

WEBBER

Motor Company

Our History
BOOK



The Beginning

This is where we started in 1979
Paying rent at that time of £25 per
month



Fact

On the 4th May 1979 Margaret
thatcher became britains first female
Prime Minister



Pictured by Bob Heron are Horley Utd, who play in the Redhill & Reigate (Saturday) Div Three, displaying their new kit provided by the Webber Motor Company.

Photo No. 4811/56

In 1993 we became official sponsors
of Horley United F.C
(Pictured above)



In February 1985 we entered into the Hot Rod championship and came in first place. Driver was Robin Windfield



Behind the **BOARD** Stuart Webber

In the last edition of the News & Record a new feature made its debut taking the reader behind the scenes of Crawley Town Football Club and into the Boardroom to meet some of the individuals who are playing a key role in developing the club ready for the Football League.

As revealed in our *Flusden & Diamonds* edition upon his appointment in May, 2007 Chairman Victor Morley was keen to invite some respected local members of the business community to board meetings.

The News & Record have been tasked with the job of introducing these individuals, with respected local figure Phil Jamson the first on our radar. This week we had the opportunity to interview successful businessman Stuart Webber.

Stuart grew up in Merton, starting his career in the motoring industry as a Jaguar and Rolls Royce car mechanic in Reigate, before venturing out and starting up his own business in 1979 at the young age of 21. After many relocations Stuart has seen his business go from strength to strength and his garage, now located in Spindle Way, is one of the biggest MOT centres in Crawley. And with future plans

to build another bay it will soon be one of the biggest centres in Sussex.

Avid Spurs fan Stuart is a very busy businessman, but he still finds time to help with local charities. He is currently trying to highlight the fantastic work which is carried out at local child Hospices and is working with St Catherine's Hospice to help highlight these charities. Stuart also has hopes of working together with the council helping to create better sporting opportunities for the youth of Crawley.

Away from his business commitments Stuart is also a very keen follower of Boxing and revealed his hopes that one day it will be a sport introduced in schools at a young age helping create better sportsman/women for the future.

Stuart's involvement with Crawley Town Football Club first came about at the start of the 2006/07 season when he kindly agreed to sponsor the youth trainees under the watchful eyes of John Yarns. A scheme which helped develop the talents of Jamie Lovegrove, who is on the verge of signing his first professional contract with the club.

Webber has attended several board meetings at the club since last August and has stressed his willingness to continue his support for the future plans for the youth set-up currently in development. He has held a very positive meeting with Colin Jerkinson just this past week, and an announcement by the club with regards to the future development of the club's youth is expected soon.

According to Stewart a key factor in the club's future progression is our Broadfield Stadium. Upon his first ever visit to the Stadium he was overly impressed with the facilities, infrastructure and location, and he firmly believes that these are key factors in the quest to bring new supporters to the club to help build on the current successes of the team in the continued push for the Football League.

He also held special praise for manager Steve Evans and the job he has done since joining the club. He said: "Considering the team suffered an unjustified penalty of six points before the start of the season the players have still done amazingly well in the league so far this campaign.

"Steve Evans and his management team have done a fantastic job and they must take a lot of credit for the on-field successes of the team.

"A lot of people I have spoken to in recent months have commented the Crawley Town team we have at the moment is the most exciting and talented side they have seen and I wouldn't disagree at all with them."

Along with his hopes of playing a key role in developing local talented players his short term hopes for the future is to see the club reach Wembley via the FA Trophy. He added: "After all the hard work the boys have shown this season, what a wonderful day out it would be to see them run out on the new Wembley pitch.

"The club has a rich history but never have we graced Wembley Stadium and I certainly feel it is something the club's supporters deserve. You could say we are getting into the business end of the season and it would be great to see the attendances higher over the second half of the campaign.

"Unfortunately commitments will mean I won't be able to attend the FA Trophy so with Droyloden, but I will be desperate to find out the result at full time and I will be keeping my fingers crossed for another good win."

For more information on Webber's Motor Company:

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A close-up portrait of a middle-aged man with a receding hairline, smiling warmly. He is wearing a dark suit jacket over a light blue collared shirt. The background is a stadium with red seats and a white structure with red lettering. The word 'LOOM' is overlaid in large red letters on the left side of the image.

LOOM

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TERMINATOR

In 2029AD the machines of Skynet sent a Terminator back in time to kill Sarah Connor - they failed. Now it's back! Danny Morris goes for his Uzi 9mm.

This is no Cyberdyne Systems Model 101, however. James MacNeice has reincarnated the Terminator on his RS Turbo powered Combi van.

Instead of living breathing flesh, stretched over a Monier alloy combat chassis (very tough), James hand-crafted Arnie's cage using sign vinyl, covering a hydraulically pressed sheet steel hood.

Over 100 hours were spent recreating the Terminator, sitting astride a Harley Davidson, - welding a single barrel Winchester repeater. The result is awesome!

With a Terminator theme you'd be correct in assuming the Combi is powered by something more aggressive than the original 1300 CVH unit - under Arnie's engine is an uprated RS turbo motor.

"James actually purchased the car with a Turbo engine already installed. On close inspection, however, he discovered the shell was bent. "It drove like a crab and the turbo was shagged." But Dagenham Motors confirmed this machine was indestructible with those immortal words 'trust me, he'll live'. Mounted on a jig the chassis was straightened and a new crossmember fitted.

In his quest for more power, James then transported his Terminator to BRB. They rebuilt the turbo and fitted a phase two conversion, rated at 197bhp. Included was a Jampered exhaust system, while the air box was replaced in favour of a K&N filter.

BRB also modified the suspension with Spax adjustable shock and optimized camber and toe in. Combined with the A039 Yokohama rubber, measuring 195/50R15 front and 225/50R rear, James describes the handling as excellent.

Still unsatisfied with its firepower, James decided to re-load his motor, resulting in the turbocharged 1800 CVH unit, producing an estimated 220bhp. Builders, Weber Motor Company, based the conversion on a 1.8 CVH bottom end. Obtained from the Heathrow engine centre, the unit was modified to accept the oil drain from the turbo and the 1600 sump pan.

The head was rebuilt and a Micro Dynamics 6th injector added to handle the extra fueling requirements. Blue silicone hoses restrain the additional boost, set at 26psi. But even with this level James was disappointed with the 0-60 times. So he'll be looking for more aerodynamic, namely a Fuchs inter-cooler and stronger before and to allow more boost. Front and rear spoilers will also be added to improve its 'brick like' aerodynamics.

You may have already guessed by the quality of the graphics, if not by the massive logos on the van's side, that James works for Creative FX - vinyl sign specialists.

There's just one remaining line from James and his co-sponsors - "It'll be back!"

RS TURBO 'TERMINATOR'	
0-30	0.91
0-30	2.76
0-50	5.25
0-60	7.26
0.70	1.96
0.80	12.21
0.90	15.55
0.100	16.95
0.110	25.32
0.120	32.28
0.130	48.40
1/4 mile at mph	16.19 92.30
0-100	131.10

DR

