for it. Needless to say we didn't return to that bar again.

Fascinating seeing the cars, on the track, and in the paddock, also some interesting cars in the club areas. Some beautiful machinery present, good to be able to get up close to it.

Back to camp in the evening for a nice meal, more beer, and then got the cars ready for next day's parade laps. Then more beer and wine, before hitting the sack.

Practicing continued through the night, seemed strange to be awoken at 3.00am by the sound of some exotic machinery racing round the track.

SATURDAY 7th JULY

Hot sunny morning again. Up and away by 07.00, confident we knew the route! Only problem was junction off dual carriageway on direct route to Yellow entrance was barred off.

So, another detour around the northeast side of the circuit, and 20 minutes later, we were the other side of the barrier and found our way to our parking area for the day.

Spare half hour before we were due to start forming up for the parade laps, was spent just making sure our cars, and ourselves were ready for the off! We were soon picked up by guys on scooters and led to the holding area.

We were four abreast, and around row 25/26, with a lot more cars behind us, guessing there was some 150 plus cars due out. No particular checks carried out, provided you had appropriate ticket on display, and helmet on, you were good to go.

Just two caveats, don't overtake the pace car, don't do anything stupid!

After about 20 minutes cars at front fired up and started rolling out onto the circuit two abreast. We duly followed out, and before we realised it, we were out onto the start/finish straight, so it was foot down, and off we went.

First lap was a bit manic, ground to a halt couple of times down the Mulsanne straight, good test of brakes and attention!



Malcolm and Dale from Adge's car

Second lap, traffic had spread out, and we were able to "give it some stick"! Think our cars surprised a number of much more expensive toys.

In theory we had two laps, but no sign of pulling us in at the end of lap two, so the fun continued for another lap, marvellous.

All too soon it was over, and we were guided off the track, jumped out of the cars, helmets off, all with grins from ear to ear! We all agreed it was an awesome experience.

All five cars intact, only glitch was with Chris's car,



which started to pull to one side under heavy braking.

Next step, coffee and breakfast, then took in some racing, and another explore of the machinery in the paddock, and in the club areas. Only problem was we had to drive our cars back to camp, so the cool Guinness intake had to be moderated!

Late afternoon we threaded our way back out of the circuit, followed the exit signs and drove clockwise round the outside of the track area, past numerous fields that had been transformed into carparks and camping. Eventually ended up coming into Arnage, from there a short drive to camp.

Welcome cold beer or two from Alan's fridge. The cans we had left were warm to say the least.

After our meal, we were in two minds whether to go back to the circuit, or down to Arnage for the evening. Arnage got our vote, so Alan dropped us at the top of the main street again.

Really busy again, but there was also a large number of Gendarmes present, on and around the roundabout halfway down the street, and in groups of three at various other places along the street. They seemed very serious initially, with no smiling, but as the evening wore on they became more human and smiled at some people's antics.

Even waved and flashed the blue light on one of their minibuses on one of their tours up and down the street, following a lot of verbal encouragement from some vociferous locals.

Quite a few drivers parading their machinery again, but this time unsurprisingly, hardly any tyre warming, but quite a bit of throttle blipping, often up to the rev limiter on modern machinery.

Again, great atmosphere, everybody very friendly, and intent on having fun. At one stage an old open saloon appeared, with a group of 'Keystone Cops', complete with truncheons, and old-fashioned phone.



Keystone Cops on patrol

Raised a smile from the Gendarmes as they majestically drove up and down the street. Turns out it was a crew of Brits that had trailed it down, then donned their uniforms and provided the entertainment.

We also learned that the large Gendarme presence was due to a serious mishap in the town a few years ago, when a posing driver lost control, and went into some bystanders!

Worked our way up the bars, in a "homeward" direction, and Alan kindly collected us at 23.30. still pretty warm, so more wine and beer as a nightcap!

Again, racing continued through the night, but the beer and wine helped to induce sleep!

SUNDAY 8th JULY

Another hot sunny morning, so breakfast, then five-minute hop on bus to the circuit. Decided to see more of the racing initially, so went to the viewing area under the grandstand on the start-finish straight, even managed

to find some much needed shade, as well as using WSCC brollies to keep some of the sun off us.

Turned out to be good timing, a large number (approximately 76) of classic racers came out and positioned themselves for the traditional Le Mans start (driver sprints across the track to his car, jumps in, fires up the engine, and off they go).

Initial start attempt was chaos, and red flagged. Cars pushed back into place, and race started again. Very impressive to watch, how nobody collected another car was a testament to the skill of the drivers.

This was only a dummy start however, they all stopped halfway round the lap, and the real start was a rolling start behind a pace car, which peeled off just at the beginning of the start/finish straight, and the race was on.

It was a tremendous noise when they all went past us, flat out on that opening lap. The sound echoing between the grandstands was absolutely glorious if you were a petrolhead.

Following this, we took further walks around paddock and infield, still very hot, so regular rendezvous for cold Guinness, as the day progressed. After the final race, still thirsty, but unfortunately all the bars said they had run out of Guinness, so only alternative was to head back to camp.

Unfortunately, rather a large queue for the bus, some waited, but other hardy souls walked back, and beat the patient ones who waited for the bus. Cool beer, quick sort out ready for the off in the morning, meal, beer and wine, and before we knew it, time to turn in.

MONDAY 9th JULY

Up with the lark, decamped, cars loaded, hearty breakfast, and we were filling up with fuel at airport filling station, by 9 o'clock.

Gentle meander north across country, in hot sunshine, coffee and fuel stops, and reached Cherbourg mid-afternoon. Found a supermarket, so stocked up with obligatory "bits" for other halves at home!

Also bought bread, cheese, pate and ham for an impromptu picnic beside a stream on the edge of the car park.

From there, short drive to ferry terminal, and joined queue including a large assortment of cars also heading home from Le Mans.

Boarded the ferry short time later, climbed ramps, and ended up at the very rear of the ship, with Chris on the very edge of one of the upper decks, that can be raised and lowered!



Handbrakes on!

Quite a drop from edge of deck to cars below, with just a bit of netting dangling across, so handbrakes firmly applied.

After a very calm crossing, we docked, disembarked, and were all driving out of Poole by about 22.15, and headed our various ways homewards.

The drive home was an opportunity to reflect on a very enjoyable weekend, unforgettable experience driving round the Le Mans circuit, and in great company.

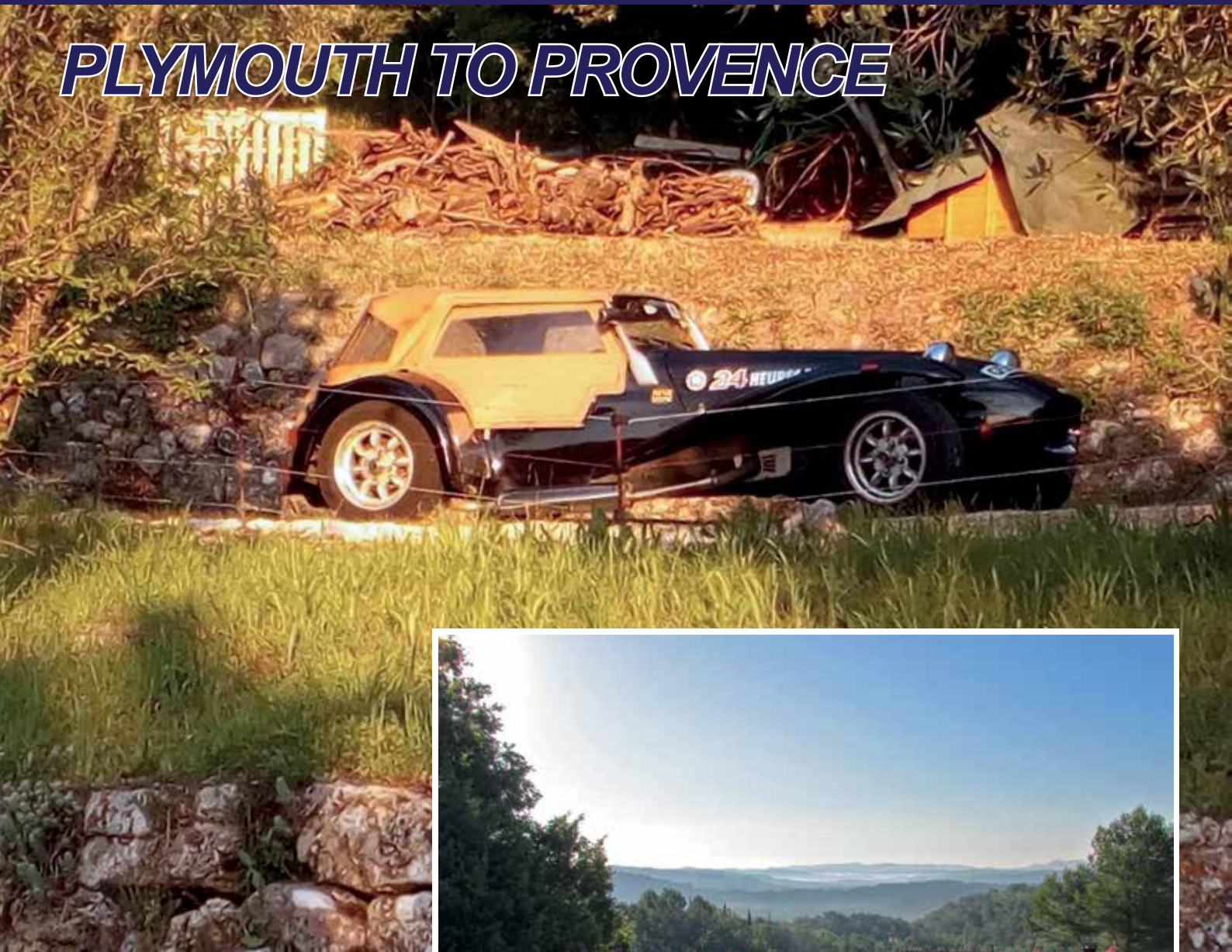
Contrary to rumour, this trip was not sponsored by Guinness, but certainly added to their profits!

Post script: Wattune checked Chris's brakes out, and found pistons seized on one front caliper, probably another hangover from the "non-damaging" Exeter Trial Chris did back in January!

Adge Cutler



PLYMOUTH TO PROVENCE



Since 1992 I have had a Westfield SEi with a 1600 Ford Pinto engine. Mainly fair weather use, and ageing a bit like me. I decided we both needed a challenge, so I took it to Provence.



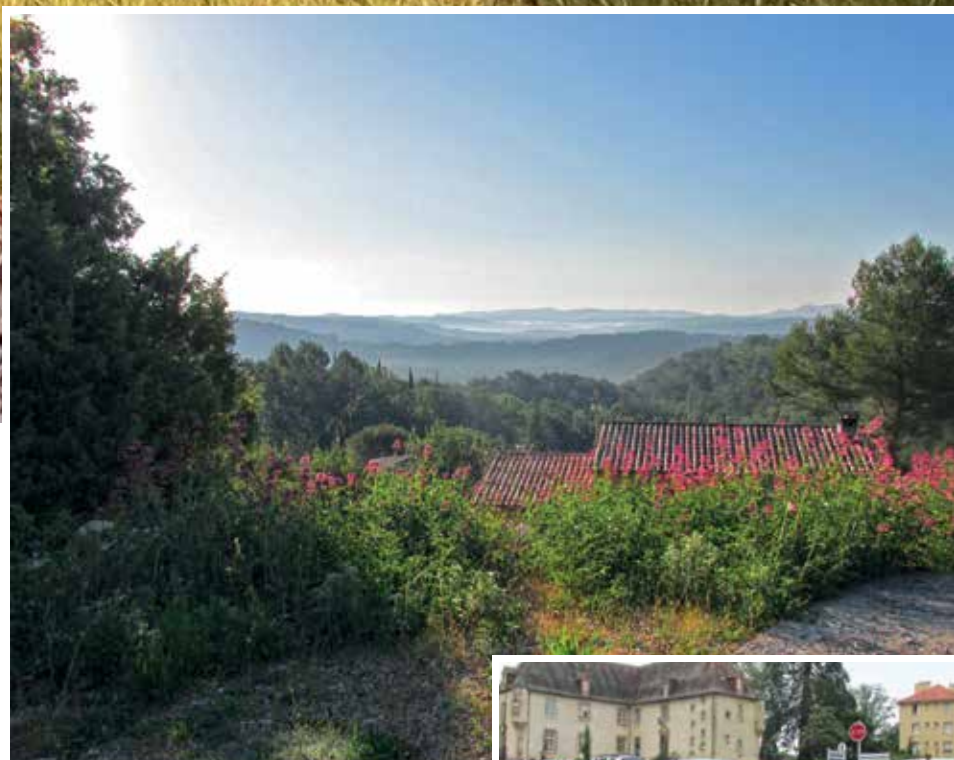
Preparation was a change of oil and filter, a good greasing, and spares. Tyres were newish Yokos.

I wanted to be as self-sufficient as possible, so took along spare plugs, contact breaker, clutch cable (it is close to the exhaust manifold) and, of course, superglue and duct tape. My exhaust is very low to the ground, and I was worried about tearing it off.

Brittany Ferries from Plymouth to Roscoff provided an excellent service, and I was last on the ship to avoid going over ramps.

Arriving in France at 08:00 I set off in a south-easterly direction, drove 350 miles, and stopped for the night at a B&B.

The next day was much the same, and I stopped in Millau after crossing the almighty bridge in the sky.



Destination achieved, Les Oliver's morning garden

Milau Viaduct



On the third day I got to a village, Seillans, near Grasse, and stayed with friends in a lovely gite for two nights. It was then time to return, taking another three days.

The Westie barely missed a beat, spares were not needed. The only slightly worrying event was a



Leaving Bellac

tremendous thunderstorm which came from nowhere and gave us both a good soaking; but no electrical problems.

All in all, a very successful holiday, and the Westie owes me nothing. Blowing the cobwebs out has helped us both.

If I could have improved anything it would have been to have a more powerful engine and a fifth gear. If our UK weather was a bit better I would address this issue, but meanwhile the old Westie and I plan to soldier on.

All the best

John Shaw

THE LONG WAY NORTH REVISITED

On the 2nd and 3rd of August 2008 the WSCC held a tour named *The Long Way North*. Appropriately named, taking two days and covering 332.6 miles to complete a journey on A roads, B roads, and single track unlisted roads – mainly of the latter two.

Starting at a car park near Chapel-en-le-Frith and finishing at Berwick-on-Tweed, with an overnight stop at Scotch Corner Hotel.

My wife, Roz, and I joined the merry throng of 28 cars and after the briefing and issuing of *The Roadbook*, which was 69 pages of 'Tulip' directions, and rather attractive sweatshirts, we were on our way.

Roadbook and sweatshirt



We were asked by a couple of single drivers if they could follow us. We agreed; but did not tell them that Roz, who was navigating, had never seen 'Tulip' directions before.

The upshot of this is that Roz spent a lot of the tour with her nose buried in *The Roadbook*, while I was concentrating on trying to move things along at a reasonable pace.

While we travelled through some truly magnificent countryside, neither of us got to really appreciate it. Although we understood that the primary aim was more driving-oriented – which was also inspiring.

Late last year we came across *The Roadbook* while sorting through some things. Roz thought it may be a good idea to revisit the route, at a gentler pace and without the pressure of half a dozen cars relying on you to make the correct turns.

Although we no longer have the Westfield, we recently acquired a modern Mini Convertible, so at least some top-down motoring could be enjoyed.

We decided to take a leisurely three days to do the run and have two overnight stays in a couple of hotel-type pubs. Saturday 20th through to Tuesday 22nd were the dates chosen and arranged for the overnight stops.

Sunday arrived with the Sun God beaming on us, so straight down with the top. Living in North Notts we had to make our way to the start point via Sheffield and the Peak District.

On such a day it was not going to be traffic free; but after Chapel-en-le-Frith the traffic dropped away to give us mainly open roads.

I had printed some maps and notes prior to leaving, assuming it would be easier for Roz navigating, with more chance to catch the scenery. By Glossop I realised I was getting quite a lot of Roadbook guidance and asked if she was getting back into it.

She admitted she was, but because although we were not dawdling, we were not travelling at the 2008 pace.



Peter and Roz with the Mini in which they retraced the Long Way North route

It showed the quality of *The Roadbook*, most of it still being relevant, with the inevitable increase in 50 mph restrictions.

The single track roads, however, had not got wider and bumpy sections had not been smoothed. One section at Edgerton Tops near Town Yetholm, had to be taken at walking pace, even in the Mini, because of across-the-road potholes.

Because we were taking three days, we could stop off at points more easily and enjoy the scenery. Worth taking the route just for that.

After getting to the start through the Peak District, we passed Holme Moss Summit, Digler Reservoir, across to Ripponden, Hebden Bridge, Gargrave, Malham and passed Malham Cove, to Ribbleshead Viaduct.

At Hawes we visited the Creamery for Wensleydale Cheese, then on to Buttertubs Pass, Richmond, Scotch Corner, Mickleton, Temple Sowerby, and Hartside Summit, where until recently there was a café, which now looks very forlorn owing to a fire.



Hartside Top Café, gutted by fire

Continue to Haltwhistle, then onto the old Military Road that runs parallel with Hadrian's Wall. Rochester next and into Scotland, Kelso, into England, touch on Kielder Forest and on into Berwick-on-Tweed.

We had two days of absolutely glorious weather, but a bit overcast and misty low cloud when entering Scotland on the third day.

This time around Roz took over the driving on the third day and I navigated. Unlike the original run, when on the second day it rained quite a lot. Thoroughly enjoyed the route and very pleased we had a reunion with it.

As an aside, on the original run, on the B6320, heading towards the A68, there is a long switchback downhill run before the staggered crossroads.

I was leading about seven cars and I could see them all in my rear view mirror as we travelled downhill. The road was inviting, but as we got nearer the crossroads I spotted a white van parked on the grass verge, directly opposite the junction. Fortunately a bit of caution crept in and I eased off throttle a bit.

Sure enough, on reaching the crossroads, it was a police van, because the route had been registered with the authorities, the policeman had decided he would come and have a look.

In all fairness he must have enjoyed the sight, because he just smiled at us as we passed on our way. That bit of road is still as inviting and no policeman this time!

Peter Roberts



Ribbleshead



AROUND THE WORLD News from the WSCC Areas

Black Country

www.wsc.org.uk

As mentioned in the last issue I started the summer without a running Westfield, but it was booked in for a session at B H Performance, a rolling road tuning company local to me.

I decided that while they had it to get the cams upgraded to give it a bit more oomph. Having changed the cams they then diagnosed the original problem. It was not the mapping, as Westfield had advised, rather the Throttle Position Sensor had developed a fault and was sending the ECU haywire on part-throttle openings.

They swapped the TPS for a new one and updated the map and I got back a car that ran very nicely indeed, while the hotter cam has given it a slightly different character revving very smoothly right through the rev range.

It still pulls well from low revs and is happy being driven on part-throttle in a high gear in urban areas. It now has a slightly off-pitch engine note which has given it a distinctive new character.

What I have not yet got though is a perfectly running

Westfield, it may be the combination of the hotter cams and the very good weather; but I get the distinct feeling that it's running hotter, which has exposed a couple of new flaws.

I've now got the issue that when hot it won't start, as though you've got a flat battery and when moving slowly the fan seems to be struggling to pull the temps down, at speed the cooling system is coping though.

This problem has taken a little off the shine of summer use with a little nervousness about using it and then being stranded, which it very nearly did when tacking my niece to her School Prom, having had to queue for a while before dropping her off.

I switched off to help her out of the car, only for the car not to want to start when I jumped back in to make way for the next vehicle. I was just about to jump out to start the push of shame, when through desperation I thought I'd give it another go and thankfully it spun and I caught it.

Rather than change the starter I'm now making a heat shield for the starter with the hope, based on others experiences, that it cures the problem.

It seems that the standard Westfield fan mounting is not ideal, so I've also been in touch with Coolex, the radiator manufacturers, who have solution.

If I send the radiator back to them they will weld fan mounting points on the radiator so that a fan can be mounted right against it, meaning that it will pool more air through the radiator and won't pull air from around it, this I'll leave to the winter though.

Though I'm a little nervous about it not re-starting I've still managed to get out and about a little, though not as much as I'd have liked.

The local meets at *The Dudley Arms* have been quite well attended with plenty, and a variety, of cars in attendance.

A few of the local members managed to get up to Blyton for the WSCC track day, which again was a very enjoyable and well-run event. For anyone new to track days but with a desire to try theirs with no traffic law constraints it's ideal.

I even managed to get over to a couple of the Warwickshire meets and had a very pleasant drive up to Market Drayton to attend the Piston Party, a very interesting event for any petrolhead, with hundreds of cars in attendance ranging from what looked to be your average tin-top to McLarens and Ferraris, with everything in between.

Rhett Turner

Cheshire/ N. Staffs.



Been a funny old year so far, seems to have flown by in a blur, from lows of being somewhat unwell, to the highs of another Le Mans.

I've heard the stories of rain, surely we can't keep doing so well with the weather! (I know, I know, tempting fate.)

Mind you, it's not all been sunny weather and scorching heat this summer! Back in June, Ian K, Jordan H and I set off to join Julie and the Peak District crew for a Weigh(bridge) In where Julie works.

All started off OK, when Ian and I met up at the Hulme End Tea Room, with Jordan joining us slightly later after a damp start in Sandbach.

Unfortunately, the predicted rain started, even before we got to Julie's. Ian struggled on with just his aeroscreen, and Jordan, who hadn't got his roof sorted at that point, just struggled, after his windscreen wipers kept blowing fuses and failing.

We stopped at a petrol station and sorted him out with a replacement fuse, and I tried not to look smug while putting my roof up, to carry on in toasty, dry, comfort.



Annoyingly for him, Jordan's fuse blew again! Driving goggle-less in heavy rain isn't fun at the best of times, wiper-less as well, really doesn't help.

Sadly the rain stayed locked in while we were at the weighbridge. At this point, with it absolutely bouncing down, Ian, Jordan, Julie and myself had already been on, and Trevor was just getting weighed.

Unfortunately, the rain seemed to cause strangeness all-round, with some very odd totals appearing; it didn't



help, that even with no car's on the weighbridge, the standing water was adding a significant, (in Westfield terms), but variable extra weight. Plus the bridge only weighed in something like 20 kg intervals. A good laugh though, and something a bit different.

Fortunately, the cars had just dried out in time for June's Cheshire Area meet, where we were absolutely thrilled to see the return of 6carjon's Westfield from its extended surgery and pampering session, down at Westfield, after a little, ahem, moment, last year.

The car was looking absolutely superb in its brand new grey and orange striped livery, with lots of new carbon fibre adorning it.



June's was a good turn-out all round, I should add, my bonnet isn't off for the usual 'show and tell' reasons, nor is that WD40 Mr. Kinder is about to attack it with, after the soggy weekend.

This is the official Omex can of Wurth lubricant, to help ease up the occasionally sticky throttle bodies, till an engineering solution can be reached.

Then we all saddled up for a run over to the *Swettenham Arms* pub, where we were welcomed by the landlord asking if they could take some photos for their web site.

The *Swettenham Arms* has quite a few classic meets



and the like, it's a great pub for it, with a big car park and a lovely country location. (Just rather tricky to find, if you've never been before!)

And then — Ian, Jordan, Andy D and myself were off to France for a week, a return trip Le Mans and a spot more touring.

Loaded up ready for the off



An overcast start, turned into nice sunny weather with just a few clouds in the sky and we started a somewhat eventful run down the motorway, towards Portsmouth.

You really don't expect to be out and stretching your legs in the outside lane of the motorway on a Thursday morning. (Have I mentioned lately, I hate caravans? Especially when people turn the damn things over on the motorway. Still one less caravan is perhaps worth it!)



Otherwise, it was a good run down to our first official stop, for lunch, near Cirencester. Unfortunately, it did mean we were running a little behind, so had to forgo a proper visit to the Army Air museum, we did manage iced creams there though!

A decent crossing, and a decent trip through France this year, (amazing the difference when you're not hunting for McDonalds that open for breakfast), and even some organisation at the Le Mans end; with Andy and I splitting off the convoy to head to the hypermarket for supplies, while Ian and Jordan headed to the camp site to get the *marquee*, sorry, tent, up.

We ended up moving Andy's luggage into my car, while we filled his up with beer, water and munchies!!



Tent up, camp made, flag flying, several beers consumed, time to go walk the pits and forget about

Westfields for 24 hours. It might not have been the closest of racing this year, but still another amazing weekend.



And so on Monday, we packed up and left for another year. Not the best of weather, a little bit of rain in the air, but this time, having learnt from last year, we altered our route a little, and drove the now fully open again, bit of public road come weekend track just beyond Porsche Curves.

No photo's due to rain and leading the convoy in busy traffic; but the memory will live with me for a long time.

From there, it was up via a winding route to our favourite stop, the Hotel du Lac, in Combourg. They knew what to expect this year, after our previous visit, so as soon as they heard us rolling into the little square, the owner's daughter had rushed out, waving to us, as she dashed round the side of the hotel, to open up their own private garage, for us to park the Westfields in! Dusty, but safe and secure behind a locked door.



After a quick freshen up, it was off for a wander up to the local chateau that overlooks the hotel and the lake.



Here, Ian demonstrated just what sort of commitment it takes to produce the great photos he does, and all the cool angles and unusual viewpoints.



A grey start to the next day, but still time for a photo in the town square!



Then on to spend some quality time visiting the most amazing car museum that we'd found the previous year,

The hotel and lake, from the Chateau towers. We got to drive back over that road past the lake to the hotel for the next couple of days, superb scenery after a days blatting.



Manoir de l'Automobile, Loheac. It's an incredible place to visit, I know some of you have, but I do urge anyone who gets the opportunity to go, to make the effort. It's so unassuming from the outside, but the Tardis-like interior, with hall, after hall, after hall will stun you.

Wednesday we had a late sailing from Cherbourg, so made an early start on our long-planned multiple beach/museum route – we'd planned the route carefully so that if pushed for time, we could easily drop individual sites and move on to the next.

We started with the furthest away, the Airborne Museum, at Sainte-Mère-Église. Because it was the furthest, and somewhat out on a dog-leg away from most of the other stops, we came oh so close to dropping this one. Thank goodness we didn't.

I can, hand on heart, say it's both one of the best, most moving and pull-no-punches places to visit of its type.



Pleasant and tranquil surroundings now, but the church in the distance, still bears in witness, a replica of the poor paratrooper who got caught up in the steeple that night so long ago, and who toughed it out, hanging above the heads of enemy troops, before he could free himself.

From there, we wound our way along the coast, visiting some of the beaches and more museums, before a stop at Pegasus Bridge



And then, another amazing year over, it was back on to the ferry, after playing chicken, with illegals trying to run after and catch passing trucks to board – this was the point Ian discovered his horn had died from heat exhaustion, thankfully I think they heard us coming early enough to get clear.





July's meet saw Jon's stunning car back, this time going bonnet-less so we could all drool over the TVR engine, (and laugh at how mental it is to try and work on)

After which, our second home at the *Swettenham Arms* beckoned again.

Speaking of which, forming up at the August meet, (a few away on holiday, this time), before heading back to Swettenham again!

Note the four S2000s and a yellow Westfield! (Mark had to leave and couldn't join us for a run), so we headed over in an all Honda-engined convoy, plus Steve and Matthew on their bikes.



The bikes and cars as the sun sets...
See you all soon.

Dave Eastwood

Cotswolds

Cheltenham/Glos./N. Wilts



The other two cars were setting off on the Friday, for an early start on Saturday; but, due to a previous commitment, I couldn't go until the Sunday. It meant I was going to lose a day in Switzerland, but that was the price that had to be paid.

Early preparations included buying a Swiss road vignette to use the motorways, ordering a Sanef Liber-T tag to help at any toll booths in France, and sorting basics like insurance and breakdown cover.

Finally the car had to be packed to include a few spares including the two most important items – cable ties and duct tape! Anything they couldn't fix was probably beyond fixing!

DAY 1: SUNDAY 24th JUNE – 356 MILES

I finished my gig at midnight and after packing away, I was home for about 1:15 am. I had to unload the gear from the main car and load the last few bits in to the Zero, so I finally hit the road at 2:00 am heading for Portsmouth ferry port. I was tired but excited to finally be on the way.

After an uneventful journey, I arrived at the ferry port and waited. The ferry started to load around 7:30 am and, once on board, I headed straight for my cabin to sleep. By this point I had been up nearly 24 hours!

I think I managed about three hours sleep in total and was wide awake and ready to go as we approached Caen. I met up with Mike, my brother-in-law, at the passenger terminal and we loaded the car and set off.

The destination for our first overnight stop was in Auxerre, 250 miles away, which, according to various route planners, should take about four hours. We had decided to take the fastest route and it still took us over five hours.

It did mean using toll roads, but the Liber-T tag was amazing. I had never used one before and the first time you approach the barrier and the device goes 'ping' and the barrier goes up, is just amazing!

The route also took us along the A86 and on the Paris ring road, also known as the "Paris super peripherique". This include the world's longest urban motorway tunnel which is 10 km long. It was almost worth the extra time just for that tunnel.

Farrington Car Show This was nice local show for the guys who live in Swindon, run for the first time and there were about 100 cars there, plus tractors, lorries and bikes – so there was something for everyone.



It was a nice relaxed show where you could come and go when you like. As you can see from the photos there was a wide range of cars and owners to see and chat to, everyone was friendly and willing to chat.

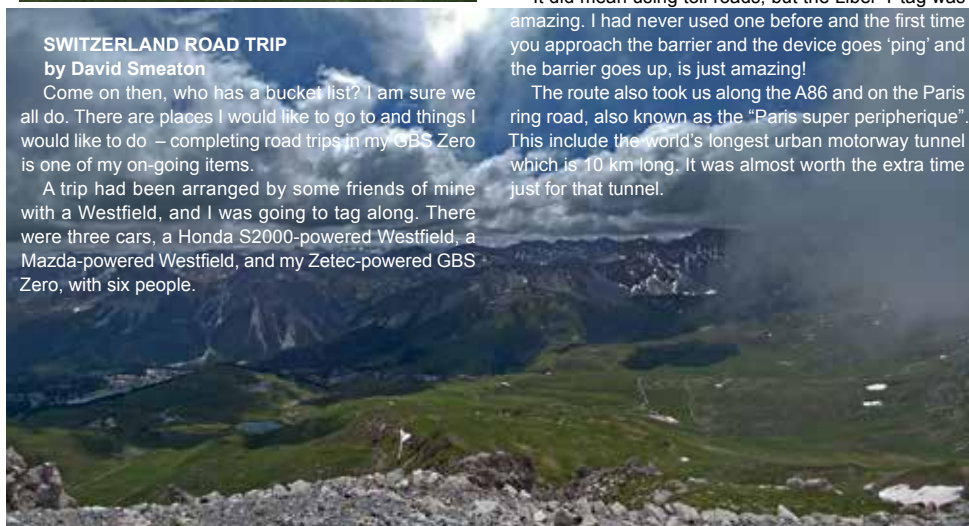


SWITZERLAND ROAD TRIP

by David Smeaton

Come on then, who has a bucket list? I am sure we all do. There are places I would like to go to and things I would like to do – completing road trips in my GBS Zero is one of my on-going items.

A trip had been arranged by some friends of mine with a Westfield, and I was going to tag along. There were three cars, a Honda S2000-powered Westfield, a Mazda-powered Westfield, and my Zetec-powered GBS Zero, with six people.



We reached Auxerre and found the IBIS hotel, put the car to bed and checked in. As it was late, we couldn't be bothered with a proper sit-down meal and settled for a McDonalds, which is right next door to the hotel. With that finished we retired to bed, both us shattered from long days.

DAY 2: MONDAY 25th – AUXERRE TO SWITZERLAND – 396 MILES

The day started with breakfast and we hit the road a little after 9:15 am. We had another long day ahead of us, but we were under less time pressure and we were happy to take it a little easier. We stuck to the main toll roads as we still had the best part of 400 miles to travel.

The route through France was easy and was interspersed with stops for fuel for the car and for us. We eventually approached Switzerland and the border. We weren't sure what we had to do but ended up just driving straight through. I had already bought the road vignette so there was no real need to stop.

Switzerland has some amazing scenery and around every corner it got better. The number of tunnels also increased!

We finally made it to the town of Chur. Once through there, you turn off for the last 15 or so miles to Arosa and the hotel. This is where the first of the twisty roads started.

The only issue was that there were road works going on, so some of the surfaces left a lot to be desired. To be fair to the Swiss, this is the only time they can do roadworks and they really do it properly. No half inch skim of tarmac here!!

Once in Arosa, my sat-nav had a hissy fit and took us to totally the wrong place. I had to revert to Google Maps on my iPhone which seemed to know where we had to go. The only issue was yet another load of road works which meant another detour to the hotel.

Once we arrived, we were able to book-in and put the car away for the night in the underground car park.

We settled in to our rooms and then met up with everyone in the bar. A short walk in to town found one of the few places to eat that was open.

We had come in the summer, which is the closed season in Switzerland as the main trade is during the skiing season.

We ended up at a pizzeria which the other four had been to the night before. After a night cap at a different bar we made our way back to the hotel for some rest.

DAY 3: TUESDAY 26th – ROAD TRIP – 276 MILES

This was the day to do the Stelvio Pass. We were up early for breakfast at 7:30 and an early start.

The first task was to tackle the road from Arosa down the mountain to Chur. It is a mountain pass in its own right and a lot of fun to drive.

We headed out of Chur and made our way to one of the trains that takes cars through the mountains



This was to take us from Selfranga, which is near Klosters to Saglains, saving us possibly two hours if we were to do the same by road.

It was the same drive on method used in the Eurotunnel, which we will be using on Saturday to come back home to the UK. It was very swift and within about 20 minutes we were at the other side.

From there we made our way towards Italy and then the Stelvio Pass. The road up to Stelvio is very similar regardless of which side you approach from, we came from the Switzerland side.

We stopped part way up to take a break and take photos before carrying on to the top. All the way up, we were competing with motorbikes and cyclists.

It was great fun in a car, especially as the car is doing most of the work, but having to cycle up must take a lot of energy. Rather than me.

Once at the top, it is full of souvenir shops, restaurants, cafés and other food vendors; but not much else.

However the diversity of people was amazing with people from the UK, France, Switzerland, Germany, Italy and others either on push bikes, motorbikes or in cars. There were also school groups skiing!

After a short break for a makeshift picnic, we set off back down the way we came. We ended up stuck behind a Swiss delivery driver in some sort of Mercedes box van. However, we needn't have worried as he was going down the hill as fast as we were!!

We came back via a different route taking in St. Moritz. I wanted to say via the scenic route, but most of the routes we had driven had been scenic!!

We came across yet more road works and this time got stuck behind two artic lorries; but we eventually found a nice straight bit of road to get past them and made our way back to Chur.

We did the last stretch from Cher to Arosa in record time but there was lots of tyre-squealing on the corners. We even had a chap in a Jaguar and a delivery driver in a VW T6 van following us and keeping up with us.

At one point, Tom hit the brakes as there was a nasty dip across the road, Chris did the same and I had no choice but to follow suit.

The chap in the Jag didn't react quite as quick and his tyres were screeching as he got close to the back of my car. No harm done, but I suspect he needed fresh underwear!!

We carried on and he stuck with us all the way to Arosa. I think he enjoyed it as much as we did!!

Trying to get back to the hotel was yet more fun due to the re-surfacing work going on. We ended up taking a diversion on the diversion we had to take to get to the hotel.

As we pulled in to the underground car park, Chris advised us that he had no clutch as he had lost the fluid. How he managed to get up the road from Chur and back to the hotel at all is a mystery.

Tom also reported lots of missing coolant from his car so tomorrow we would have to deal with those issues.

DAY 4: WEDNESDAY 27th – REST DAY

We decided it would be good to have a rest from driving, as we had already covered a lot of miles. Tom's back was playing him up so it seemed sensible to allow him to rest that as we had three days driving ahead of us. Added to this, the cars needed some remedial work doing to them.

After breakfast, I ventured down to the garage with Chris to find Tom already busy fixing his coolant issue.



It was a loose pipe that needed sorting. Chris also needed to sort his clutch issue.

I checked my oil and water and was pleased to see that I had not used any of either. With nothing to do, I set about cleaning the car!

Then I remembered that I wanted to see if I could stiffen the rear suspension up as I thought the car was bottoming out a lot. Fortunately it was easy for me to access the valve controls to do this but only the following day would tell if it was better or not.

Turns out it was not that. To get the ride height high enough, the shocks were at their fullest extent. The banging was every time they were compressed and then pushed back out to the max.

Apparently this is a common problem with these cars! I might need to investigate some new rear shocks at some point.

As part of the deal with the hotel we stayed at, *The Sunstar*, we had lots of extras included. You could use your key card as an entry to the cable car that takes you to the top of the Arosler Weisshorn. This was amazing.

Half way up they are in the process of building a Bear

sanctuary that will house up to five brown bears in an area of 2.8 hectares. It is supposed to be opening in summer 2018; but there still seemed a way to go yet.

Once at the top of the Arosler Weisshorn, the views are just amazing and it is definitely worth the trip up there.

DAY 5: THURSDAY 28th – SWITZERLAND TO NANCY – 279 MILES

It was bitter-sweet leaving the hotel as we'd had a couple of amazing days, but we needed to head back towards the UK.

We took our last drive down the road from Arosa to Chur. It is a great road but I suspect you would get tired of it if you had to do it all the time. It took us just short of 50 minutes to get to Chur and then it was on the main roads heading home.

The journey was pretty uneventful and we made good time to Nancy where we booked in to our hotels. We met up for the evening meal and had a good chat about the day and ended up watching the football.

DAY 6: FRIDAY 29th – NANCY TO CALAIS – 320 MILES

This was the last day travelling through France and was almost as uneventful as the previous day. We had yet more roadworks and diversions to deal with; but it took us off the main roads and through some pretty little villages.

DAY 7: SATURDAY 30th – CALAIS TO HOME – 185 MILES

The day started with the short trip from the hotel to the tunnel. We were booked on to the 9:20am train but we managed to blag our way on the 8:20am so had a good head start for our journey home, and 45 minutes later we were in Folkestone.

I had planned to drop Mike off at a garden centre just off the M25 so he could be picked up there as this would save me a couple of hours on my journey home as I had to get back to go to a gig in the evening!

It was all going reasonably OK, well as OK as the M25 gets, until we came to a stop. There had been a pile-up about a mile from the M4 junction and we were going nowhere.

With the sun beating down, there was nowhere to hide. Fortunately, I carry an umbrella in my car so that was deployed as a sun shade. I was really grateful to have that!



After about 40 minutes, the road was clear so we were able to get going again, and I finally arrived home at about 2.00pm.

SUMMARY OF THE WEEK

The trip covered 1,812 miles on some amazing roads, and some not-so-amazing (M25 for instance), with some wonderful scenery and weather. We had a lot of laughs and enjoyed the company of some wonderful people.

Would I do a road trip like this again? Yes, in a heartbeat! The next task is to think where and when.

WSSC COTSWOLDS SHOW REPORT

by Paul Griffiths

WSSC Cotswolds' members attended no less than eight car shows during June and July, all of which (bar one) had great weather.

First off was a new show at Faringdon (Oxon) and Tom and Dawn Frankland along with David Smeaton attended, meeting up with some WSSC members from North Oxon Area. They reported favourably on the location and the variety of exhibits.

Next up was Gloucestershire Motor Show at Highnam Court; I attended on the Saturday when visitor numbers appeared to be down; but by all accounts things picked up on the Sunday.



The biennial Churchill (Oxon) Show was its usual great success with more than 500 cars and bikes exhibited; Stuart Cottam, David S and I flew the banner for WSCC.

Gloucestershire Warwickshire Steam Railway Toddington Clubs' Show was next with David S and I making the trip in slightly damp conditions and it did turn drizzly later. Nevertheless there was a reasonable turnout of visiting public from the heritage railway.

Last show in June was Hampton Ferry (Worcs) where, together with Tony Rogers in his Belva, I met up with Stuart C who on this occasion was wearing his MX5 Club hat. Andy Woolley and David Pearson also brought their Westfields, plus there was a guy selling his immaculate, newly-built 11.

It's always a pleasure to attend a show where you know you can leave at any time, rather than abide by the "lock in" rules that some show organisers operate.

Moving into July, I was able to attend the Whitney (Oxon) Motor Show which is always an evening event. I met up in scorching temperatures with some members of

the Chiltern 7s Club. Again, a good selection of exhibits and access to the show field has been greatly improved.

Just over a week later the Cotswold Gathering/2BRetro combined show was held at Shipton (Glos). This show was so popular that show car late arrivals had to park in amongst the public parking!

It was good to meet up with ex-WSCC member Will Maskell and Richard Wragg of Omex. Richard was exhibiting some of his collection of stationary engines, one of which is an old Lister D-Type that he has updated by adding modern fuel injection.

It uses a programmable Engine Management System to control the fuel injector, ignition coil and throttle and Richard is pleased with progress so far!

Lastly David S, Tony R and I attended a small "Wings and Wheels" type event at Defford (Worcs) where we met up with Dave Hopkins.

So all in all there was a great variety of shows in good company.

Some bad news – the biennial Birlingham (Worcs)

show has been permanently cancelled due to complaints by the locals. It seems that in 2016 far more exhibitors than expected turned up, causing gridlock in the narrow country lanes surrounding the venue.

Naturally the locals were up in arms, citing lack of emergency access, drives blocked and couldn't get home, etc, so the parish council have put a stop to the show. A shame, as it raised lots of cash for charity, perhaps a reflection of our NIMBY society.

There are a few more shows to come in August and September: Tetbury and Tewkesbury Shows unfortunately clash; Pershore Plum Festival Show on August Bank Holiday; GWSR Toddington Individuals' Show, and finally Sudeley Castle Show. Hope to see some of you at these shows!

UP AND COMING

September 14th – Our own private Track Day

Tom Frankland

Derby & Notts

www.wsccl.co.uk/area/derbyandnotts

We had a really good meeting in July, even a couple of Westfields! August was pretty dire; but I suppose it's the main holiday month so most of you would be sunning yourselves in various exotic places.

The WSCC sprint at Blyton was really well supported. I thought the BBQ on Saturday evening was superb, Chris cooked my steak to perfection.

Also at the event the funds for our charity this year, the Air Ambulance, took a boost from the sale of various motorsport clothing that I had lying around (thanks to Rich Kerr for the Williams stuff).

Thanks also to Charlotte Phelps for 'persuading' some of the purchasers. We raised £100 on the day.

The success of this prompted Mr.. Loudon to suggest we all try to dig out any bits and pieces (DC5 he he) that are gathering dust and flog them through SS events, club meets or Facebook etc. Seems like a good idea, please have a look in your garage/loft/wardrobe.

Well, the Honda engine in Del's car let go recently and, as he wants to do some serious upgrades to the engine to make it more reliable, we decided to run my car, the trusty old Cossie until the end of the season.

The misfire it had developed since its rebuilt engine installation had been traced to a connection somewhere in the water temp sensor/wiring/configuration. Anyway, it runs with it disconnected so it was polished up and fitted with some nice new (and pricy) slicks.

So far, we have done two events at Blyton and one at Hethel and it's still going! I had forgotten how much time it takes to get everything ready for events, Del is certainly enjoying the arrive and drive.

The Speed Series Anniversary event at Shelsley Walsh was a cracking weekend and due to the problems with Del's car we were able to attend. Graham Frankland did a fantastic job of organisation.

The meal and entertainment was great for the Speed Series old timers. Steve Robinson excelled himself. Very nice meal too.

I took my car there and ran it up the hill several times, this gave me confidence to run it for DSR (Dick Spanner Racing for the uninitiated). Thanks Graham, well done Sir.

Martyn Vann recently gave us a talk on the new MOT changes, very interesting. I now have direct experience of the new test and have seen two cars go to Mr.. Biffa, helped along by – let's say – by the overzealous application of the new rules.

One thing to note if you have discarded a heat shield from one of your cars – you know the ones made of kitchen foil that come loose and rattle, you will get a fail and do not drive the car notification!

From what Martyn tells me you could make one up from aluminium sheet and not have to pay some main dealer several hundred pounds. Martyn and I had a long conversation about this and I still don't think it's a fire hazard, especially towards the rear of the car.

We ran a C-Max for six years with one missing – not even a single. If you do get a fail that you think is harsh

remember you have the right of appeal.

Here is the second instalment of Mick Cooper's pre-lit resurrection:

TALES FROM THE SHED – PART 2

Firstly a photo of the donor Westfield. Unloved and unwanted even at the princely sum of £750. I kid you not.



Back on the case with the list (missing from Part 1)

- 1. TYRES:** Do not bother unless you have the best rubber available, coming second is not a result, it makes you the first of the losers. (Thanks Mr.. Dennis)
- 2. SUSPENSION:** This is the bit that keeps those very expensive tyres from running away by themselves.
- 3. DAMPERS:** Buy the very best you can afford, do not skimp. They control everything, the way the vehicle performs on the track – understeer, oversteer, weight transfer etc. You name it and they have a handle on it.
- 4. CHASSIS:** The main structure which retains all of the components in their designated place. It has to be as light as possible, but, with safety and reliability uppermost in mind.



- 5. POWER:** Can you have too much? Surely you have too much power if you are unable to use it with effect 100% of the time. If the need for speed is just to squirt you from one corner to the next, then you find your time is beaten or equalled by another car with less power, you must ask if the extra power is being used to mask the ability of the car or driver.
- 6. FOUR, FIVE OR SIX GEARS?:** The more the merrier, if it makes you feel good, go for it.

7. H PATTERN OR SEQUENTIAL WITH PADDLES?:

It has to be the latter every time. (Thank you Mr. Barnard)

- 8.** If speed costs money, how fast do you want to go? Now back to my Pre-lit.



It will be furnished with any bits that are cost-effective, and also give the car a modicum of respect. I am already collecting and raiding the filing cabinets!

(AO's note: Mick has for some years had a number of filing cabinets around the garage that I have sneaked the odd look into, full of mouth-watering stuff...Ohlins and the like...)

Bye for now.

If you want an exciting motorsport event to watch try the World Rallycross championship events, you even have Sebastian Loeb with 300 hp more than he ever had in a WRC car!

Watch our Facebook page for club night events.

Garry Bunn



Dorset



Lined up prior to parade laps at Le Mans Classic

The first half of 2018 has been a busy year for the Dorset area, starting with the workshop bits.

Jon finished his Eleven build with the assistance of Malcolm, Dale and Robin to sort out the ignition timing and carburettor, passed the IVA with Adge's assistance on the day and, after a five week wait for the DVLA to sort out the registration, is now on the road.

Post-IVA the car when through the usual metamorphosis and a trip to Slark Race Engineering who setup the suspension and tuned the engine on the Rolling Road.

Adge got fed up of tip-toeing around in his Ecoboost 250 and, after establishing an impressive Ford oil pick-up collection, fitted a new shorter sump which is an upgrade to be recommended to other 250 owners.

Having replaced his Cossie engine with a Duratec last year Glenn refurbished his front suspension and replaced the uprights and brakes, finishing off the upgrades with a Darth Vader nosecone splitter from Carbon NV.



Glen's 'Darth Vader' splitter

Colin replaced the standard plastic thermostat housing with a Raceline Water Rail ahead of competing in the MCC Exeter Trial, then replaced his clutch that got contaminated with mud and debris on the Trial and has recently fitted a shiny new exhaust.

Wattune (Malcolm and Dale) replaced the floor in Chris' car and then upgraded the ECU to an OMEX 200 as the Alpha was no longer supported, then replaced the ECU on their own car, interrupted along the way by various welding and machining jobs for Jon's Eleven.

During the last few miles on the trip up to NMS the carbs decided to set the air filter alight requiring some deft bonnet lock work to get access to remove the filter and extinguish the fire before any damage was done.



Chris' Flame Grill carbs

After being taken off the road by a US tourist at the back end of last summer, Brian picked up a replacement chassis, bodywork and various other parts from Westfield and has rebuilt his car, when weather and other commitments have allowed, and is now back on the road with a colour change to white.

Malcolm and Dale's road car has had a makeover with a RetroFord cam cover, Omex ECU and LED headlights.



Ready for parade laps at Le Mans Classic

Malcolm's RetroFord Cam Cover



Finally, we got an email from Paul 'Shippers' Lester-Hinchliffe, who, on retirement from the Royal Navy three years ago, emigrated to New Zealand and has just completed the NZ certification (yes, it's taken that long) and got his Westfield registered – just in time for Winter.

Very early in the year Colin and Chris with Jon and Adge as navigators completed the MCC Exeter Trial – a night/day navigation and driving skill event that started in Somerset and ended up in Devon.

This year was the first for Class R which the organisers targeted at road going car and over tarmac roads.

While it was much tamer than the other classes, poor weather preceding the event meant that it was perhaps too much for the ground clearance of fully loaded Westfields – Chris and Adge achieved a Silver Award with Colin and Jon a certificate to confirm successful completion.



Monthly meet

The first trip out of the year was to Gurston Down to watch the Speed Series. The Somerset-based members met up in Yeovil and the Dorset-based at Bere Regis with us all meeting up Gurston. The weather was as good as the racing.

This was followed by the annual trip to Stoneleigh,

we all met up at Warmminster Services and headed up the Fosse Way arriving at mid-day on the Sunday. The WSCC Area was as busy as ever; but, despite the good weather, the show seemed a little 'stale'.

The first Sunday in July a number of the area attended the Haynes International Motor Museum's Breakfast Club. With about eight Westfields there, the marquee was well represented and the museum even has an Eleven in the collection.



Haynes Motor Museum

A number of the group attended the Speed Series 21st Anniversary event at Shelsley Walsh. An excellent weekend with most cars achieving around 10 runs up the hill – many thanks to all involved with organising and running the weekend.



Camping at Shelsley Walsh

Finally, a group of five cars and six members went over to France for the Le Mans Classic, again the weather was mostly excellent and we managed to arrange to take part in one of the Saturday Parades through Pistonheads/1st. Tickets which was the highlight of the year so far.

For the second half of the year we have plans to go to the Classic Sports Car Club event at Thruxton, the Devon Run around the two National Parks, overnights in Dawlish with Colin & Pat hosting us all. And, in Nov, the Classic Vehicle Restoration Show at Shepton Mallet.



Essex

www.wsc.org.uk/area/essex

June meet



It's been a snooze of a quarter for the boys from the flatlands, a combination of the expected holidays and the unexpected issues with the pre-lit limiting the organised runs through June to August.

However, the monthly meets have been, as usual, well supported and the roll calls are as follows:

JUNE MEET

This meet was a particularly interesting get together as a result of the number of first-timers that attended. Barry Brooke, Jason Bygrave, and James and Gavin gave us three very different cars to pore over and it was the usual bonnets-off forensic examination for all of them.

Doing the investigative work on the day were Tim Essex, John Cutter, Paul Carey, Bernie Holdgate, Barry O'Grady, Soraya & Paul Khan-Allen, Paul Demitriou, Dean Savill and Rob Thomas.

It was great to see some new cars and meet the owners and hopefully, as a result of the warm welcome James and Gavin will take the plunge and join the club, if they haven't already done so.

JULY MEET

For July we decided to have one of our early morning runs to our favourite NAAFI, at North Weald Airfield.



It was a very early assembly outside the *George and Dragon* in Mounthnessing and it was great to see so many cars out and about at that time of the day.

On parade were Mike Rowland, Ken Paton, Rob Bannister, Steve Woodney, Murray Jarvis, Bernie, Dean, John and myself.

We had a nice route planned through the villages to the north of town, a blat that was scheduled to last an hour. Needless to say, things didn't quite go to plan!

We set off and all was good until Steve suddenly pulled over. I pulled up alongside him to see what the issue was and, rather than the usual car maladies, it was clear that Steve, himself, was suffering from the aftermath of the celebrations of England's World Cup quarter final win over Sweden the night before.

He waved me on and said he would see us at the café, although I seriously doubted it.

That left three of us adrift from the convoy and we set off in pursuit. A couple of miles on we caught up with Rob parked beside the road and pulled in line astern. I waved Rob on, not realising he didn't know the route. Undaunted, he led us away and plotted his own course to our destination.

I was ahead of Bernie and as I came off a roundabout not too far from breakfast, I looked in my mirror and he had disappeared.

Around the next few bends I strained to count the cars behind me and there were too many for it to be as simple as traffic crossing the junction, so I pulled over and waited a few minutes, but still no sign. Being the concerned team player, I turned around and headed back.

When I got to the roundabout, I could see Bernie's yellow Westy in the petrol station on the opposite side. I pulled in and called across to Bernie to see what the

problem was. "Just needed petrol" was the reply. Well, that might have been worth a mention before we set off!

Anyway, no harm done and we made our way to the destination, only to find that even with all those trials and tribulations, we had still beaten our posse there; but not the North London guys who had also made this their pit stop for the morning.

Eventually, we were all reunited and a good breakfast and chat saw us through the rest of the morning, before we split up and made our way back.

WATER SKIING — YEP, WATER SKIING!

Sadly, I couldn't make this day, so I will leave it to Mike to describe the mayhem:

Being a naturally athletic lot (despite appearances), our Essex crew took advantage of the long, hot summer to turn their hand to waterskiing on the uncrowded river Crouch, as respite from the holiday choked M25, A13 and A12 joyless roads.

Soraya, Tim and the Woodham Ferrers Waterski Club had made a very generous offer of tuition followed by general messing about on the water and a BBQ – what could go wrong?

I, along with Dean, Neil, Rob, Paul and kids all signed up and arrived in time to see Ken attempting to deliver Soraya's other toy (a beautiful V8 Fletcher custom wakeboat) to the slip:



Ken towing

That didn't go too well, because a trailer hub brake was locked on, so Soraya instructed her other half to use the Pajero to show it who's boss.

Meanwhile, Tim launched his own RIB while the rest dressed in rubber and I mused on how my wetsuit had shrunk around the middle over the last few years in storage – a common problem, apparently.

Once the cats were all herded to the training area on the river bank, Soraya gave brilliant tuition on how to waterski, which everyone paid full attention to.

It really wasn't kind, but then Ken insisted on a tug-of-war to prove his strength to the crowd:



Meanwhile, a loud outboard signalled the arrival of Dean, who emerged from the river looking a lot like the Milk Tray Man:

Ken took first go at the waterskiing, and very quickly progressed from rigid boom to short line to full line. Everyone else stared in disbelief as he casually skied



Ken skiing

past us while waving and smiling. We half expected a backflip on the final run, but time cut him short and the next victim moved to the stage.

Incredibly, and thanks in full to the excellent preparation from Soraya and the club members on the boat, everyone managed to stand and complete a full turn, with some success on short and long lines, too.

There was one impressive fall that involved the re-enactment of a scene from the *Dam Busters* but we won't mention that, Rob.

After the skiing, we had a chance to play on the river with a towed inflatable sofa and Soraya was able to show what 50 knots feels like on the water.

Back to the club house for a wash and then as much BBQ as we could eat.

All in all a brilliant day – big thanks to Soraya, Tim and the Woodham Ferrers Waterski Club!

Mike Rowland

AUGUST MEET

As this was the day after the water skiing, coupled with a problem at the Dartford Tunnel, numbers were unusually low.



August meet

I had only finished torquing down the head on the Crossflow in the morning after a gasket change, but the orange peril was again on show, along with Bernie's, Ken's and Rob B's cars.

Soraya and Paul, and Rob T were in their daily runners and we were joined by a very excited Nick Barton-Wells in his newly acquired and quite menacing all-black SEIW.

Unsurprisingly, Nick had to suffer the poking and prodding that all engine bays go through when on show for the first time, but he seemed OK about it. Nick is already hatching plans for his winter upgrades and carbon appendages.

I am confident he is going to be a regular at our meets and runs and, as he only lives minutes from me, can expect heckling outside his house if he isn't.

COMING UP

That was it for the summer months down South. Not the busiest; but, when we do get together, it's always well supported, so thanks to all of the guys and girls for making the effort.

My Westy is about to go back on the axle stands for its heart transplant and I am looking forward to the new life the Sigma is going to breath into this tiny car.

Hopefully, everyone else will make the most of the remaining good weather and light evenings, before the Winter sets in.

Lancashire



Andy at Donington

It's been a very busy time for me over the last few months with work, holidays, Touring cars and Formula One, and I even managed some Westfield time.

The Sunday after the May meeting which was well supported with 10 cars, I put an email out for a Sunday run which again was another good turnout.

We did an early start, and it paid off with a glorious morning and we had 10 cars with a run up to the Yorkshire Dales followed by a good breakfast barm at Inglewhite.

Our next trip out kept the theme using another of Andy's routes, and the early starts give us excellent quiet roads with no fear of Sunday drivers.

The email went out for Sunday 3rd June, with the Lancashire mob meeting at *The Roebuck* on the A6, and we were meeting the Manc's crew at Slaidburn.

All was going well till we hit Chipping and the local

farmers' cows had left their morning constitution all over the road Roy and I took the brunt of it.



Roy's car was literally a different colour down the driver's side and my lovely orange was now a sickly

green colour. It took us a good 30 minutes of swilling water over our cars to get rid of the mess and the rest of the group took great delight in watching us.

Another good turnout of eight cars with an excellent breakfast and brew at *The Naked Man* in Settle. We then headed further into the Dales towards Ribbleshead, Hawes before another stop at Aysgarth Falls. On to Kettlewell, down the A59 to Skipton, then we split and headed home.



My next trip out was the Touring cars at Oulton Park, as Elena and I had got tickets for the Sunday. What a cracking day, some really good motorsport and in glorious sunshine – just wished I had gone in the Westfield rather than the tin top.

I was then away for three weeks sunning myself in Spain, while Roy and Andy had said they would hold the fort and keep things ticking over while I was away.

I had handed the Area feather flag to Roy on our last trip out and to date I have not received this back, so I believe after holding the flag for two months you take the AO position, so over to you Roy. :-)

They had organised a run for the June Meeting night where Roy, Andy, Giles and Will met up and had a brisk run up to Settle.

I came back off holiday on Friday 6th July, walked into the house at 5.00pm and was walking back out of the house 6.30pm and headed down to Silverstone for the British F1 weekend (very understanding wife)

What a weekend! It was glorious weather, Lewis



Lancashire

0%

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Hamilton nailed the qualifying on the Saturday, then straight into the England world cup game and a win. The atmosphere was electric.

Then on the Sunday a magnificent fight back from last after one lap to a second place finish for Hamilton – a weekend to remember.

On the Wednesday 18th July for the Area meeting I put my email out for a fish and chip evening run up to Settle.



After mentioning fish and chips I got a good response for this, so we met at *The Green Man* at 7.00pm with ten cars on the car park and a couple of cars from the Manc's area meeting us at Settle.

It was good to see Bernie again (Pistonbroke) and, a newbie to the Lancashire area, Alistair in his recently IVA'd Duratec-powered car.

Andy turned up with a present for me, a lovely pair of carbon fibre cycle wing brackets to try out on my car, (more on these later in my report).

With Andy leading we set off at a fair lick through the Lancashire roads heading to the North Yorkshire roads of Settle.

Just after Chipping we had to do an emergency stop for Roy who had succumbed to the old Westfield problem of a broken cycle wing, as I had two shiny new carbon fibre ones in my car these were offered at a very inflated price.

Jonathan came to the rescue with a roll of gaffer tape, so a quick repair and we were back on our way up to Settle to meet up with Paul, Wayne, Jim and Julie and a nice tray of Yorkshire fish, chips and peas – all in all a good night.

Andy managed to fit in a spur of the moment booking for a track day at Donnington on Tuesday 10th of July. Mrs. M wanted to see her parents in Loughborough and initially he wasn't going to go as it's all, sitting around drinking tea while watching *The Jeremy Kyle* show!

Luckily the Thursday before he got an email from MSV offering a novice track day on the Tuesday, he asked the boss and she said book it. He got a B&B just down the road from the track and they drove down the day before.

The track day was bike and cars split into three 20-minute sessions, cars being on the hour.

Andy was quite surprised that only ten cars took to the track for the sighting laps and by 4 o'clock only four cars lined up in the pit lane for the last session.

One car only did two laps and peeled off into the pit lane and that left three – Andy, an Audi TT and an MX5! There was enough space between everyone to feel like he had the track to himself – result.

I took my car off the road for a week to have a go at fitting my new carbon fibre cycle wings and the carbon cycle wing brackets all made by Andy Mellor.



Andy had taken months to come up with a mould for the brackets after I had badgered him after having so many problems with my metal Westfield brackets failing.

I stripped off my old units and started trimming the carbon fibre ones to fit. Andy has made right and left out of the same mould and you trim it to fit, he has made it easy by making a template for the cutting and drilling and I soon had them in place.



The biggest job was bonding the big heads to the carbon cycle wings and getting them in the right place, Andy had given me some carbon mat to secure them and after a bit of a trial I soon had them in place.

I added two extra bigheads to the lower back edge so I could fit some rubber mud flaps.

The amazing part of this was, when I weighed the old wing and bracket against the new bracket and wing there was a massive 1.3kg difference.

I had been out a couple of times to try them, then myself Andy and Tony and Monica had a blast up to Settle for more fish and chips and to give the brackets a good trial.

They worked out really well, although my 2.6kg saving was wasted after a large portion of fish and chips

I will be having further trials with the brackets as I keep getting informed I am the guinea pig for testing the brackets for the Lancashire Area, just wondering what's next in the pipeline.

Andy is not for sitting about as his latest project is a curing oven for Mk. 2 cycle wing bracket. It's made of 50mm insulation panels measuring 1.5m x 850mm x 1m.

Heater is an electric cooker element and fan controlled by an Inkbird PID temperature control module, SSR relay switching the heater on and off, and a type K thermocouple.



Test runs with an empty oven shows it gets to 85 degrees in around four minutes and roughly the same time again to 120 degrees. Each time it takes 5 to 10 minute to stabilise on each set temperature.

Once up to temperature the heater flicks on and off periodically to keep the programmed temperature.

Next will be a small test piece with some pre-preg carbon fibre to see how it performs with something in the oven as well as fitting a connection for the vacuum pump and pipe.

This will have to be connected to the bagging materials around the mould, more on this in the next *Westfield World*.

That's all for this edition. I have now got in the region of 50 names on my mailing list, so if anybody wants to know what the Lancashire area is up to drop me a line and I will add you to my list.

Steve Livesey



Big Heads Bonded

Manchester



Settle Fish 'n' Chip run

There have been a few reports where I've been complaining about the amount of *WestieTime*. Well – the Summer has been a good one at last. But pressures of time and personal circumstances have meant a 'p' poor prose.

All the regular Mancs members have been up to Westie antics and I've had some respond to my plea for submission material. Luckily I'd already sorted some photos to submit.

Paul 'Slasher' Bond

I have joined Julie on a couple of trips out, and there was Steve Livesey's Settle fish and chip run. I could mention my little fire as a timely warning to others about the dangers of flooding the carbs and backfires.

Basically car was running fine, stopped for half an hour, went out to start it and unusually it didn't fire first time, tried a couple of times and no-go, then it backfired and I noticed a bit of smoke from the front carb – bonnet off and small flames round the air filter,



Dash in the house and get a wet tea towel to smother the flames, then it was the ride of shame home on the back of a tow truck. New filters ordered and no problem since. So be careful out there if your engine backfires.

Back home after Ride of Shame



Thanks Paul.

Wayne

June meeting saw Terry, Jim, Bernie (Pistonbroke) Graham (Diggsy) Paul (Hurdsey) and myself on a run over Saddleworth moor without our glorious leader Smeg.

A short stop for photos and tyre kicking was also spent chatting to a chap on a V4 Aprilia, a 180bhp monster that sounding brilliant as he tore off over the moor.

A little further on, and leading the group, I found myself having to lock-up as a tin top pulled out from a drive on a blind bend. Plumes of blue smoke were left as the front wheels locked to avoid the "numpty" who then continued to put the rest of the group at risk as he cut in behind Paul.

We continued down to Ripponden and followed the moor over to Hollingworth Lake where we stopped for Jim to get his 'fix' of chips and a brew before heading for home before the downpour.

Jim Cunliffe

After almost a year of Westy ownership I thought I would explore the boundaries further by taking part in a track day. So, obvious choice, the Blyton Sprint Weekend with a trackday on the Friday and then I could watch the Sprint series event on Saturday and Sunday.

Wayne at Blyton



Off we went, Dave Ritching, John and I along the M62 on Thursday arriving mid afternoon and helping to set up the 'Westfield Roadshow', aka a large easy-up marquee etc.

We were soon joined by Wayne Shep and Paul Hurdsfield from the Manchester group. Dave opened one of his super sized cartons of strong ale for sampling and after a few I can't remember much of the rest of the evening!

However, I woke at first light in my tent, sobered up, devoured breakfast and then to the briefing. Surprisingly, this finished very swiftly and was quite funny.

Five minutes later, with nervous trepidation, butterflies and needing yet another pee I was sat in the line-up. Then we were off on the sighting laps.

Jim with PaulH at Blyton



I remember at the briefing, the guy said to keep close together, it's not going to be too fast, learn your brake and turn-in points.

What a load of b.....cks! He set off like a man possessed and us newbies, who the session was supposed to be for, followed all over the place! Just a blur!

The track surprised me. I thought, from the plan of the track and the fact that it's an old airfield, that it would be all straights and not a lot of features. Trust me, it's a great track and very challenging!

During the day I managed 142 miles on track, frightened Paul to death after spinning and stopping two feet short of the Recticel on his side (well it was Friday 13th!), took other people on a few laps and lent my car to Shep who had broken a lower wishbone on his first session.



All in all, a great track day then followed by a fabulous meal at *The Black Horse* courtesy of GF.

On Saturday I marshalled at the Sprint meet before heading home. Shame I couldn't do Sunday (my 4'x3' tent got the better of my old bones)

A few days later, checking my car over, I found the oil level on my 1.8 litre Zetec low, never burnt oil before and was breathing heavily (behave yourself!).

On looking at the engine I found three pistons cracked on the land between the compression rings. An expensive weekend in the end; but very enjoyable. The engine is well on its way to being repaired and when I find out the cause I will report back.

Another great way to enjoy my Westy, what's next I ask?



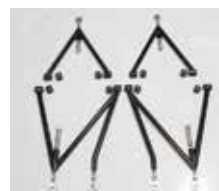
Billet CNC upright assembly



Lightweight billet hub



Westfield front suspension



Westfield micro adj. rear



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Manx crew at Shelsley Walsh Speed Series 21st Anniversary



June 24th was the much awaited Shelsley Walsh. **JULY – BLYTON TRACK DAY**
Returning from holiday in the early hours of Thursday morning meant a bit of a rush in order to be ready, packed up, car loaded on trailer and off down to Blyton for the Friday track-day.

With the car unloaded and the safety brief over in relatively good time, I made my way around the circuit in a steady manner building up speed with each lap.

After four to five laps I made my way into the paddock as the car was feeling worse rather than better the more laps I did.

Convinced I had a slow puncture, I checked around the car to find the problem to be a bent bottom o/s wishbone ironically only holding together by the probable cause of my bad luck – the inboard ARB.

The car was duly strapped onto the trailer while still able to, and my day was as good as done – it was after all Friday the 13th.

At this point I wish to thank all who tried to help out and more-so to Jim and Smeg for the passenger rides and particularly the drive in Jim's Westfield.

After a quick phone call to Andy and Dennis at Siltech, new wishbones complete with ball joints and bushes were sourced the following week, a really fast response and turnaround.

Also quality parts, well finished and fitted without an issue, excellent service and quality. At this moment of writing the car is complete and awaiting geo set-up.

Terry

Hull to Rotterdam, then to Dusseldorf, hop on the train to Innsbruck and a hike over the mountains taking in a few passes on the way.



Then Lake Garda and Bologna taking in the Ferrari museum. San Marino next then onto Florence and that's as far as we have got today as of Monday 13th Aug.

Finish of the trip up to Genoa, Turin and then meet Marcus and Nakki Barlow in Weggis Switzerland for a few mountain passes. Drive back to Zeebrugge and home for a good earned rest. Should be around the 3,000 mile round trip for me and Caroline.

What I've done – photo story!

Forest of Bowland breakfast run with my mate John H (who took photos)



Shelsley Walsh Speed Series 21st Anniversary Celebration



Blyton Track Day and Sprint Weekend as volunteer



Panda shake down test run from Ramsbottom repairs/upgrading



Silverstone Classic



YDG Tour with Wirral and North Wales Area



MOT – I passed, well Lardy One passed, but advisory on one of the front suspension bushes, tbc!

If there's anything interesting happening in the area, let me know and I'll be happy to support and promote.

Remember members – you are our club, so please get involved and let us know what you'd like us to organise at manchester@wscc.co.uk

Hope to catch up to you on a back road soon

David Richings

Herefordshire

What a fabulous summer, and I missed most of it thanks to an overload of extra commitments and a car that is not really roadworthy.

The bodywork is becoming less and less attached at the rear thanks to the spare wheel bearing down on it.

I must apologise to the area members for not keeping in touch, but hope to have a few runs out over the coming months before the next publication.

John Ridler

North East

It was a little quiet up North for the start of the season and the summer seems to have flown by; but what a summer we've had!

On a personal note, I finally managed to get around to fitting the V8 bonnet I bought back in November after it spent a little bit of time in transit via the amazing WSCC Courier Service. I bought the bonnet for no other reason than I fancied one and I'm really pleased with the way the car now looks.

But before I could get out for a blat with the new livery, I spotted a bit of a puddle of oil underneath the rear of the car that turned out to be caused by a couple of blown seals on the diff.

To be fair, the diff was the original item from a 1988 Sierra and had never been touched. I didn't want to run the car with oil leaking, so decided to take her off the road and remove the diff to fit new seals.

At this point it made perfect sense to bring forward my planned 'winter upgrade' of a Quaife ATB LSD – after all, removing and refitting the diff, as anyone who's done it knows, is a right pain in the butt.



The diff was pretty much the last donor part on my car that had not been replaced with a new item and to top it off Burtons had them at a price that I couldn't refuse, so it seemed like a "no-brainer" to fit one while I was on!

After the diff arrived I made a call to Luke at Plays-Kool and soon the car was on the trailer and heading to County Durham.

Luke and Chris did a fabulous job of guiding and helping me with the diff swap and I really can't thank them enough for their patience, experience and hands on help when it really mattered. Top blokes!

After that it was straight out to test the new diff an meet up with some of the lads at the Monthly Meet, which was at a different venue for a change thus allowing me to blat down a few country twisties on the way.

To say I was happy with the new diff was an

understatement – it's made a huge difference to the rear grip and traction out of corners.

When I arrived I was greeted with the sight of Nick's rather tasty XI which looked so much better than last time I spotted it in its IVA prep guise! A really well built and beautifully finished example of which Nick should be proud.



It wasn't long before I was off on a tour of Wales with my Brother who was joining me on his rather nice BMW 1000R. I decided to wimp out and trailer the car down as it's no fun driving for seven hours, at least five of which are on a motorway, and besides my daily car does better mpg than the Westy even when it's towing!

Well, we had a fantastic time at what was the very start of a long, dry and sunny summer with barely a drop of rain all week.

I just couldn't believe how quiet the roads were and the scenery was simply stunning. If you haven't toured Wales yet, then I'd certainly recommend it.

Stunning views, great roads and lovely weather



We also managed to meet up with some of the North Wales and Shropshire lads for a blat over the Black Mountains following much of the *Top Gear* route. Despite the weather forecast threatening to spoil our fun, we managed to avoid rain altogether and had yet another fabulous day out.

Following the 'Top Gear' route over the Black Mountains



The next few weeks seemed to be taken up by external forces that stopped me and the rest of the usual suspects from getting out and taking advantage of the rather amazing weather we were having, but it wasn't long before the annual WSCC Blyton Track Day and Sprint Weekend was upon us and so the car was loaded up onto the trailer once more.

I was really looking forward to this one due to entering my first ever Sprint as well as the track day. But the Friday turned out to be a little disappointing for me due to my alternator deciding to give up the ghost after only a few sessions in the morning.

Did I say earlier that my diff was the last non-new component? Well, I guess I just found another!

Despite the best efforts of a team of willing helpers, jump leads and battery chargers, we couldn't fix it on site and so I ended up losing the afternoon session to a trip to

You never tire of a cockpit view of lovely empty roads



Rimmer Brothers Lincoln for a new Lucas ACR alternator.

I managed to get back in time to fit it and head out to the Gluten Free Meal, but the car remained untested for my first Sprint the following morning and my fingers were firmly crossed.



Despite their best efforts the alternator had to be replaced

On to sprinting then - what's that all about people may ask. Indeed I was one of those asking this question last year but as I'm lucky enough to have more than a few rather good sprinters in my area, it seemed a bit rude not to have a go.

The main barrier for me to trying this out in the first place was probably the very same one that many of us who consider it have – the initial outlay on what may end up as something you don't like.

Well, luckily, we have a great club with some very generous members who like to help out 'sprint virgins' like myself.

In no time I had an offer of helmet loan from Barny, some old stock gloves from Luke and even a free race suit from Adam R as well as plenty of help and advice from everyone I talked to.

You really can't beat this club and the Speed Series for its friendliness, and a massive thank you to all. So, with some of the financial barrier eased, it seemed like I had no excuses.

But I was still a little curious as to why so many people liked the idea of firing themselves around a perfectly good track only to stop after a single lap.

After all, on a track day you get so much more track time, effectively doing as many laps as you can fit in as long as you have the fuel and stamina.

Scrutineering was the last hurdle and fortunately that all went by without a hitch. Which then meant it was time to line up at the lights and see what all the fuss was about!

Now, I wouldn't say I was nervous, after all I'd done three or four track days before, but the heart rate was gradually increasing the closer I got to seeing that green light appear and then it was 'go' and off I shot!

Pinning the throttle and heading into the first bend on cold tyres was a little bit new to me and a little scary, so I don't think I hit the first bend as fast as I'd like; but that didn't matter as the huge shot of adrenaline coursing through my veins just made everything feel very different.

The empty track ahead meant absolutely no distractions, so it was all down to me and the clock.

Then before I knew it, I was over the line and slowing down to get back to the rest of the group. With my heart still pounding I got out of the car and removed my helmet to reveal one of the biggest grins I think I've ever had – it was such a massive rush and with the adrenaline still flowing my hands were shaking and I was just bouncing around dying to tell everyone what a blast it was! As the day went on I managed to eat away at my times and so had a huge sense of satisfaction even if I wasn't particularly quick.

Everyone who I talked to previously about sprints all said: "It's really difficult to describe, you just have to do it to understand" - and now I understand.

When I compare it to track days, it's a bit like comparing tea and coffee. A track day is a little like a pot of tea that you can pour out and keep filling up, whereas a sprint is more like a shot of double espresso. Both drinks give you a hit of caffeine, but in a different way, so I guess it all depends if you like tea or coffee.

So will I do it again? Absolutely! Will I still do track days? Definitely – I need the seat time to learn how to drive and get faster at sprints!

Hill Climbs are no doubt a different animal altogether, but that's for another day.

Chris King



Chris popping his sprinting cherry



North London

www.wsccl.co.uk

Line-up at the de Havilland Museum



In June some of the NL members visited the de Havilland Aircraft museum in London Colney. Weather was great and it was an enjoyable day out.

At one point we were invited 'behind the scenes' to see the full restoration of a Mosquito, where the restoration team were hard at work re-building the starboard wing and flaps mechanism.

Many days out have taken place, breakfast trips to join the Essex crowd at North Weald, and drives out into the leafy lanes of Hertfordshire.



The trip to the Dunstable Downs Glider Club was interesting. WSCC have been offered trips in the gliders and the chance of a late summer/early autumn meeting at the club, with glider trips.



The launching system for the gliders is a long cable, which will accelerate the gliders to a speed of over 60 mph in two seconds – any takers for a drag race?

Blyton track day was great fun, no technical issues and very warm temperatures meant that BBGs were called for, along with lots of nice cold beer.

The GF meal was well attended and congratulations to Nigel Curry for his award, thoroughly well deserved.

Andy's dashboard renovations are now complete, and my carbon aero-screen is about to be fitted. Hopefully this winter I can source a better gear-box with long first gear, money and work allowing.

Enjoy the rest of the summer, cheers

Ian Tolfree

North Oxfordshire

WSCC at Silverstone Classic



The long, hot summer of 2018 has seen monthly meetings at The Rock of Gibraltar well attended as members were happy to stop by for refreshing drinks.

A couple of us took a drive out to a classic car meeting at Warborough in South Oxfordshire where a range of cars were on show.

A really lovely Jaguar XK120 turned out to be a replica

– a little plaque on the dashboard describing exactly what it was gave the game away.

With cars from the Edwardian era through to modern supercars, it was an interesting little visit.

Silverstone Classic took place on probably the most blisteringly hot weekend of the year – other than Friday evening's downpour, of course.

Westfield numbers seemed well down this year –

North Oxfordshire Area following the trend sadly; but those who went enjoyed some excellent racing and the sight of thousands of cars around the Northamptonshire F1 circuit.

Mike Brewer (of TV's *Wheeler Dealers*) hosted car clinics and featured a kit car for the very first time. It was Chris Lowe's Realm C-Type and had been picked by the producers from his ticket application.

Chris and the car were presented on stage and, during a 15 minute interview, Mike Brewer said how impressed he was with the build and the finished car and how he couldn't really believe that it was a kit car.

The build of the Jaguar was one of the most read threads on the WSCC Forum, of course.

Another keenly followed build has been Gary Tipping's Pre-Lit, alloy-bodied Westfield. I am pleased to report that this passed IVA at the first attempt so we are all waiting to see it on the road soon, reportedly painted in British Racing Green.

We carry on into the Autumn with the monthly meets at *The Rock of Gibraltar* pub, Enslow (north of Kidlington – OX5 3AY). See you there at 7.30pm on the last Wednesday of each month for an enjoyable chat?

Simon Marks

North Yorkshire

Buttercup, Sperm and Harvey, somewhere in Scotland



I feel this report is more about 'THANK YOU's than anything else.

Huge thanks go to Trina for flying all the way from America to join us for our Scotland trip. She made some brilliant memories for us all and I for one loved every minute of your company.

From making rude gestures as we passed Gary in

Sperm to our walk around Hoxa Head and the lift from the lady at the end – say no more – and I won't even say anything about the rude Americans at the Ring of Brodgar.

You were a delight to be around and I am so pleased you came even if it was only to hear you break wind and make it sound like you were saying "Marmalade"

Trina after Hoxa Head adventure



My mate Gary. No idea where to start with this one. From our romantic moment on the bench in Stromness, to the episode in the bath – OMG – sounds so bad.

For every other stupid idea that we got up to, you made this holiday a real adventure.

I know you broke down again, as you do every year and everyone had to pitch-in to get you back going; but this is what adventure is all about.

Gary broken down



If you see David, just remind him that I wasn't going to leave you in the middle of nowhere while I carried on with my holiday. It was all a joke.

BBQ overlooking Scapa Flow



My big 'thank you' to you, is for the BBQ we had on the beach overlooking Scapa Flow. The log fire you made with wood you carried in your car, to all the food you organised, I have never felt so relaxed ever as that evening. It was a real highlight of my holiday – did I mention the bath.

It was brilliant that Terry could join us for a few days. Bet you didn't think so though when you got locked out of your hotel for going back late on the first night. It was only 11.30pm after all.

Terry at The Kelpies



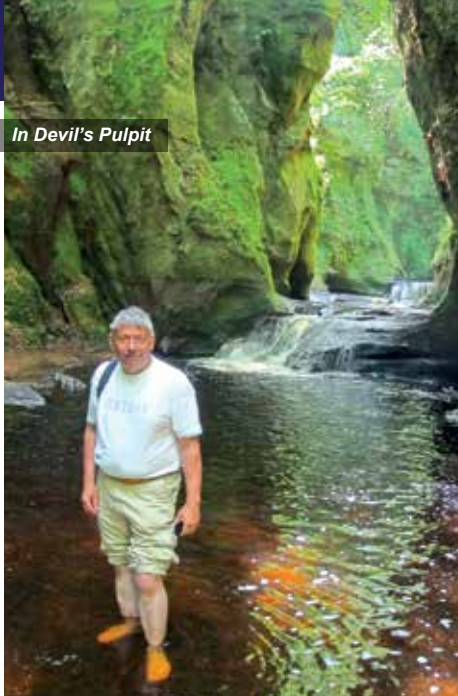
My 'thank you' to you is for the petrol you gave me after we went down those single track roads in the pitch black. Over 20 miles from our hotel, after 11.00pm and no fuel.

David joined us once again for a couple of days and this time we met his wife Elaine. David's car always looks immaculate apart from the grubby bonnet catches. After Elaine showed us where David keeps the car, I am not surprised it is so immaculate.

My big 'thank you' to you both is for the trip to the Wolf of Badenoch's castle and also to Culloden Battlefield. The history lessons you gave us were amazing.

Special thanks to Alfascozzesi for making me laugh and chuckle throughout the day to myself. I have never had anyone stand on the passenger seat of a car that is coming towards me shouting: "It's Buttercup!" And

In Devil's Pulpit



waving like the clappers. Made my day and it was such a funny experience.

Don't want to forget Judder. It was brilliant that you came over and met us all. Such a shame you couldn't make it for the full day. Thank you for spending the time to join in with our adventure.

A special mention must go to the two, foul-mouthed Scottish girls we met at the Devil's Pulpit. This is where the river runs red with blood.

These girls were such fun and they were a pleasure to meet. At one point I even thought they were going to pinch our belongings.

The language was terrible but they sat and offered to share their picnic with us. The even thought Gary was a spy for the government at one point.

We must have sat with them for over an hour and it's funny how first impressions about people can be so wrong. Such brilliant company and it is a shame they couldn't join us on our holiday.

No thanks go to the hotel that let my booked room out to others, two weeks before my holiday. I even booked the room last October.

No thanks either to the hotel on the Orkneys that left me with nowhere to stay and passed me from pillar to post. She must have been on the gin again when she confirmed my booking last year.

I really could write a book about this year's trip. So much happened, more than on any other trip and it was just a fabulous time. Thank you to everyone who took part.

A number of weeks ago, Luke and Chris from Plays-Kool commenced works to Buttercup, to ensure she will stay in good condition for the future.

What has been done is not so important but I believe that the level of service that I received throughout the works needs to be known.

I have been kept updated throughout and this has been through regular telephone calls, text messages and numerous photographs.

Luke and Chris both kept a close eye on costs to ensure that I received value for money and I was not met with costs that I was not aware of.

A number of surprises were met along the way and it was not a case of cheapest is best, or just get that because it's in stock.

They both spent the time to source parts that were not only within budget but also provided longevity, and for this I was extremely grateful. Without their close eye to the costs then this work would not have been completed

so smoothly.

During the works, I spent the day at Plays-Kool and I was made to feel extremely welcome and the work they had carried out was explained to me.

Buttercup at Plays-Kool



The thing that I noticed was that all the parts that had been removed from Buttercup were all protected with sheets or bubblewrap to ensure no damage.

This was also the case with Buttercup herself. Masking tape and dust sheets were visibly in use and this care to prevent any damage was evident throughout the works.

During the day I was there, a 'rattle' became evident on Buttercup. Luke and Chris must have taken around five hours trying to locate the rattle and cure it.

The amount of parts that came off the car was unbelievable but they both stated that the car would not leave the workshop unless it was right.

During the rebuild, a number of items were found that extended the build time but both lads were working to a deadline that they wanted to achieve to meet my needs. They both worked an incredible amount of hours and I was still receiving updates after 11.00pm one evening.

Buttercup at Plays-Kool



BUT, the biggest thing that stands out above everything is the fact that both lads care about what they do and this is clearly evident in the way that Luke is building and running his business.

If you care about something then you really want to do your best and this has clearly been the case every step of the way.

Everything that has been done to Buttercup has been so worthwhile and she drives beautifully. All the lads' hard work has paid off and it clearly shows.

I don't really know how to end this other to say that I am so, so happy.

Thanks must also go to David and Rob who both ferried me up and down to Plays-Kool to allow the work to take place. Poor David thought he would only be a few hours and 12 hours later we were still out. It was very much appreciated though.

One thing I have learnt from this club is just how much everyone is prepared to help others when needed. I have met some really great people and made some really good, strong friendships that I hope will stay with me for many years.

My biggest thank you goes out to all those people I have met who have either helped me or my friends, as you are all what makes this club so worthwhile.

Geoffrey Carter

Peak District

Crikey, this has been a good summer to own a Westfield, did you end up using yours everyday too?

I bought my Westfield five years ago in July 2013, the temperature was 30 degrees then and I remember driving it home from North Yorkshire being chased by a thunderstorm. I don't recall such great weather since,

until now, so long may it continue.

LUNCH WITH A DIFFERENCE AFTER CURBOROUGH BREAKFAST MEET, SATURDAY 12th MAY

A great big thank you today to Trevor and Ian for fitting their Westfield life in between all their other family commitments, it was great to see you both. As it was Stuart, Dave, Martin and Sue, Dave and Sylvia in the Westfields, Paul in the VX and Michael from the Burton Car Club with his Dino.

We all met track-side at the Curborough Sprint Course, Lichfield. Down in the paddock things were very slow and

Matthew only had one practice run in his Westfield, on a slightly slippery track, so we never actually got to see him in action before we had to leave.

Dave and Sylvia arrived to show us their new Omex Throttle Bodies which they are very pleased with, very pleased. Dave told us that although it only gave him 25 more hp, it was the increase in torque that made the power difference and he changed gear less frequently.

I had booked us a 'train carriage' for lunch at 1.15pm and off we went, on a route diverting around for a bit of the wiggly tarmac, to arrive at the restaurant, which has



taken some Pullman Dining Cars and turned them into an atmospheric, static eating area.

Lunch in the train after Curborough



Dave excitedly told us about his build as we ate our meals, these stories really need writing down and publishing, it's the bits that don't quite go to plan that are the best bits. Otherwise it would simply be 'Once Upon a Time I bought a kit, knocked it together and IVA'd it, The End'

After lunch we took to some more nice roads – cough, yes Mr. Eastwood – had our fun and arrived at our very favourite café at Hulme End, *The Tea Junction*, for some of the home-baked, sugary stuff.

A popular one today was a new recipe with plums and custard in a sweet pastry served with cream – drool, drool. It was alfresco dining overlooking the cars, a perfect end to a perfect day. Thank you to everyone for making the day fantastic.

WEIGH DAY, SATURDAY 2nd JUNE

The actual weights were wrong because of all the rain, so I will report them as comparisons rather than accurate figures. Ian's was by far the lightest and mine was by far the heaviest.



Wet weigh day

Jordan and Trevor weighed the same and were the next lightest, followed by Stephen and Dave who also weighed the same.

I think my boss might have something to say about the weighbridge weighing 120kg with just rain on it, I might be stating the obvious but it does normally sit quiet at 0.00kg.

We were sporting the full range of rainy day roof options – a full hood, a half hood or a brolly. Bagpuss soon turned into Sogpuss as he sat on Ian's bonnet.

After the weighing we went to *The Barrow Hill Roundhouse café*, where it nearly stopped raining, for a full English breakfast.

Then we went off to our new 'café with a view' which is in Wirksworth, just the other side of Matlock Bath. It was a good job that Ian spiced the journey up a bit as it was getting boring following Mr. 25mph, then Mrs. 25mph.

You know what is coming next – CAKE! Miniature, round sandwich cakes all to yourself, how cute.

On speaking to the café owner, she told us that it had not rained there all day, so why did we not just drive round to there?

RAILWAY RUN, SATURDAY 9th JUNE

We briefly met at Matlock where Andrew did the



'panorama dance' that we are eternally grateful to Trevor for teaching to us. He was running up an appetite for later.

At the car park, disaster struck, the toilets were shut: "Not to worry, the gents are open," said Paul. Oh great, I thought I will use the gents when they have finished, huff, Paul went off to the nearest bush didn't he!

We took the short journey to the Ecclesbourne Valley Railway, a largely unknown heritage line, with Andrew, Matt, Paul and Margaret, and Ali and Gail. Matt's yellow stripe was a great contrast with the yellow cars in my rear-view mirror.

After a snack, a brew and a look at the steam engine, which is better viewed arriving than leaving, we went for our drive through the Peak District.

We wiggled all the way up, down and round to come back to a point about 10 miles down the road at The Peak Rail.

The first fix was Paul's indicator followed by Gail's idle speed. The steam train arrived on time, allowing for a nice photo with the cars in front of it.

We had lunch, then Glen and Ali got naughty, some derogatory comment about women, followed by looks over to Gail and I, lots of oooo's, then ruddy Ali finished his sentence with: "And there were five of them strapped together", followed by roars of laughter.

Goodness only knows what they were talking about, only the male of the species will probably get an answer to that one!

Andrew treated us all to cake, what a wonderful guy, thank you very much Andrew. Needless to say nobody refused.

We all cooked nicely in the hot sun until it was time for everyone to make their 1.5-2 hours journey home. You all were so brilliant for travelling the distance to make the day happen and I really cannot thank you enough, you are all great.

Actually you all probably got home before us, because it was such lovely weather we went to check out a pub with a view, up on the tops. It was very nice and we must all go there, perhaps later in the year, we will see.

PEAK DISTRICT FINEST, SATURDAY 17th JUNE

I must pride myself on finding NO COW POO, let's hope it lasts hey!



Bonnets Off, 17th June

We met at Matlock where the blinking toilets were still shut, so it was a quick scoot to the shopping outlet. In future we will meet at Sainsburys where there is petrol and a pee available.

We met Andy and Sue, Martyn and Sue with Paul and Pat in the VX220. At Matlock, Paul let me have a little drive around the car park in his VX220, for which I feel very honoured, it is harder than a Westfield to get in and out of and you can see hardly anything out of the rear-view mirror. It felt a positive drive, it was lovely and it certainly looks the biz too.

We sliced a route through the centre of the

Peak District, meeting the Spire Classic Car Run coming in the opposite direction, so lots of waving there then.

We travelled up the very fine Winnats Pass, the empty tarmac begging for my four new TOYO R1R tyres, with which I am exceptionally pleased.

Then it was a slow run down Mam Nick to take in the scenery.

Arriving at *The Rambler Inn* at 11.55am, just before it opened, meaning an empty car park and pub, simples. A table for eight soon became a table for ten when Chris and Mo arrived.

The car park has a good view of the 'Great Mam Tor Ridge' and at the 'Bonnets Off' we got a view of the 'Great 2 litre Zetec' in Andy's car, complete with a gold rocker cover!

Paul went next with his bonnet off on his VX, turbo 2 litre engine, on which he has just changed the cam belt and water pump (behind the engine). It's service day tomorrow, he keeps a nice car there.

We set off for more of those views over Mam Nick, those hills, those twisty roads, all lacking cow poo. Now a five car convoy, with Chris and Mo, we arrived at the cake stop and parked in our designated area.

We had all the ingredients for a great day out – driving, bonnets off, eating, scenery and great company, thank you to everyone for making it happen.

PEAK DISTRICT, SUNDAY 1st JULY

Meeting at Sainsburys, Matlock, were AndyR, Andrew and Mad Dog Pete, Rob, Scott, Nigel and his eldest Lee, and a Kinder Surprise – Ian.

The initial parking display in Sainsburys was rubbish, but it did get better. In fact professional photographer Lee even organised the parking later so he could get some good photos.

We went straight up Winnats Pass, only it's not very straight. My engine temperature was just touching 100°C at the top and when we got on the level it was not coming down. I was ready to switch off I can tell you, as there was a hairpin left and up hill next. I was thinking: "Come on, get down" but the little Polo radiator did its job though.

We arrived at *The Rambler Inn* for lunch in the shade, the sun was so hot. Paul Hurdfield joined us here for lunch, he was overjoyed to see AndyR's new car, Maverick, back in action.

Apparently Paul used to go on runs out with Andy's car and its old owner, and it sounds like there are lots of juicy stories to be told involving naked girls in Westfields.

Then it was time for 'Bonnets Off' – every engine has a story and it needs to be told.



Bonnets Off, July 1st.

After plenty of chatter we all set off together up Mam Nick with its wide open views.



1st July, Winnats Pass



Peak District Run Out, 5th August

Paul and Andy were heading back North, I am not sure where Ian and Rob went but they were heading back South, leaving just the four of us to seek out some cake.

The roads were fantastic and we had a good run, until we followed a tractor all the way up the Elton Essess, unable to overtake until the top. Chaps, we will do them again, slightly faster next time.

We soon arrived at the Stone Centre near Matlock, and our naughty little parking area, for tea and cake

Home time, that just left Andrew and Pete to follow us on a B-roads route, avoiding any queues in Matlock Bath, with Scott heading South and Nigel and Lee heading for petrol.

Another fantastic day out with great company, lots of different engines and their quirks, thank you for coming everyone.

CHESTERFIELD MEET, ASHOVER CAR SHOW AND TAGG LANE ICE CREAM FARM, SUNDAY 22nd JULY

Meeting at McDs were, all the way from Cleethorpes, Andy and Ann in their beautifully styled, Zetec engined car, Andy and Becky, Luke and, flying in at the last minute, was Simon, making a five car convoy to the Ashover Car Show.



It is very popular and there were four fields full of cars, it was well organised by the local Rotary Clubs. Having parked up we soon employed the 'Bonnets Off' mode, which always kicks off good conversation, with three Zetecs on Jenvey throttle bodies and Omex ECU to compare, they were all set up differently.

Simon is in the Speed Series and he entertained us with a wonderful commentary of his Blyton Sprint last weekend, a cheeky gear change in the right place made all the difference.

It's a bit like F1, only more real and more fun to follow. Well, after today's F1 I don't know about that, Hamilton won from starting in 14th place.

We wandered over to the Burton Car Club stand, met Michael in his Dino, and promptly ate their cake that they offered to us, it would be rude not to.

There was a newly finished Ferrari/MR2 conversion for sale at £6500 on their stand, in red of course.

We got round most of the cars and met a few other familiar faces, including Alan (Thundernuts ex-owner) before making an early exit.

Simon and Luke stayed and had their families join them, while Andy and Ann set off back to Cleethorpes, leaving Andy and Becky to follow us on a back road route, avoiding Bakewell, to Tagg Lane for ice cream.

At Tagg Lane we were approached by a man who was with some MX5s, how did he know we were the Westfield owners?

Anyway he came over to talk about our cars and I hit him with 20 questions about their cars, and the MX5 Club. They were the committee members who were out doing a recce route for their Peak District Run on 2nd September

I am interested in joining because I might be selling my Mk.1 MX5 and the Z4, replacing them with a Mk.4 MX5. Emotions are getting in the way a bit though, can you love a Mk.1 MX5 soooo much?

It was Ferrero Rocher ice cream for me, but some of us had both ice cream AND cake, but it was somebody's big birthday wasn't it Rebecca? Happy Birthday darling.

PEAK DISTRICT RUN, SUNDAY 5th AUGUST

Five years of driving my Westfield and it all just gets better and better, just when you think it can't, it does.

All you lovely people just make my day, sticky tyres and warm tarmac helps too.



Meeting at *The Wheatsheaf* were, in no particular order, but since Ian has taken the most stick today he can go first: Ian, Dave and Jon, Jonathon, Andy and Ann, Trevor, Nigel and Lee, Ali and Gail, Richard and Liz, the owner of my car, Glen and his chauffeur, me. That made nine cars and 15 people, no pressure then!

Luckily the roads we were travelling on were quiet and the places we stopped at could easily accommodate us, so all was well. Trevor kindly blocked the road so we all left the pub in convoy and we got a clear run up the 13

bends, that warmed up the R1R's.

We momentarily slowed for a view of the Dragon's Back, a peak in the shape of a stegosaurus, that's right isn't it Ian?

Crikey, next we got another clear run, up Crowdecote this time, and even I went a bit too fast, so now I know the limit of the R1R's. (NOTE – these are tight, twisty, hilly roads in a National Speed Limit area and no speed limits are exceeded).

Glen was grinning away, not at the thrill of the ride, but at my face and my massive grin. To cool off we had a short break at *Tagg Lane Dairy*, phew.

Ann, Jon and I had the Jaffa Cake flavour ice cream, Glen had blackcurrant and liquorice, others had lotus biscuit, coconut, or cookies and cream. Some people had two flavours in one cone, not naming anyone here!!

Rich and Liz left us at this point to go and meet the real Baby Bio, their first Grandchild, what a magical time it is for them and they exuded delight. The rest of us went in search of the Elton Essess

It was a reasonable run up the Essess and that nicely landed us at The Whitworth Centre in Darley Dale, just in time for lunch, and cake to finish with.

Another dimension has been added to our hobby recently as we have been joined by Nigel and Lee Ogram. While Nigel does the driving, Lee takes the photos.

Lee is a professional photographer and one of the joys of the day for us is getting home and checking the club forum to see some pretty amazing photos of our day out.

Future events? Well it's the usual, we will be in the Peak District most weekends, all of it made up once I have a weather forecast. There is a fixed agenda, eat, drive, corners, hills, bonnets off, talk, eat, eat.

All this great weather has meant that not a moment has been spent in the garage. Well, only to have four new Toyo R1R tyres fitted.

We have been on holiday to the Lake District, Snowdonia and to the Yorkshire Dales and my Westfield has not missed a beat, even in these temperatures.

Once set up by Northampton Motorsport, always set up by Northampton Motorsport.

With the great weather, please watch your annual mileage does not exceed your insurance limits and please make sure you enter my Battle of the Odo's competition.

Last year, third place received a prize for less than 3000 miles travelled. Contact me with your annual mileage in any way that is easiest for you and if you look like winning I will ask for your MOT certificate for proof.

Julie Hall

Scotland



First of all, let me introduce myself, I'm Gary Taylor and I'm the new AO for Scotland.

I've been an avid petrol head since getting my licence. Firstly on a selection of motorbikes then, after a bad accident, I decided to convert to four wheels from Ford-engined Minis, MGB's, TVR's etc., and now my current Westy which is here for keeps – modifications, definitely – but here to stay.

Driving wise I think I've matured where the majority of my driving is touring nowadays, but there is still a side of me that likes to let my hair down once in a while.

I take over this position from Rab who has done a brilliant and hard to follow job as Scottish AO and I will endeavour to keep up his high standards and promote the club whenever possible.

To Rab for all your hard work, a heartfelt thanks to you from us all. I hasten to add we're not losing Rab, far from it, he is still with us supporting the club at every opportunity as he has done for many years. I'm sure many of us will lean on his knowledge and support for some time to come.

The Scottish area is indeed a mighty one encompassing everything north of the border and as such if we can continue growing, then before long we may need to consider either having two areas – Scotland south and Scotland north – or perhaps joint AOs to cover

this vast area and furnish the growing membership.

This being said this year's main events had already been organized at the Easter get together and started off with the Reservoir Run which saw a number of cars enjoy a good day out, the next being the Leadhills Run which again saw a number of cars have a day out with lunch in the borders.

Next up was our rendezvous with Geoffrey and Buttercup for their annual Scottish holiday accompanied by Terry in his amazing bike-engined car.

We met them at the Kelpies and travelled up to Glencoe, Terry stayed overnight before heading back south via the Trossachs (dedicated or crazy or both, but aren't we all), while we headed out to Ardnamuchan,

David hrv joined us as we went over to Skye via the



Glenelg ferry and up Applecross where – Disaster! I had a burst radiator

Recovered home, car stripped and sorted and left at 2:00am to catch the 8:00am ferry to Orkney.

Back on the mainland we travelled south to Killin before heading home to Dufftown. 1,750 miles of stunning scenery, fun, tears and laughter with great friends. Many thanks to Terry, David and Judder for your company.

From here we had our annual pilgrimage to Applecross, which saw 12 Westies and Dave's BMW (he could have worked through the night to get the Westy running but.....)



The Friday night saw the usual Barbie and refreshments along with tales and plans a plenty,

Saturday started with the great walled garden breakfast before heading for the Glenelg ferry and *The Blue Shed* on Skye.



The trip to Glenelg was eventful to say the least, with a small coming together of two cars at a junction, no one hurt but John's nose was out of joint!

And then some Japanese kamikaze tourists wanted selfies with the other Westies. Their hire car sat in the middle of the road, doors open; but they got their pictures!

Onwards to the ferry where two trips saw us across the water and onto some cracking roads. Lunch was had at *The Blue Shed*, a great little café in the wilds of Skye, before heading back to Strathcarron where most headed over the pass, while a (fool)hardy few did the Shieldig loop before supper

All too soon Sunday dawned and everyone headed for home.

Another great Clan McWesty weekend with special thanks to Bob and Lorna for organizing the barbie and to Dave and Natalie for being the group photographer (we'll forgive the Beemer this time)

A couple



of weeks later saw David and I head over to the V8 breakfast at Inverurie, where we met up with Steve and his bike-engined FW, a lovely looking car. Unfortunately we had a few call-offs so we had an enjoyable run back over Strathdon and the Lecht

There was a Welsh raiding party invading Scotland and as it would be downright unfriendly not to welcome them, five Westies and an Alfa assembled at *Cars and Coffee* in Inverness where there was a wide variety of cars on show before having a run out round the Black Isle, ably led by Judder.



We arrived at Tarvie, to rendezvous with the Welsh lads, from where we had a brilliant run up to Ullapool for fish and chips, before a great drive home dodging the rain storms and getting home bang on 12 hours after we had left.

The annual Braemar run was next up but alas due to many having various commitments we were in danger of cancelling.

However Brad, Jim and partners headed north, Alastair headed west and we headed south for a lovely day out.



All meeting up at Glenshee before taking the hill roads over GlenShiel, Corgarf for lunch, over the Lecht and Brig'o'broon to

Nethybridge, Coylumbridge and Aviemore for fuel before heading for home.

Holiday season is now intervening so we are a bit quieter just now but have a few runs organized to look forward to, including Brad's tulip style rally day out, and many impromptu runs I'm sure.



A big thanks to Bob (ziplob) for coordinating the runs in the Central Belt and to everyone who supports the days out. As has been said before it's your club, so let us know what you want and enjoy and watch out for the notices.

I look forward to meeting up with and putting faces to names as we go forward and I'm always on the hunt for news and titbits so if your doing a build/upgrade/competing, or just having fun drop me a line with a few pictures.

Happy Westying.

Gary Taylor



Shropshire & Mid-Wales



June saw us meeting up with Chris King and his brother, who had travelled down from the North East to sample some of our fine Welsh roads.

A group of us met him at Builth Wells for a quick breakfast before setting off to the Black Mountains.

The weather has certainly been kind to us this year with plenty of sun and luckily the roads were relatively free of traffic.

We headed back via Llandrindod Wells and finished back at Builth Wells. A very nice day out.

The July monthly run out started from *The Bradford Arms*. Paul had planned us a nice rural route taking in some roads heading out towards Baschurch and onwards to Harmer Hill, then towards Ellesmere, before finishing at *The Old Boot* in Whittington.

The beginning of July was the grand trip to the north west of Scotland with the Wirral and North Wales group. We travelled from Warrington up the motorways and arrived at Ullapool to stay at the Morefield Motel.



We had stayed there last year and the hospitality and food are both excellent.

Sadly the weather, during our stay, was a bit of a mixed bag and nowhere near as nice as the sunny weather we had left behind. However, we still managed to find some great driving roads with some marvellous

scenery.

Due to the weather we didn't manage to do as much driving as we had planned. The others headed home a day early and we set off to visit the relatives on the east coast of Scotland

By the time I arrived home again I had completed 1,800 miles.

Thanks to Jeff, John, Graham and Steve for the driving company and the banter.

John and Dale managed a paddle in the sea at Durness.



We returned from Scotland just in time to wash the car and pack up all the camping equipment and have a good night's sleep ready to head off to Silverstone for the three day Classic. It promised to be a very warm event this year.

When I arrived on the campsite the Westfield area was already well established. The tent was pitched and I headed off to the local station to collect my son, Tom, who was joining me for the weekend.

There was no shortage of on-track action throughout the weekend with a huge variety of historic cars racing.

Friday evening saw the first rain in weeks, an absolute deluge, just as we got back to the tent. Unfortunately,

this meant cooking the evening meal in the rain under an umbrella!

On Saturday, first thing, we took the Westfield on to the infield to become part of the huge car display. There was every marque you could think of and some you didn't expect!

The rest of the weekend continued under a blazing hot sun. Tom and I planned the events so we could maximise our race viewing and spend time wandering around to view all the displays. If you have never been it is well worth a visit.

All round a fantastic weekend. The camping facilities were excellent with plenty of showers.

The Rickard Rydell Volvo estate complete with beagle hanging out of the rear window!



The August evening run was led by Richard. We started out from *The Bradford Arms* and headed over towards Minsterly and looping round towards Churchstoke, finally finishing at *The Yockleton Arms* in Yockleton.



The strange illusion in the car park is an led illuminated tree!

Nic Chase

Warwickshire

www.wsc.co.uk/area/warwickshire

Evidence of Curborough grass tracking



Welcome to a round up of what Warwickshire area members have been up to over these summer months of glorious weather.

But first I must apologise for the error in my last report as I accidentally referred to Paul Hammond's car as a Subaru when in fact it is a Toyota GT86 – a car that is designed and manufactured by Subaru, but it is clearly not a Subaru, sorry Paul!

After that faux pas things have improved as it turns out that Paul has now sold the Toyota in favour of a BMW, so I can't make the same mistake again. Well I suppose

I need to be careful when Paul joins us in his Vauxhall VX220, you know, the one that Lotus made!

FRIDAY MAY 25th CURBOROUGH TRACK DAY

Well our first visit to Curborough for 2018 started with the most torrential rain that gradually eased off to mostly light drizzle with periods of no rain at all, while the track remained very wet throughout.

Despite the rather wet conditions there was a good turn out of ~~natters~~ drivers who all had a great time sliding around the corners and at times mowing the grass while avoiding any serious damage to anything.

As relatively new Westfield owners and new Warwickshire members this was the first visit to Curborough for Luis and Gabriel.

Luis was having trouble with his car sliding around too much in the wet conditions but found it much better when dropping his tyre pressures from around 30psi to approximately 16psi, who'd have thought it!

Gabriel was also spending some time mowing the grass but that was more to do with enthusiastic driving on his first day out in the wet with a powerful Duratec-engined Westfield that he had owned for a matter of weeks.



Gabriel getting ready to go on track

Also new to this track day malarkey were Ali and Gail. They shared the driving on the track though Gail drew



the short straw by having to drive the Westfield through the worst of the rain to get there in the morning.

Gail recounted tales of being unable to see Ali in the tin top and of floating on the rivers of water streaming across the A38, both a common experience to all of us arriving in Westfields that morning.

After going on track with Gail to give some guidance on which way it went etc., she continued to drive sensibly through the day as did Ali – though maybe a bit less so; but they seemed to enjoy themselves.



Gary Barehead at Curborough

A final mention for the still recovering Steve who organised the event and did a fine job of cooking bacon and sausage for breakfast butties and of course a brilliant barbecue lunch too.

Thanks Steve, I hope you continue to improve and that you can get out in your Westfield again soon.

SATURDAY JUNE 9th CURBOROUGH BREAKFAST MEETING

Sue and I made the short journey to Curborough for the regular breakfast club meeting, arriving around 9.30am.

As there had been little response to the forum and Facebook postings we were not expecting a large turn out of Westfields; but ours was the sole one.

However we were joined by two ex-Westfield owners, Paul in his Toyota GT86 and Steve and Jan in their recently acquired Nissan 370Z convertible.

As usual we had a great morning in great company while watching the various motorcycles and sidecar outfits sprinting.

THURSDAY JUNE 21st MONTHLY MEETING AT THE FALCON

With the continuing excellent weather it was not surprising to see a very good gathering of eleven Westfields, consisting of many regular members both old and new together with some new faces, plus at least one visitor from the Black Country Area, namely their AO Rhett.



Members chatting around the cars

Some of the regular members also turned up in their tin-tops to end up with a head count of around eighteen making it a very busy gathering with us all milling around the cars and chatting until darkness fell prompting the last few of us to set course for home.

SATURDAY JUNE 23rd SPEED SERIES 21st ANNIVERSARY SHELSLEY WALSH

This event was organised to celebrate the 21st anniversary of the WSCC Speed Series; but was open to all WSCC members to join past and present competitors at this historic venue.

The day was spent driving up the historic hill climb tarmac followed by an evening meal in the on-site restaurant. I'm sure there will be a full report on the event elsewhere in this magazine, so I will stick to a few details about the Warwickshire area members.

We decided to make a full weekend of it, Friday



A startline steeped in history

through to Sunday, staying in the camping field with our caravan. As the Westfield can't manage to tow the large caravan I had take it on the back of the Volvo while Sue drove the Westfield.



Scott at Shelsley Walsh

On Saturday we met up with other Warwickshire area regulars Geoff, Adrian and Rhian, Tony and Angela, all of whom were spectating and Adrian took some great photos of us on the hill.



Martyn and Sue waiting to go up the hill, with Adam and Scot behind

Warwickshire area regulars Adam and Scott were there too and getting in as many runs up the hill as possible.

FRIDAY JULY 13th BLYTON PARK WSCC TRACK DAY PLUS SAT/SUN JULY 14th & 15th SPEED SERIES BLYTON PARK

This is a great long weekend of Westfield activities that includes a track day on the Friday that is open to all, followed by the Speed Series events for the regular competitors on Saturday and Sunday with each event being run on a different circuit layout.

To complement the on-track activities there is the Friday evening pub meal organised by Graham and a 'cook what u brung' communal BBQ and general social gathering on the Saturday evening.

The weather continued to be very good so all of the activities were bathed in sunshine, well perhaps not so much for the BBQ as we continued in the dark as the lighting system provided was a little too much for the electricity supply to cope with!

There were a few breakdowns during the track day but I didn't see any evidence of any vehicle damage caused by off-track incidents, though some tyres and brakes had a very hard time.

Webmaster Chris King lost much track practice time as the alternator failed on his car early Friday morning, so he spent much of the day away from the track finding a replacement in order that he could compete in the sprints on Saturday and Sunday.

Happily, he managed to do so and had a great weekend as a first time sprint competitor, well done Chris.

As usual the sprint competitors put on a great show with some very quick Westfields, some very quick single seaters and some unusual and quick cars such as a 940 Volvo estate car. The Volvo was impressive but as I failed to get a decent picture of it you will have to take

my word for it.

For the social gathering on Saturday evening we had been joined by fellow Warwickshire regulars, Ali and Gail, with whom we had sat chatting during the afternoon and on into the evening.

Sylvia joined us during the afternoon as her partner Dave had decided to head home early in the Westfield while Sylvia waited for Dave's son James to come to collect her and the remaining kit in his tin-top.

However, things went a little awry because James did come for the kit but when he could not find Sylvia he assumed she had gone with his dad, so he left for the Midlands without her.

Sylvia was now a little stuck as her handbag, money and phone were with James on the way back to the Midlands. This presented problems particularly when even with a borrowed phone it was clear that contact could not be made with Dave or James.

Messages were left while Sylvia had to sit and wait to see if they got through so that a rescue operation was started. Meanwhile we continued to keep topping up Sylvia's wine glass and passing over BBQ food.

WSCC chairman Andy Banks suggested that Sylvia was now officially lost property and though there have been many items left behind after WSCC events it was the first time there had been a person in lost property!

Happily for all concerned, James did later return to take Sylvia home, albeit several hours later than planned.

THURSDAY JULY 19th MONTHLY MEETING AT THE FALCON



14 Westfields at The Falcon in July, including a very original Pre-Lit

With Sue still unwell and my Westfield also not running too well I ended up using the Volvo alone for this month's meeting, despite which there were still seven Westfields and Paul's lovely Sylvia in the car park.

This included Rhett, AO from the Black Country area joining us once again, together with two new visitors, both with narrow body Westfields, one of which was a very original aluminium bodied pre-lit.

The last Westfield to arrive was Gabriel with Luis as passenger, arriving late due to a breakdown of Luis' Westfield with a suspected faulty fuel pump, hope you got it fixed OK.

As usual we kicked tyres, inspected engines and chatted in the warm summer evenings that we are currently enjoying.

Gradually individuals began to leave until the light had faded as a sign for the last of us to also follow suit and close another great meeting.

SUNDAY AUG 5th MIDDLETON MOTORS SHOW

As we had not managed to attend for the previous two months it was nice to go back to this lovely venue and its usual selection of interesting cars.



We thought we were going to be the lone Westfield but were pleasantly surprised to find a lovely red V8 Westfield already parked together with ex-Westfield owner Paul and his VX220.

We chatted to Nigel, the owner of the V8, to find out that this was his second Westfield and he lives very locally so I hope we may see him and his partner at some other gatherings soon.

We didn't have to wait very long to be joined by another member, Pete, who managed to park with us

to make it three Westfields around the Warwickshire area flag.

Unfortunately this did not last long as Nigel rumbled the V8 out early, sounding beautiful as only V8s can, hope to see and hear you again soon.

Another Westfield came in shortly after Nigel had left but due to the parking area filling up they had to park in the Glade area away from us.

Sue and I went for a walk around to look at all of the cars and to hopefully catch up with the couple in the Westfield while they had set off in the opposite direction to find us.

Nonetheless we did make contact and had a long chat with them as they had a story to tell and wanted some advice.

It turned out that Lorna had inherited a Westfield that had lain unused for approximately six years, clearly needing some attention. As there is some personal connection with the car Lorna had decided to get it back on the road but would probably sell the it.

The usual sort of work was done as required including a full service, fitting fresh tyres and a new MOT. Using the car confirmed that it was not 'right' for them so they were going to sell it and were therefore looking for a little reassurance on a suitable price to expect and where to advertise it.

As it happened they had already joined the WSCC so were looking at putting it on the forum anyway so we could only confirm what I think they already knew as they wanted the car to go to a 'good home'.

If it does come up soon I can confirm it is an early 90's narrow body fitted with 1600 crossflow that has had some good bits fitted for the period but is substantially unmodified since. Good luck with the sale!

THURSDAY AUG 16th MONTHLY MEETING AT THE FALCON

We had another well attended meeting this month, nine Westfields in all although the picture only shows eight because Dave and Val Preston pulled out of the empty space just before I remembered to get a picture.



Sorry it was missed off the picture, but it was great to see you both and your pristine Westfield again.

Two new visitors came, Dave with his white FW Zetec and Nathan with a yellow, narrow bodied and caged, Zetec-engined car. Great to see you both, hope to see you again soon.

As usual the time whizzed by as we talked about cars, holidays and random stuff until it was obviously very dark and time to make our way home.

I'm sure Adrian was OK with his fancy LED headlights but the rest of us had to use normal halogen candles to light up the road ahead. We had a good journey home, hope everyone else did!

WARWICKSHIRE EVENTS CALENDAR 2018

- Aug 25th Speed Series Curborough

Speed Series Loton Park

- Aug 25th to 27th Oulton Park Gold Cup
- Sept 2nd Middleton Motors Show
- Sept 8th Curborough breakfast meeting
- Sept 20th Warwickshire Area monthly meeting at *The Falcon*
- Sept 22nd GBS Sportscars cars and coffee morning
- Sept 28th Warwickshire Area Curborough Track Day
- Sept 30th Speed Series Curborough
- Oct 18th Warwickshire Area monthly meeting at the Falcon
- Nov 15th Warwickshire Area monthly meeting at *The Falcon*
- Dec – We may change the regular meet date for our Christmas meal, please check with me!

As usual keep looking at the forum calendar and the out and about section to see what we are doing and for confirmation of dates listed above so that you can come and join us.

Don't forget you can also come and join us at the monthly meeting at *The Falcon* even if your Westfield is not on the road or you are just thinking of buying one.

If you can't get to a meeting and have any ideas for visits, shows or runs out then contact us by email, warwickshire@wscc.co.uk or through the Warwickshire Area Facebook page.

If you don't use social media and would like to receive information about any of our runs or events then you can email on the above address or call/text me on 07759272072. See you all soon!

Martyn Vann

Wirral/N. Wales



Sunday Run, 20th May. It was nice to see a lot of support for this run out, with twelve Westfields meeting at The Tudor Rose on a warm sunny day plus some new faces – Lee, Peter, Paula and Sue joining our trip out to Lake Vyrnwy.

We made our way to Mold for fuel then onto Ruthin picking up the fabulous B5105 to Cerrigydrudion then onto another good road, the B4501 towards Bala.

Before we left Mold I'd arranged with Farmer John that he stayed at the back just in case anyone got lost, so to see all twelve cars arrive on the car park at Bala within five minutes of each other was quite good.



We continued our way up and over Moel-y-Geifr where we came across a classic car rally coming the

opposite way, lots of Minis, Escorts, M3 BMW's and even a TR7 in Unipart's livery.

We all managed to pass each other with lots of shunting backwards and forward on the single track road.

Once down off the hills we had a nice trip round the Lake before stopping at *The Old Barn* for breakfast.

We did well to get fourteen people seated around a couple of tables outside in the sunshine and then to get food and drinks ordered and served to us in less than one hour, was really good service.

There has to be only one way back from Lake Vyrnwy, and that's the fabulous roads over The Berywns, the B4396 and the B4391.

These are brilliant roads in a Westfield with lots of sweeping bends and the views over North Wales on a clear day are magnificent.

We regrouped in Llandrillo minus a few people who had other things planned for the afternoon. The rest of us headed for Corwen and then onto the A5104 which has now become an average fifty miles an hour speed camera road from Corwen to Rhydytalog.

In all fairness it is a busy road and when you get behind three or four cars, you have no chance of passing them anyway.

It turned out to be a good day, lots of cars, lots of friendly faces plus lots of hot sunshine, has summer finally arrived?

27th MAY SUNDAY RUN MIDLANDS BREAKFAST CLUB

We've had this run to The Midlands Breakfast Club in our diary for over a year now, but something else would always come up for those dates and we would always say: "We'll definitely go to the next one".

I put the word out for a run to the Breakfast Club, but only had one person say they were up for the run; mind you it was a bank holiday and people were saying, you know what happens on a bank holiday, it rains!!

I met up with Dave on a nice sunny morning and decided not to go down the A483 but to head down the A41 to Whitchurch, then cut through the back roads to The British Ironworks Centre.

We had a good run down the A41 with very little traffic on the road but now the sun had disappeared behind the grey sky. You always know what's coming when the vehicles travelling in the opposite direction have their headlights on.

We stopped in the next lay-by to put the half hoods on the cars then headed for Ellesmere; we hadn't gone far when it started to rain, then the thunder, and the heavens opened.

The roads were awash, we must have met the back end of a thunderstorm and there must have been that much rain, the water was just lying on the side of the road.

We arrived at the Breakfast Club a bit wet and were told where to park. With the rain still coming down we made our way inside for a mug of tea and sausage on toast, apparently they don't do toast, only barmes with no butter and lukewarm tea in a paper cup (lovely).

There were no supercars on display, (mind you, you wouldn't bring your Ferrari out in the rain would you?) but there were some nice looking cars, especially a Mk. 1 Ford Escort and a Lotus Sunbeam, both having had a lot of money spent on them plus lots of souped-up hot hatches.

On the way out we stopped to take photos of the cars against some of the fabulous artwork, I would recommend a visit to the British Ironworks Centre just to see some of the exhibits there.

We then made our way to Chirk, Llangollen and then over the Horseshoe Pass. I left Dave at Dobs Hill but decided to stop and take the half hood off for the last leg home in brilliant sunshine.

5th JUNE CLUB NIGHT

Dave Godding was doing a run before the meeting. John the Farmer arrived at 7.05pm with plenty of cars already there, nine in all, some with friends along and some new members.

One of the new members had a marvellous looking car with a Honda Fireblade engine and it was in perfect condition.

Andrew and his son Timothy from Winsford had put a new bonnet on Andrew's car, a different colour to the rest of his car, it looked great. Timothy was driving for the first time on a club run.

Dave asked John the farmer to do the runout as he knew some good country roads around Flintshire. We set off through Mold onto the Denbigh Road and then turned off to drive some good roads over Halkyn mountain.

Single lanes with plenty of open views so that you can



see if there are any cars coming towards you, no cars but watch out for sheep on the road.

A good start to the run before going back down onto the Mold-Denbigh road to drive the Trefnant straight, (also known as Cherry Blossom mile), just don't mention the speed!

As we drove into Denbigh the traffic lights were against us but it gave us a chance to make sure we were all together.

Mike Curtis wanted to stop at Moel Famau mountain on the way back so we drove through Llafair Dyfryn Clwyd towards the mountain.

The road up is rather steep and John Dolan was concerned as his V8 engine is still getting a bit hot when doing hill climbs. Knowing John D he'll soon have that sorted out.

When we parked to enjoy the view we met two groups of girls, six in all, who were all admiring the cars. They climbed into our cars and photos were taken; but time was moving on and we had to head back for our monthly club meeting.

We had a good two hour drive with good roads, cars and company. The meeting was well supported with 17 people and four new members.

10th JUNE SUNDAY RUN

This run out was just a short run into Wales for breakfast, then head back for home. I met up with Steve and Farmer John at *The Tudor Rose* and decided to head to Llandegla Fisheries for something to eat.

We headed to Mold then onto some of my favourite roads through Nercwys to Eryrys, then onto the B5430 to Bwchwyn before arriving at the cafe in Llandegla.

After breakfast John made a quick getaway, as he had strict orders from Mary NOT to be late home

Which just left Steve and myself to drive back over the hill before going our separate ways for home.

24th JUNE SUNDAY RUN

This run is always a good day out, not so much for the roads, the A41 can be a pain in the backside sometimes but the destination is fabulous.

We've been going to RAF Cosford, set in the Shropshire countryside, for the last eight years and it never fails to disappoint. We had a new face join us for this run, Kevin who has bought John D's old Westfield. Talking of old, it was nice to have Bernie (Piston Broke) join us on this run out.

We arrived at RAF Cosford and were waved past the entrance to the public car park and onto the reserved



RAF Cosford

parking area, I hadn't booked any reserved parking but at least the six Westfields were all parked together.

The first place to visit is the Wessex Café for breakfast – sausage, egg on a muffin and tea in a tin mug, brilliant!

Graham who'd only joined us for breakfast decided he wasn't going to stay with us and was going to head for home (something to do with jet lag).

We set off on our tour and I hadn't realised that RAF Cosford was eighty years old this year.

There is a new exhibition on display telling you all about its history. It was opened on 15 July 1938 as a training and maintenance unit, since that time hundreds of thousands of RAF personnel have been trained there and sent out to front line service around the world.

During the Second World War some 2,700 Spitfires were assembled at Cosford and the serial numbers of these aircraft have been displayed in a Spitfire image.

The Vulcan Bomber is still a magnificent sight, suspended from the roof with its huge bomb doors open.

With lots of exhibits on display, it's certainly a place to visit, plus it's free to get in.

We set off back with Kevin taking the scenic route while the rest of us headed for Whitchurch then onto the A49 and home.

3rd JULY CLUB NIGHT

John the Farmer had a few bad days, having to replace a broken back spring on his Z4, which actually meant replacing both springs to get it through its MOT.

He put the Z4 back in the garage and fetched out the Westfield for the pre-club meeting run, and was joined by his neighbour, Richard Rathwell who is a keen cameraman.

They left Lixwm at 6.30 and arrived at *The Tudor Rose* on time for the 7:00pm run. They met up with Mark A.O.,

Dave G and Darren from Llangollen, who they hadn't seen out for some months.

After much discussion and a vote against driving on the Wirral due to the number of traffic lights, John the Farmer was asked to lead a short run into Flintshire and Denbighshire.

A short stop was made in a pub car park which overlooked Ruthin and the Vale of Clwyd. From there Mark took the lead with Darren following him. They arrived back at *The Tudor Rose* at 8.45pm to find quite a few club members already there watching the TV as England were playing in the World Cup.

Once the game was over cars were the main topic of conversation, with the recent trip to Scotland to drive the Scottish five hundred up to Ullapool. Five cars from the club took the trip.

The other topic for discussion was the YDG trip which Mark had organised, yet again staying at the Highland Moor and driving the good roads of mid Wales. John the Farmer had to give this trip a miss this year as it clashed with a local Sheep Dog Trial!

SUNDAY 5th AUGUST

John the Farmer sent a message to Mark that he would organise the run and three cars joined him at *The Tudor Rose*. John and Mary met up with Ray and his wife Sue, Andy and John Dolan.

The map was studied and breakfast was the first stop at *The Dragons Rest* at Caerwys where they were joined by John Dolan's friend Alan Sass.

After breakfast Alan and John left the group and the rest set off towards Denbigh and on the A543 to Bylchau, A544 to Llansannan and on to Llanfair Talhairarn, then A548 towards Llanrwst.

From there they turned onto the B5113 towards Colwyn Bay, before turning towards Junction 19 on A55.

John and Mary had to leave for home as they had a party invitation in their local pub.

Ray and Sue and Andy turned towards Llanrwst and Pentrefoels after marking the last run on their maps, as it was so good with hardly another car on the road and had lots of sweeping bends and some good straights.

The views along the way were terrific and its NOT the EVO triangle where there are now so many YELLOW BOXES.

Mark Redpath

Yorkshire

www.wsc.co.uk/area/yorkshire

Longest night Run to the Sun



Well, now that Stoneleigh has gone and I had my MOT coming up, I decided it was time to get my ball joints and trackrod ends sorted.

I'd had them for a while, but getting round to doing them was something else. Everything was going well, with it all coming apart easily and nothing seized.

Offside done first, top and bottom ball joints fitted alright then came the trackrod ends – didn't fit! I'd got Mk.1 Escort ball joints as it's a rack from a Mk.1 Escort, but totally wrong!

Took them back to the shop, who tried to help; but neither of us could work out what they were, so I moved on to the nearside.

Bottom ball joint OK, top one, left hand thread. I'd got a pair from a Transit drop link, but I needed two right hand thread ones. That was sorted the next day, then back to the trackrods.

I finally managed to get the correct ones (Mk. 3/4/5 Cortina) later in the week. The waiting time did mean that I could paint the uprights black and callipers red giving me a few extra MPH.

With it all back together, the MOT was booked and, to my (and the wallets!) relief, it passed with the tracking done at the same time. I've now got all the part numbers if anyone needs them.

BREAKFAST MEETING AND TROLLEYBUS MUSEUM.

The June meeting was an hour earlier than usual so we could set off for the Trolleybus Museum at Sandtoft. I was probably the most excited (or saddest) person as the museum has buses built at the factory where I served my apprenticeship, a long time before my day although they do have one that was built in my time as well.

It's not a big place, but trolley buses are running around all day, and you can jump on and off as often as you like. There's also a large barn full of on-going restoration projects.

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Hands up, who remembers trolley busses?



The East Yorkshire Thoroughbred Car Club were also showing that weekend, and a nice surprise was that the Rolls Royce that we had for our wedding car was there (pity I didn't get a decent photo).

We had six Westfields, my mate Gary in his Cobra and the sunshine with us all afternoon – a grand day out.

"Hold very tight, please" Ding, ding!



RUN TO THE SUN

Following from last year, we headed over to *The Ship Inn* at Sewerby, on the longest night, for a late night Run to the Sun.

Six of us left *The Fox and Grapes* at 4:00pm and met with Geoffrey and Matt, Dad and dog for fish and chips.

After a great feed and afternoon of banter, as last year, we all left by the road train path along the cliff top. I say all of us, but Craig had other ideas and left by the car park never to be seen again, until next weekend anyway.

SUMMER BBQ



I'd arranged with the staff at *The Fox and Grapes* to have a BBQ on the 3rd July, however FIFA had organised a little football match over in Russia the same day. They should have asked me first, so turnout could have been better but we still had quite a few non-football fans.



The burgers went down well, they were free after all, and we also had the first public appearance of Steve's, Bugman, Sport 250.

We all knew he'd passed IVA but something in his post told me he had got it registered. I'm sorry, but I didn't wear my AO shirt as promised.



THORNES PARK SHOW

At the BBQ, I thrust an entry form into Steve's hand so he could have his first car show experience the following Friday, turns out his was the newest car there.

Six of us made it, with Andy and Maverick failing due to too much oil on the garage floor! Hope it's sorted soon.

Getting onto the infield early at Silverstone Classic



Thornes Park Show



The weather was great as was the show of cars. Every sort you could think of was there, from customs to classics, hot-rods to trucks, and even one of the first buses I built. I had a chat with the owner and showed him the bits I did.

We might have caused a bit of trouble by parking in the space reserved for the MGOC, but luckily they were happy to just move a few signs and all was well.

Again, Steve's car created a great deal of interest, think he's hooked now.

got the tents up and went to the pub. Next morning four of us made our way into the circuit and were the first Westfields in. Leaving the cars there, we headed for a breakfast then onto the rest of the day.

Friday night and the inevitable happened, rain. Heading into the circuit to watch the bands, we made it as far as the first grandstand and watched the end of the last race, Mustangs and Lotus Cortinas spinning everywhere.

Race over and it was decided to go back to the pub on the campsite: "I'm only having one" I said. Three hours and four pints later, I made it back to my leaky tent.

Waking the next morning soaked again, I decided to get a new tent for next year. After drying up, I headed into the circuit to see how wet the car was.

Not too bad and the sun came out to help to dry everything up. Saturday night weather was better. Sunday morning and the planned drive home without motorways didn't happen as my satnav chose to ignore my plotted route and took me up the M1.

My car then didn't move for two weeks and I only took off my chest freezer/talking point/and much mickey taking camping box, before the Yorkshire meeting on the 7th.

Robin Parker



Thornes Park Show

BLYTON

With the weather being nice, I decided to go to Blyton on the Friday afternoon after work and camp. I got there as the track day was nearly finishing and was surprised that there were not too many cars on track at any one time – I might have to give it a go next year.

I didn't get to see any of the sprinting on Saturday as I was helping Nigel out with the paddock and if you want me next year, I should be there.

SILVERSTONE CLASSIC

It was looking like the weather was going to be great this year (more later) as I met with Richard and Gary (Cobra) for the 'Crossflow Convoy' down the M1 on Thursday evening; but, as we left, we all put our coats on in case it got a bit chilly later on.

About an hour in, I heard through the intercom: "I'll have to take my gloves off". We eventually pulled into Watford Gap for a comfort break, men of a certain age, where Richard took off his fleece, coat, hat and buff and we carried on in t-shirts.

The hot sun followed us all the way. On arrival, we



WSCC at Silverstone Classic



SIZZLING SILVERSTONE



All photos © Peter Osborne, except where stated otherwise

Since the Silverstone Classic first started back in 1990 it has gone from strength to strength with Tiff Needell even describing it recently as "The Glastonbury of Motorsport".

With a whole range of activities and attractions on offer, including displays by over 100 car clubs across the infield area, plus live music on the Friday and Saturday nights (Soul II Soul, and UB40 headlining this year) you can see what he means.

While the WSCC's spot was not quite so good this year – being confined to hard, hot tarmac next to the National Paddock, rather than the trackside grass close to Brooklands corner – on-track action was just as good so I'll concentrate on that for this report.

Due to other commitments I couldn't make the Friday qualifying day this year, so rocked up bright and early on Saturday under slightly overcast skies, although that soon changed!

The first thing to strike me was that the VIP/Media shuttle service this year was courtesy of Tesla Model S and Model X cars owned by members of the Tesla Owners Club. I took advantage of this to get a lift in a Model S to The Wing and had an interesting conversation with the owner who was full of praise for the car, even though in 36 months of Tesla ownership various problems meant he'd only had the actual car he bought for 12 of those months.

After telling us how cheap it was to run – a trip to Scotland had cost less than £10 in charging top-ups. "That would have been at least £100 in petrol", he said – he gave us a quick demonstration of the phenomenal acceleration from rest that electric motors delivering 100% torque from the word go can provide.

"It'll do that all the way to 100 mph!" was his parting remark. Looks like the all-electric future is going to be fun after all.

Saturdays on-track action began with the Jim Clark Trophy race for 1958-1960 Formula Junior cars, won by Will Mitcham in a 1960 U2 Mk. 2 from Chris Drake's Terrier Mk. 4.

The second race of the day was more our style featuring pre-1963 GT cars in the RAC Tourist Trophy, where the bare metal, unpainted and raucous sounding AC Cobra of Martin Hunt and Patrick Blakeney-Edwards took a well-deserved win from the two E-Types of James Cottingham/Harvey Stanley, and Sam Hancock/Gregor Fisker.

More thundering action followed with the Stirling Moss Trophy for pre-1961 Sports Cars which brought out a field of D-Types, Lister Knobbles, Cooper Monacos, Lotus Elevens and Fifteens, and various Lolas.

The Lister Knobbles of Chris Ward and Tony Wood/Will Nuthall took the first two spots after 20 laps from third placed man Roger Wills in a Lotus 15.



Raucous Cobra of Hunt/Blakeney-Edwards



Rolling start of FIA Masters Historic F1



Glorious D-Type Jaguar driven by Garry Pearson



Jaguar and BMW battle in HTCC race



James Dodd locks up right rear into Farm corner

The second of the day's Formula Junior races, the Denny Hulme Trophy for 1961-1963 cars, resulted in victory for Sam Wilson in a 1961 Lotus 20/22 from Timothy De Silva (1962 Brabham BT2), with Jonathan Milicevic (Merlyn Mk. 5/7) taking the third place spot.

During the racing lunch break the crowds were entertained by high speed demo laps from World GP Bike Legends and Legends of Modern Formula One, followed by a parade of retro motorcycles celebrating the 80th anniversary of the Ace Café and a number of car parades celebrating anniversaries including 50 years of the Morgan Plus 8, while the Aston Martin Owners' Club marked the 70th and 60th anniversaries of the DB1 and DB4 respectively.

Opening the afternoon racing was the highlight of the day, the FIA Masters Historic Formula One race, which saw pole man Nick Padmore in his ex-Carlos Reutemann 1981 Williams FW07C score an emphatic win over second place on the grid Michael Lyons in the Penthouse-branded Hesketh 308E, with Belgian driver Christophe D'Ansembourg securing third place in another Williams FW07C.

In the following race for HSCC Road Sports (1947-1979) John Davison took the chequered flag in his nimble Lotus Elan S, ahead of a pair of Morgan Plus 8s driven by Richard Plant and Jonathan Edwards.

A red flag in the Adrian Flux Trophy race for pre-1966 GP cars brought a premature end to an exciting four-way battle, with the win taken by Will Nuthall (1960 Cooper T53) ahead of the 1961 Lotus 18/21 of Peter Horsman and Tim de Silva's 1962 Lotus 24.

Tin-top fans had something to shout about in the JET Super Touring Car Trophy when Rickard Rydell looked to be on target for a win from pole position in the Volvo S40 in which he became 1989 British Touring Car Champion, only to be beaten to the line by James Dodd in a Honda Accord from the same year.

The last three races of the day were entitled *Daytona at Dusk* and began at 6:00pm with the International Trophy for Classic (pre-1966) GT cars. BTCC racer Jake Hill put in an outstanding performance to bring Richard Wheeler's Lotus Elan home first, using every bit of the Elan's agility to hold off the hard-charging Gans/Wolfe AC Cobra, with John Spiers' 1965 TVR Griffith in third at the flag.

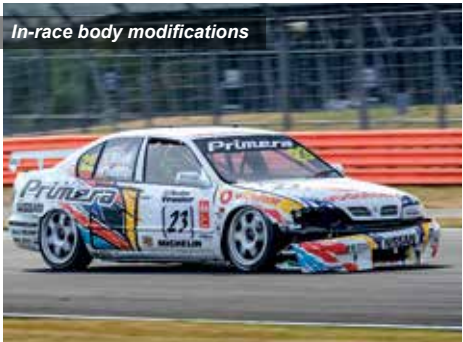
I had to leave after, so missed the last two races but can report that the Yokohama Trophy for FIA Masters Historic Sports Cars was won by Oliver Bryant (Lola T70 Mk. 38), and Steve Tandy brought the Lola B12/60 home first in the Masters Endurance Legends race to end the day's track action.

Tin-Top Sunday saw touring cars dominant with four of the ten races devoted to the hot saloons. The first race



Closest thing to a Westfield on track – plastic-bodied 1972 Series 4 Lotus Seven driven by Steve Cooke in Saturday's HSCC Road Sports Cars race.

however saw Sam Wilson lift the Jochen Rindt Trophy for Formula Junior (1961-1963) cars with his second win of the weekend, ahead of a storming performance by Cameron Jackson who brought the 1962 Brabham BT2 home in second after starting 50th on the grid.



In-race body modifications

Second race of the day, the RAC Woodcote Trophy for pre-1956 Sports Cars saw Garry Pearson sweep to victory in the 1955 Jaguar D-Type ahead of the Wakeman/Blakeney-Edwards Cooper T38, with the Wilson/Stretton Maserati 250S taking third spot.



Plenty of Mini wheel-lifting action

The smaller tin-tops were out next in the Gallet Trophy for under 2-litre Touring Cars in which Rob Huff (2012 WTC Champion) shared Andy Wolfe's 1965 Lotus Cortina to take the chequered flag just 16 seconds ahead of the Alfaholics-entered Alfa Romeo Giulia Sprint GTA of Andy and Maxim Banks, with the Brown/Dutton Lotus Cortina taking third.

In the Historic Touring Car Challenge, father and son Nick and Harry Whale dominated the field in one of the iconic BMW M3 E30s, with another of these successful saloon cars, that of Mark Smith and Arran Moulton-Smith, taking second ahead of the 3-litre Ford Capri of Ric Wood.

Nick Padmore, despite starting from a reversed eighth on the grid in Sunday's FIA Masters Historic F1 race, charged to the front of the field to secure his second win of the weekend.



Winner of both Historic F1 races, Nick Padmore

Michael Lyons was again second spot on the podium, while his audacious pass on Martin Stretton's Tyrell around the outside at Stowe on Saturday made him the first recipient of the Henry Hope-Frost #FEVER Award. Created in honour of the broadcaster and journalist, who died in a road accident earlier this year, the #FEVER Award recognises the driver who produced the most memorable high-octane moment from the weekend.

Sunday's JET Super Touring Car Trophy race was pretty much a repeat of Saturday's with the battle for the lead between Rickard Rydell and James Dodd again resolved in Dodd's favour at the flag, with 1989 and 1995 champion John Cleland in the Vauxhall Vectra taking the last step on the podium.



Steve Tandy in the winning endurance Lola

Endurance racers took to the track again on Sunday with Steve Tandy repeating his win from the previous evening in the ex-Dyson Racing Lola B12/60 after a race-long tussle with Herve Regout driving the Lola Aston Martin DBR1-2. Third place, and the Scarf & Goggles Award for the most admired competition car at the Classic, went to the Peugeot 908 driven by David Porter.

With the sun beating down I made a strategic retreat from a hot track-side to the cooler shade of the grandstand at Luffield for the Adrian Flux Trophy second race in which Saturday's second place finisher Peter Horsman drove his Lotus 18/21 to

victory, followed by Mark Daniel (Cooper T45) with Tony Wood's front-engined Maserati Tec Mec clinching the third place.

American muscle cars took to the track in the last race of the weekend, the Transatlantic Trophy for pre-1966 Touring Cars in which Andy Wolfe scored his second victory of the day sharing a 1964 Ford Falcon Sprint with Mike Gardiner. The Ford Mustangs of Craig Davies and James Thorpe/Sean McInerney completed the podium line-up.

Peter Osborne

Loads more photos from the Silverstone Classic available at: peter-osborne.pixelrights.com



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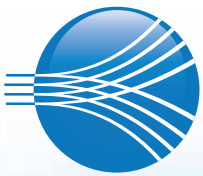
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AREA ORGANISER: Dave Eastwood
Tel: 07769 908575
e-mail: cheshire@wssc.co.uk
VENUE: We will be trying a number of different new venues for 2018, please check the Boardroom for details each month, or contact the AO directly on the above email address
First Thursday of the month at 8:00pm

Cornwall

AREA ORGANISER: Martin Rice
Tel: 07888 720627
e-mail: cornwall@wssc.co.uk
VENUE: Contact AO for details of meet and time.

Cotswolds

www.wssc.tfwebdesign.co.uk

AREA ORGANISER: Tom Frankland
Tel: 07971 843497
e-mail: cotswolds@wssc.co.uk
VENUE: Golden Heart Inn, Nettleton Bottom, Birdlip, Glos. GL4 8LA. Last Thursday of the month at 7:00pm

Derby & Notts

www.wssc.co.uk/area/derbyandnotts

AREA ORGANISER: Garry Bunn
Tel: 01332 712129/ 07979 907489
e-mail: derbyandnotts@wssc.co.uk
VENUE: Clock Warehouse, London Road, Shardlow, Derby DE72 2GL. First Thursday of the month

Dorset

AREA ORGANISER: Brian Barrett
Tel: 01308 482334/07434100032
e-mail: dorset@wssc.co.uk
VENUE: The Brewers Arms, Martinstown, Dorchester, DT2 9LB
First Thursday of the month at 8:00pm.

Essex

www.wssc.org.uk/area/essex

AREA ORGANISER: Kevin Turner
Tel: 07920 498330
e-mail: essex@wssc.co.uk
VENUE: The Lodge, Burnham Road, Wickford, Battlesbridge, Wickford, SS11 7QT. Second Sunday of the month at 12:00

Hampshire & IOW

www.wssc.co.uk/area/hants

AREA ORGANISER: Martin Letts/
Stephen Smith
Tel: 07879 890777
e-mail: hants@wssc.co.uk
VENUE: TBC

Herefordshire

AREA ORGANISER: John Ridler
Tel: 07917 107113
e-mail: herefordshire@wssc.co.uk
VENUE: The Green Dragon, Bishops Frome WR6 5BP. Second Tuesday of the month at 7.30

Herts./Beds./Bucks.

www.wssc.co.uk/area/herts

AREA ORGANISER: Matt Hillam
Tel: 07881 811255
e-mail: herts@wssc.co.uk
VENUE: The Grove Lock, Grove, Leighton Buzzard, LU7 0QU. Second Thursday of the month at 7:00pm.

Lancashire

AREA ORGANISER: Steve Livesey
Tel: 01253 640849 / 07966 890647
e-mail: lancashire@wssc.co.uk
VENUE: The Green Man, Silk Mill Lane, Inglewhite, PR3 2LP. Third Wednesday of month at 7:30pm

Manchester

AREA ORGANISER David Richings
Tel: 07880 550941
e-mail: manchester@wssc.co.uk
VENUE: Horton Arms, 19 Streetbridge, Chadderton, Oldham OL1 2SZ. Second Wednesday of the month at 8:00pm.

Norfolk/Suffolk

www.wssc.co.uk/area/norfolk

AREA ORGANISER: **AO NEEDED!**
Interested in Becoming the new AO? Then please contact the AO Representative, Julie Hall, on 07748 833959 — or by email: ao-rep@wssc.co.uk

Northamptonshire

www.wssc.co.uk/area/northants

AREA ORGANISER: Quinten Uijldert
Tel: 07971 125839
e-mail: northamptonshire@wssc.co.uk
VENUE: The Horseshoe, 2 Overstone Road, Sywell, Northampton, NN6 0AW. Second Monday of the month at 7:30pm

North East

AREA ORGANISER: Chris King
Tel: 07798 614403
e-mail: northeast@wssc.co.uk
VENUE: The Church Mouse, Waldrige, Chester-le-Street, DH2 3RJ. Second Tuesday of the month at 7:30pm

North London

www.wsscni.co.uk

AREA ORGANISER: Ian Tolfree
Tel: 0208 0440 1096
e-mail: northlondon@wssc.co.uk
VENUE: The Duke of York, Barnet, EN5 4SG First Sunday of the month at 9.30am. Check forum or call first

North Oxfordshire

AREA ORGANISER: Simon Marks
Tel: 07880 405148
e-mail: oxfordshire@wssc.co.uk
VENUE: The Rock of Gibraltar, Enslow Bridge, Bletchingdon, Kidlington OX5 3AY.
Last Wednesday of month at 7:00pm

North Yorkshire

AREA ORGANISER: Geoffrey Carter
Tel: 07715 451330
e-mail: northyorks@wssc.co.uk
VENUE: No fixed venue, but we do have frequent events and runs, please keep an eye on the Boardroom for details, or contact the AO.

Peak District

AREA ORGANISER: Julie Hall
Tel: 07748 833959
e-mail: peak@wssc.co.uk
VENUE: During the summer we go for runs out or attend various local events, please see the Boardroom or contact me for details.

Scotland

AREA ORGANISER: Gary Taylor
Tel: 07715 554020
e-mail: scotland@wssc.co.uk
VENUE: Variable - please contact AO for meet venue and time

Shropshire & Mid-Wales

AREA ORGANISER: Nic Chase
Tel: 01691 780572
e-mail: shrops-midwales@wssc.co.uk
VENUE: Bradford Arms, Knockin, Oswestry, SY10 8HJ. First Thursday of the month at 8:00pm.

South Wales

AREA ORGANISER: Adrian Davey
Tel: 07415 186326
e-mail: southwales@wssc.co.uk
VENUE: Whiteheads Sports and Social Club, Park View, Bassaleg, Newport, NP10 8LA. First Tuesday of the month at 7:30 pm

Surrey

www.wssc.co.uk/area/surrey

AREA ORGANISER: **AO NEEDED!**
Interested in Becoming the new AO? Then please contact the AO Representative, Julie Hall, on 07748 833959 — or by email: ao-rep@wssc.co.uk

Sussex

www.wssc.co.uk/area/sussex

AREA ORGANISER: **AO NEEDED!**
Interested in Becoming the new AO? Then please contact the AO Representative, Julie Hall, on 07748 833959 — or by email: ao-rep@wssc.co.uk

Thames Valley

www.wssc.co.uk/area/thamesvalley

AREA ORGANISERS: Tim Reid/Steve Thorne.
Tel: 07979 864433 (Tim) / 07850 879711 (Steve)
e-mail: thamesvalley@wssc.co.uk
VENUE: The Bird in Hand, Bath Road, Bath Road, Reading, RG10 9UP.
Second Sunday of the month at noon.

Warwickshire

www.wssc.co.uk/area/warwickshire

AREA ORGANISER: Steven Mead / Martyn Vann
Tel: 07801 055717 / 07759 272072
e-mail: warwickshire@wssc.co.uk
VENUE: The Falcon Inn, Birmingham Road, Hatton, CV35 7HA. Third Thursday of the month at 7:30pm!

Wirral/N. Wales

AREA ORGANISER: Mark Redpath
Tel: 0151 356 1406 / 07703 230241
e-mail: wirral@wssc.co.uk
VENUE: The Tudor Rose, Parkgate Road, Ledsham, CH66 9PD (next to Two Mills Honda). First Tuesday of the month at 8:00pm.

West Wales

AREA ORGANISER: **AO NEEDED!**
Interested in Becoming the new AO? Then please contact the AO Representative, Julie Hall, on 07748 833959 — or by email: ao-rep@wssc.co.uk

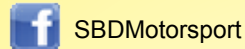
Yorkshire

AREA ORGANISER: Robin Parker
Tel: 07527 099054
e-mail: yorkshire@wssc.co.uk
VENUE: Fox & Grapes, York Road, Leeds, LS15 4NJ - on A64 between A1 & Leeds. First Tuesday of the month at 7.30pm

SBD Motorsport

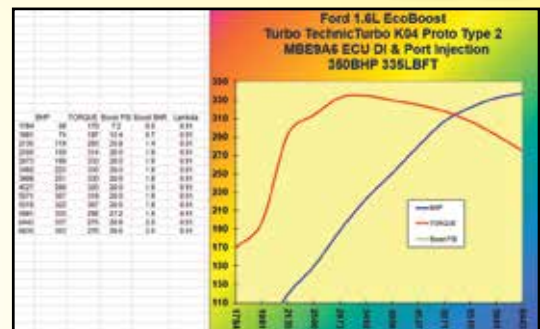
Unit 15, Red Lion Business Park, Red Lion Road, Surbiton, Surrey KT6 7QD.

Tel: 020 8391 0121 Web: www.sbdmotorsport.co.uk



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Zoe has made her debut in our 1.6L EcoBoost SBD Westfield this year, alongside Matt who has had class wins at Snetterton & Pembrey.



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