



Woolbridge Motor Club



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March 2019



WOOLBRIDGE MOTOR CLUB MAGAZINE – March 2019

Club Officials and contacts

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

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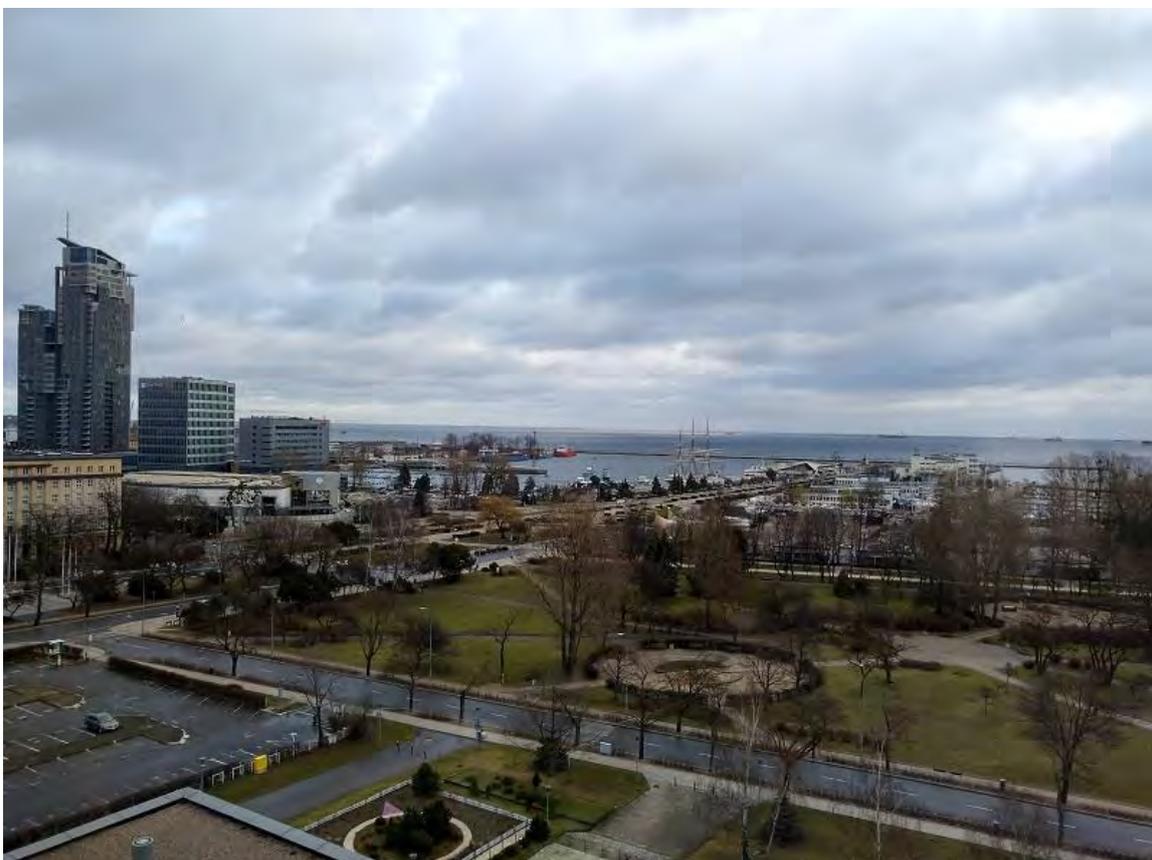
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Editorial

Finally, the wait is over. My epic Polish tale is finished and is contained within the pages of this issue. I hope you find it as enjoyable as the trips themselves. Since those two road trips I have since flown twice to Gdansk. The first trip back in September was a birthday present from my son and the two of us had a “boys” whistle-stop 2 night break there. It’s such a beautiful city that I decided to go back again for a longer stay. As my son has now left home and joined the RAF and my daughter was away on a school ski trip, I decided to take my wife to Gdansk this last week (Feb half term) for a 4 night break.

Again, flights from Stansted with Ryanair were very cheap (approx. £100 return for 2 people with Priority status) and our hotels likewise. We stayed 2 nights in the Mercure Gdansk Stare Miasto for approx. £115. This was on the 15th floor and had fantastic views across the old town. We then went to Gdynia and stayed in the Mercure Gdynia Centrum where we had an executive room (bedroom and separate lounge) with views across the harbour and sea on the 9th floor for about £140. Travel to and from the airport and between the three cities of the Tri-City area (Gdansk, Sopot and Gdynia) was all taken on the train. Fare ranged from about 70p to £1.20 depending on length of journey.



Eating out was very cheap. Our most expensive meal was just over £20 for two courses, beer and wine. The least expensive, and one of the best, was two lovely freshly made 12" pizzas with drinks for £11. This is all great for us wealthy tourists but, as my Polish friend keeps telling me, these prices are very expensive for most resident Poles as typical salaries are around a fifth of the salaries here in the UK.

Some of you have probably heard of the Carpetbagger Road Rally, or Bagger as it's more often known as. This event run by the Vintage and Classic Rally Register club has something of a reputation as a very tough traditional style navigational road rally and attracts crews from all over the country. This year's event was advertised as the last ever Bagger in the current format as the current organising team, headed by clerk of the course Roger Hunt, feel it's increasingly difficult to keep such an event going in this area where traditional navigational style road events are becoming less popular and being displaced by the newer style Targa events. As Woolbridge member Worth Birkill not only entered the event but also managed to finish the route of well over 200 miles (something most of the field didn't manage) I asked him if he would mind putting a few words together about this event. His report can be found in this issue. Thanks Worth!

Club member Martin Walker has found a Wiscombe programme from 1969 and has scanned and emailed me some pages which I have added to this issue.

The hillclimb season will be under way soon with Woolbridge's Wiscombe events in April and the Manor Farm events closely following.

My next trip will hopefully be to round 1 of the European Hillclimb Championship at Monte Dore in the centre of France. Hotels and Eurotunnel crossings have been booked. Just hope Brexit doesn't mess anything up!

That's it for this month.

Steve Chaloner

Cover Photo:
Scrutineering at the Sopot Grand Prix

Woolbridge Calendar of Events

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

MAR 2019

- 2nd The Festival Targa Rally – Bath Motor Club
- 3rd Woolbridge 4x4 Trial – North Bowood
Entries to Gary Morris 07957633118/01308 425842 gazmorris@hotmail.co.uk
- 6th Woolbridge Navigational Challenge – Round 5
Start @ Hare and Hounds, Weytown, MR 193/471978
Signing on from 6:30pm, First car 7:01pm, Maps 193 & 194
Entries to Guy Livingston Guy.livingston@yahoo.co.uk 07767463496
- 7th Woolbridge Committee Meeting – Colliton Club – Dorchester
- 17th Woolbridge Golden Springs Car Trial – Crewkerne
- 17th Marshals Training Day – Wiscombe Park
Limited places – contact Jay Brown on training@aswmc.org.uk to secure your place
- 27th Woolbridge Navigational Challenge – Round 6
Start/Finish: The Talbot Arms, Uplyme, DT73TF MR 193/324934 (On B3165)
Map Required: 193
Signing on from 6:30pm for 7:01pm start
Entries: charlotte@southwesterncoachworks.co.uk Tel: 07867937192
Closing date Thurs 21st March

APR 2019

- 4th Woolbridge Committee Meeting – Colliton Club – Dorchester
- 14th Woolbridge MC – Upwey Cup Car Trial – Hogcliffe Bottom
- 21st Woolbridge 4x4 Trial – Crewkerne
Entries to Gary Morris 07957633118/01308 425842 gazmorris@hotmail.co.uk
- 27th Woolbridge Wiscombe Park Hillclimb – Nat B
ASWMC Championship Round
Full details and links to regs and entry forms – see web site.
- 28th Woolbridge Wiscombe Park Hillclimb – Nat B
ASWMC Championship Round
Full details and links to regs and entry forms – see web site.

President's Ponderings

Well, that month in warmer climes went quickly and we are now back within a few days of closing date for the March magazine and will try not to disappoint our Editor.

So, what has March to offer us in the WMC calendar?

On 6th it is Round 5 of the WMC Navigational Challenge, and then on 10th it's a 4X4 Trial at North Bowood, (weather dependent). Then it's Golden Springs Trial time again at our Crewkerne site and if you are able to marshal then Mark Hoppé would like to hear from you. His contact details appear on the inside front cover of our magazine. The final WMC event of the month will be the 6th round of the Navigational Challenge which will take place on 27th March.

Don't forget that April will see our first hillclimb of the season at Wiscombe Park on 27th and 28th. Our Chief Marshal Worth Birkill would love to hear from you if you can help so that the club's prowess in hillclimb marshalling can be maintained. If YOU are available do give him a call on 07823 554 246 or email marshals@woolbridge.co.uk As you will know Hayley Thorne is in charge of Entries as usual and any further information and regs are available on our website. Don't forget to get your entries in early as ours is always a popular weekend of motorsport at Wiscombe.

Colin Pook.



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A queasy first 12 car of 2019...

(A warning to the sensitive, not to read this with one's supper!)

The first 12 car of 2019 started and finished at Winyard's Gap and was well placed for the Beginner, Novice and Expert levels. Equally challenging everyone.

Catching up with fellow competitors after Christmas and the New Year, whilst all eagerly awaiting our 'minute' to receive instructions, the conversation turned to feeling nervous before events and subsequently the unpleasantness of travel sickness. As someone who has always suffered with motion sickness (one of my first 12 cars we'd had to abandon after I vomited outside a barn in East Dorset somewhere) I've learned to take travel sickness tablets and had done so on this evening thinking that I was covered. As Novices, we duly got handed our instructions by organiser Cliff, 10 minutes before our due 'out' time. As any good driver should, Elliott had brought the car close to the door of the pub for a quick hop in to start plotting – every second counts when rallying!

Cliff had set a refreshingly different format of road rally with the whole route on one map handout, which was provided to us. What a joy, not having to fold and refold OS maps in the tight confines of the car's cockpit! Also different was the first and last part of the navigation – arrows marked on junctions with, what can only be described as 'tails'. The instructions were very helpfully clear at the start: '...travel along the complete length of the numbered arrows in order...' Glancing over the route and seeing some 'tails' that just worked their way onto another road or junction, I said to my driver "I wonder how many people will miss these and just go for the direct route?' The first section was fairly quick to plot and find the shortest route from arrows 1-6; taking us to skirt the edge of Halstock, over the railway line, a loop round to East Cannock and into another loop in to Harding Mandeville.

Crossing Grid Lines was the next section for Novices (I think the Experts had lots of tricky grid references to plot by this point), which I'd managed to plot on the go whilst on the previous section. This is something I'm starting to acclimatise to now on rallies: keeping where you are on the map to instruct your driver but also plotting ahead to the end. Unfortunately my driver likes to have repeated

information throughout so we have developed a system of '0.3, T left then tell me' so that he knows I need to have my head focussed somewhere further along the route plotting.

The route took us briefly out onto the A30 then looped back down to East Coker. A black spot given at the start of the instructions made us do a nice loop round, just north of the village. Originally, I'd slightly mis-plotted the black spot and so we would have taken the shorter loop but some niggling intuition made me check it again before we got there and this time, getting the grid reference in the correct place, made us take the longer loop round. And, as anticipated, there was the code board. The relief of finding a code board on a rally!

I love maps partly because of the wonderful place names we have in Britain and 'Jack the Treacle Eater' was next on our route to pass, which prompted a chuckle from us both. Then onto a herringbone section. We were settling in to the route but in an ironic twist from the conversation earlier, I was already starting to feel queasy at this point - even despite taking the tablets. Navving is made so much harder when the map starts to swim before your eyes and your brain finds it hard to concentrate and focus on small details that are easy to miss. I was getting near to the dreaded stage where you need to tell your driver; 'we're going to have to stop', although you know you haven't really got time. Nonetheless we motored on.

A quick zip down the A30 and the next herringbone instruction took us off onto a yellow heading towards Ryme Intrinseca. Then a loop south, crossing the A30 again, and on to Melbury Osmond. We then headed north to come back out onto the A30 and head back up almost to the junction we'd come off at first. Under the railway line, we then headed south into Sutton Bingham. The motion sickness was really testing my concentration now. Sadly, this isn't the first rally that I've been queasy on and it's now becoming quite a regular occurrence. A few months ago on the 'Devils' Own', when we were rallying in the 1937 Derby Bentley, I managed to subtly make use of the sick-bags over the side of the open top car whilst still giving my driver the instruction of which way to go at the junction. Quite an achievement, I'd thought.

I'd plotted the next, spot heights, section already and had looked at all the 'tails' on arrows 7-12 therefore had the route marked on the map now at least. It was just now about staying alert enough to instruct my driver. A straight that headed south, into the other side of Halstock, gave me chance to try and look up for a few minutes and

get some relief from the queasiness. But heading to SH 136 at Clarkham Cross then south towards East Chelborough, I had to mutter those inevitable words; 'you're going to have to stop'. Luckily my driver is in no way competitive and is entirely sympathetic of those suffering. So whilst vomiting in a gateway he's kindly counting on the Brantz how much time I'm taking and how late we now are. Feeling much relieved, I hop back in the Golf and get told 'we're now 2 minutes 28 down - I'd better drive a bit faster on this next bit.'

Another black spot meant a loop south of Groxy Cross and on into Evershot. Cliff had set a super little trick in the village - which I think caught some others out. Although the marked arrow was on the road headed south out the village, the tail came slightly in from the East. So it meant a northerly loop around the back of the church in order to approach correctly. Instructing my driver 'left before the church', was then in reality a narrow (albeit yellow) road that he was hesitant about. 'Yes, it's that one, take it', I said and as we looped round what looked like just a track to people's driveways. Around the corner there was another code board, much to our relief.

South on into Rampisham and Uphall there were some good loop sections on /off/on/off the A356. A last stretch NW on the A356, which lead back straight back to Winyard's Gap and the warmth of the pub, but first a quick west on a yellow and off the given map and onto the OS map. A last grid reference to plot and the long way round a triangle with a last passage check, then head back to the pub.

An audible sigh of relief from both of us as we pull into the car park and head to the comforts of the waiting pub. (I'm now going to factor in 'vomiting time' into my rallies as it's becoming a, rather annoyingly, regular occurrence. But don't let that put any potential ralliers off, it's just my poor constitution!)

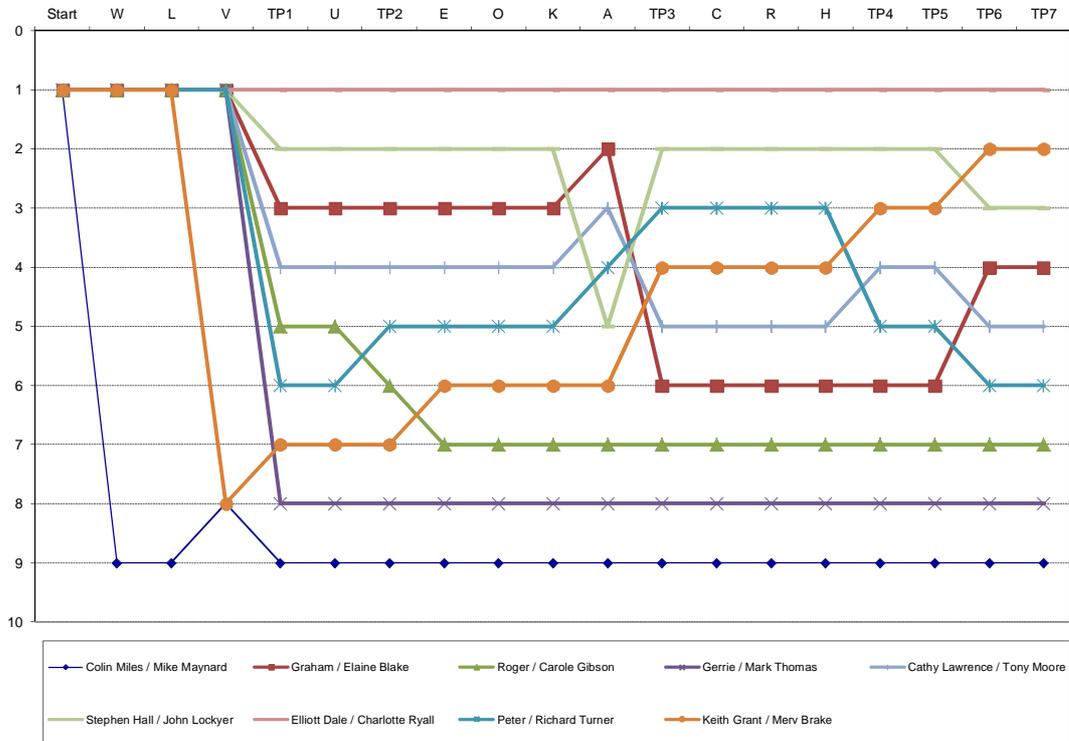
Thank you Cliff for organising a great event, all the marshals who braved the cold, Mark for doing the results and as everyone who helps make these events happen.

Charlotte Ryall

12 car results Feb 6th 2019

Crew	Start	W	L	V	TP1	U	TP2	E	O	K	A	TP3	C	R	H	TP4	TP5	TP6	TP7	Fails	Total	Position
Elliott Dale / Charlotte Ryall					15		231					52				16	18	23		0	355	1
Keith Grant / Merv Brake					300	92		266				48				11	95		30	0	842	2
Stephen Hall / John Lockyer					75		253				300	7				26	299	33		0	993	3
Graham / Elaine Blake					186		277					485				30	106	33		0	1117	4
Cathy Lawrence / Tony Moore					195		313					300				19	338	46		0	1211	5
Peter / Richard Turner					282		271					131				145	582	6		0	1417	6
Roger / Carole Gibson					270		373	300				371				173	449	0		0	1936	7
Gerrie / Mark Thomas					466		672					F	300	300	300	F	F	F	F	5	2038	8
Colin Miles / Mike Maynard	300				194		854	300	300	300		F	300	300	300	F	F	F	F	5	3148	9

Penalties in boxes are early



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9Geria News

7th January 2019 my factory starting to work again! It will not be in proper full production until mid-week as the preparation departments must get back into life preparing our mix of raw materials. Oh, and the place looks like half of the Sahara has been dumped onto us, everywhere covered in fine dust. Cosmetic cream would be more like grinding paste unless we have a good clean up!

Then we will have the full idea of how well our modified production lines will work and if we have to make any amendments to overcome any glitches. We have left all the previous hand cap fitting bits and bobs in place so that in the event of failures we can revert back to manual capping rather than stopping the line. When proven we have the option of removing that part of the conveyor system and making the line much more compact. Enough room for another line?

On the GTM front lots of head scratching and soldering of connectors to get headlamp on/off, dip, mains, flash and 2 speed wipers with wipe delay on the Toyota switch gear to work with GTM & B-L Mini wiring loom and drawings.

Looks as if I shall be coming back a couple of weeks early before the 1st Wiscombe event as I have a date with a surgeon for a little repair on my accident damaged left foot on 15th April and he said I'll need a couple of weeks to be up and running as normal. So a rented automatic car and light duties doing the Jedi paddle shift wiring may be in order!

Heard the word that Egypt Air have a promo again like last year: make your reservation before 15th January for a flight before May and get 40% off. So job done I'm booked, all set to see you at Wiscombe, Werrington and Stoneleigh Park, hope I'm not walking with the aid of a stick or a plaster cast on my foot!

Our cosmetic cream line has been running with the new Indian capper machine from the 9th January and although we are still doing little mods before start up and during the break time, things are looking good. By Friday after 3 days running, the filling machine speed is up 30% on what we used to run. We have shed 6 people who used to put the caps onto jars by hand and cap tightening is much better than our previous pressing system.

Its time I bought new tyres for my Jedi and I have to say what I've heard and read about the new Pirelli tyre is impressively tempting, but to do it properly needs a few mods (thought about this some more – a lot of mods). To get the required negative camber needed by radial tyres, or run the risk of suspension spherical joints binding on extremes of travel, so in addition to the cost of tyres I could have new front suspension arms plus a setup. It just happens Jedi have a new wide track front suspension, so I could end up killing both birds with one shot, or save a bunch of money and stick with the Avons. Decisions, decisions, do not disturb I'm pondering!

The other thing to consider is that Pirelli currently do not produce quite the same size tyre, and it could be 6 or 7 months before they would be in the position to supply. So it would require going up from 7"- 9" to approximately 8" - 10" so wider wheels needed plus an extra set of wheels and tyres for wets. Can't mix Xply wets with radial slicks and lastly the Pirellis are taller than the Avon Xplys, so would need changed suspension pickup points on the chassis. New front uprights with the steering arm position changed so as not to introduce bump steer, also as they are taller a bigger diff sprocket and longer chain. Ouch - still waiting for Jedi to give a quote, but am expecting quite a big hole in my pocket in the hope to get less seat time!! Unless I go slower!!!

On 2nd Feb I took the plunge and ordered 2 sets of Pirelli radials and gave instructions to Jedi for the chassis mods and new widened split rim wheels.

Sunday 3rd I removed the GTM body off the chassis again, hopefully the last time! It had to come off to allow me to drill holes to attach the starter solenoid and the bracket for the water system header tank. There will be a few small crack repairs to the body and it can stay off until it is painted, before it's finally refitted.

Brrr looking at the news of your low temperatures and snow, I'm glad not to be there, that's no place for this white man!

Saturday 16th February we have our presidential primary elections and to try to stop people driving from place to place to vote illegally many times, all movement on the road is banned. It won't stop the illegal voting though, we have heard cases of young children, even babies, being registered to vote, and the official party buses are free to move so carry voters place to place in bus loads. One man in my factory claimed he had 8 voting registrations in his name for different polling stations in Kano. At least for me just like another Sunday and time for GTM playing.

Looking forward to the start of my racing season

John Bunting



Kielbasa i Ciasto

(Sausage and Cake)

When I started my radiographer training back in 2007 my first clinical placement was at Yeovil District Hospital. Yeovil has a large Polish community and so we had a lot of Polish patients in the x-ray department. Of course, as a student, I was always given the request card for any Polish patients and was the one trying to call out a name that seemed to consist entirely of consonants. I decided that I'd like to learn to speak Polish as it's actually the second most common language spoken in the UK and even today working in MRI at Poole hospital, we get many Polish patients. Most of these speak excellent English, but occasionally they don't and that's when a knowledge of Polish comes in useful. Because Polish is quite a difficult language to learn I kind of put it to the back of my mind, but when I started my current job at Poole three years ago, I made friends with a Polish radiographer and she encouraged me to start learning. She also helps me to practice and answers my many questions about the language that the books don't tell you.

The best way to learn a language is to go where it's spoken and to communicate with people. I decided to do this by visiting the Polish round of the European Hillclimb Championship in Limanowa in the South of the country. Now, I could have taken the easy option and flown to Poland. But where's the challenge in that? Instead I decided to drive there. Twice...

As Limanowa is fairly close to Krakow I decided to combine the hillclimb with a bit of sightseeing. The plan was to spend two nights in Krakow before heading to Limanowa for the practice day. I then planned to stay in Nowy Sacz to the East of Limanowa before heading back to the hillclimb on the Sunday. I then had two nights booked at a hotel in the Ski resort of Zakopane in the Tatra mountains where I intended to get the cable car to the top of the highest mountain in Poland, Kasprowy Wierch. On my way home I planned to visit the concentration camps at Auschwitz Birkenau.

Before I left home I got my friend to help me book tickets for the cable car online as the web site was only in Polish and I didn't want to accidentally buy a lifetime membership instead of a return ticket on the cable car...

I left Weymouth on Wednesday 25th July early morning with the aim of having time to have a meal and rest a while at the Eurotunnel terminal before my booked crossing at 16:16. However, you may remember that we had some very hot weather last Summer. When I arrived at the Eurotunnel terminal there were signs saying that departures were running around 3 to 4 hours late due to air conditioning problems on the trains. The car park was rammed and after managing to find a parking space in the overflow car park I went into the terminal building to try to get out of the heat. The terminal was absolutely packed and not exactly cool. However, it was cooler than outside and so I went to the car and got my fold up chair which I then took back into the terminal so that I had somewhere to sit while I slowly melted.

Eventually, about 3 hours late I was able to board the shuttle and I entered France around 9pm. I had booked a hotel in Krakow for Thursday and Friday night and I planned to just drive through Wednesday night until I needed to sleep and to just catch a few hours in my car. I managed to drive until about 4am at which point I was somewhere in Germany. I pulled off the autobahn at a service area and parked in a McDonalds car park where I got my head down for a few hours sleep.

When I awoke I went to get a much needed breakfast in the McDonalds and then got back on the road. It was very hot in Germany with temperatures topping 40C but I really only noticed when I stopped for breaks as the Superb's air con was working overtime. Germany is very very big and seems to take forever to cross. There's a misconception that there's no speed limit on any of the autobahns and that you can therefore make incredible progress. There *are* sections of the autobahn network that are unlimited, but these sections are often few and far between. The majority have limits of 130kph with a fair amount of lower limits in places. In addition there are endless roadworks that seem to go on forever with limits of 80kph or less. Even on unlimited sections I felt it only really "safe" to drive at high speed when traffic was very light because the speed differential with slower traffic can be quite large. This doesn't seem to worry a lot of German drivers and you certainly need to check very carefully before pulling out to overtake, something that needs even more care than usual when in a righthand drive car. A lot of autobahns are only two lanes wide too

and many times I would come up behind a lorry overtaking another lorry at 80.1kph and 80kph respectively, which meant it would take what felt like 10 minutes for them to complete the manoeuvre.

Eventually I reached the border between Germany and Poland and I stopped at a service area just over the border for a quick break. When I continued, the motorway, which had been billiard table smooth in Germany, changed to what basically felt like a washboard. Imagine the worst possible pothole repair. Then imagine every part of the road covered in these repairs. For around 100km. There was a temporary speed limit in force of 70kph, but even at this speed it felt like the car would shake to pieces. Most other traffic, including big juggernauts, were ignoring this limit and blasting past me at well over the limit. Every few km though, we would be diverted onto the opposite carriageway in a contraflow and THAT road was lovely and smooth. But these respites were always very brief, just a few hundred metres, before being sent back onto the washboard.

After what felt like an eternity the road turned into the A4 and was back to normal smooth motoring. By now, however, it was rush hour and progress towards Krakow slowed down significantly. However, eventually, under cover of darkness the very welcome sight of my Ibis hotel appeared. I parked in the car park underneath the hotel and checked in. As it was very late and I was very tired, I popped across the road to a small supermarket and bought myself some snacks to eat before retiring to bed for a well earned sleep.

Friday was my one day to explore Krakow. In just one day I could only scratch the surface of this beautiful city and fantastic food ranging from the best doughnuts ever, through classic Polish dumplings (pierogi) and Hunter's stew (bigos). Due to the heat I also sampled the local beers to wash down all this food. I also got the opportunity to practice my Polish language skills. Most of the time I was in the situation where I was speaking poor Polish and the other person was replying to me in perfect English. A lot of Polish people speak excellent English and I noticed that when a Polish person was communicating with someone from another country, e.g. German, French, Dutch etc., they would communicate in English. A few people though would help me out and reply in Polish which helped with my practice.

I arose early on Saturday for the drive to the hillclimb in Limanowa, just over an hour away. My planned breakfast at a McDonald's carefully researched on my

route wasn't to be as it was now a building site. However, the petrol station next door had a small café inside and I had a coffee and pastry instead.

I decided to start my day part way up the hill. I'd downloaded a map of the course which showed a spectator access route and two car parks. The single track road leading to the car parks wasn't sign posted and took a bit of finding. Eventually I came to a house with a man stood outside by the side of the road and a field with the gate open. A few cars were parked in the field so I assumed this was one of the advertised car spectator car parks. I put the window down spoke to the man who, it soon became apparent, didn't speak a word of English. This was excellent as it meant I was forced to speak in Polish and attempt to understand the replies. With a bit of pigeon Polish and a fair amount of gesticulating, during which we established that my car was front wheel drive I was relieved of 10 Zloty (about £2) and directed to park at the top of the steep field facing down the hill. He obviously didn't fancy having to push me out later...

The spectator point on a fast open hairpin was located a short walk further along the track. There were a fair few spectators already dotted in the woods lining the track. I made my way up the steep hill through the trees dragging my foldup chair. However, the viewing area didn't feature many flat surfaces and so it wasn't really possible to use the chair. I propped myself against a tree and watched the first training (practice) run come up the hill. There was a good variety of machinery on show with a mix of European Championship regulars (though not all of them) and Polish championship contenders. As always, Christian Merli was very quick and impressive.

Between batches I bought a Polish sausage (Kielbasa) from the van handily parked at the hairpin and sat at the wooden tables set up for their consumption. I was joined by a very jolly Polish chap who sat down to eat his sausage and started to speak to me. I explained in Polish that I was from England to which he replied "Ah! Super impreza!" (Great party!) pointing to the track. I agreed. Soon, two more men sat down with their sausages. My new friend told them I was from England, then looked at me again and said "Super!". All very friendly.



I decided to head down the hill to the paddock and start line. This meant driving back down to Limanowa and then along the road that led to the course itself. As the road left the town there were barriers and security stopping traffic from going any further, apart from official vehicles. There was a very small car park but it looked to be full already so I turned around and parked on the side of the road instead. By this time the heat was almost unbearable and the walk through the paddock was a struggle. Rather than take over the town with the event paddock, the competitors were all strung out along the side of the road leading to the start line. When I reached the startline there was the reassuring sight of a motor club caravan parked up with the timing officials inside. Just like Wiscombe!



I watched for a while at the start line but after a while the intense heat drove me to seek some shade. After a mini hike along a lane and then across a field I arrived at a viewing point on the first bend, a long righthander at the end of the start straight. Luckily there was a large house here and, mercifully, it cast a shadow which I placed myself in.

When training had finished I headed back to the paddock in search of something cold. Luckily there was a tiny village shop doing a roaring trade in ice creams and ice lollies. They probably do more business on this one weekend than the rest of the year combined. In the centre of the shop were two freezers full of lovely cold ice creams at ridiculously cheap prices. There are about 5 Polish Zloty to the pound and the equivalent of a Cornetto was about 2 Zloty, or around 40p. Needless to say I had more than one...

I decided to head off to my hotel which was a 30 minute drive away in Nowy Sacz. The hotel was an Ibis Styles and I had a nice big modern room with a good view plus a free buffet breakfast, all for around £30. I didn't eat dinner in the hotel as there was a wedding reception going on and I didn't have the energy to go and find a restaurant so I went to the supermarket next door and got some nice cheap Polish food and snacks to eat in my room.

I had originally planned to go back to the hillclimb on the Sunday to watch the timed runs but due to the intense heat I just couldn't face it. So instead I had a leisurely breakfast at the incredible free buffet. There was so much food: the usual hot food with Polish sausages, eggs etc., but also all sorts of breads, fresh salads, pastries and CAKE! Yes, cake for breakfast – proper full on cream cakes. After this treat I set off on the 2 hour drive South to my hotel in the mountain resort of Zakopane.

It was a lovely drive through the foothills of the Tatra mountains passing through small villages and past lots of beautiful wooden chalets. Just after lunch I arrived at my hotel, the Mercure Zakopane Kasprowy. This was set on a hill side overlooking Zakopane right at the foot of what is a ski run in the winter. My room wasn't ready yet and so I sat out on the balcony overlooking the mountains and enjoyed a coffee while I waited.



My room had a balcony and had views of the mountains, with Kasprowy Wierch, the mountain I was going to ascend the following day, directly ahead. After relaxing a while I got the hotel shuttle bus into Zakopane and had a look around before finding a restaurant for some dinner. I tried a local smoked sheeps cheese called oscypek which was grilled and came with a cranberry sauce. This was very

good and was followed by a traditional Polish slow cooked pork hock. All washed down with the local Polish beer of course.

My cable car ride up the mountain was booked early the next morning and so I retired to my room. The next morning I enjoyed a fabulous buffet breakfast with yet more cake and then caught the hotel shuttle to the cable car station at the bottom of the mountain. Booking in advance meant I avoided the queues which can be quite lengthy. The ride to the summit involves a change of cars half way up and unfortunately when I reached the summit it was shrouded in cloud so no views... There was only one thing to do – go to the café and have some tea and apple cake before descending again. As the cable car came out of the cloud there were some great views, but it would have been nice to see the view from the summit where I had put a foot into Slovakia but not seen anything of it.



Once back at the bottom of the mountain I decided to walk the few kilometres back into town and to catch the hotel shuttle there. This was a nice walk that allowed me to see more of the lovely town of Zakopane. I'd love to have stayed longer but I had to start my long drive back to Calais. I had a hotel booked on the outskirts of Berlin and so that was the destination for that evening. However, I set a course for Auschwitz which is not far from Krakow with the aim of having

a quick stop there. But when I arrived there in the middle of a fierce thunderstorm it was extremely busy and due to my tight timescales I decided not to join the queues. I did however drive along the track linking Auschwitz to Birkenau. I stopped a while by the fence surrounding Birkenau and looked at the watch towers and accommodation blocks before carrying on my journey towards Germany.

About 50km from the German border I filled the Superb with diesel and this tank of fuel got me all the way home to Weymouth, 901.2 miles later. Quite an impressive range! The journey home was long and tedious due to lots of roadworks so I won't bore you with the details.



Two weeks later I was back at the Eurotunnel bound for Poland again. This time I was heading for the Baltic resort of Sopot for the Sopot Grand Prix. Sopot is a beach resort popular with the rich and famous and is one of the three cities in the Tri-City region. The other two are Gdansk and Gdynia with Sopot between them. Sopot features the longest wooden pier in Europe and a very long sandy beach. The Sopot Grand Prix has nothing to do with F1 and in fact has nothing to do with single seater racing cars either. It's a round of the Polish hillclimb championship and is open only to touring cars.

I'd booked a hotel in Grudziadz, a city about an hour south of Gdansk. Again I drove through the night until I needed to stop for sleep and slept in a McDonald's car park. I arrived in my very cheap Ibis Styles in Grudziadz late afternoon and took a walk into the central square of this typical Polish city. There were numerous restaurants with outside seating arranged around the square so I found a seat and enjoyed some pierogi and beer before heading back to my hotel for some well earned sleep.

Originally I'd planned to visit Gdansk before the hillclimb, but for my birthday my son had bought flights for him and myself to Gdansk in the September, so I decided to change my plans a little. Instead of stopping in Gdansk, I drove past the Tri-City area and headed to the northern Baltic coast and then headed East along the Hel Peninsula, a 20 odd mile long spit that juts out into the Baltic. At the end of this one way road is the town of Hel. So, yes, I drove along the road to Hel.



As it was the height of Summer, there was a lot of traffic along the route and I suspected (correctly as it turned out) that the car parks in Hel would be full up and so I parked up a few km before the town in a little rest area in the woods and walked the rest of the way. Hel is basically a fishing village and tourist destination full of restaurants, gift shops and ice cream sellers. Plus a beach. It

was beautiful but very crowded, so after a quick refreshment I headed back to the mainland and drove to Sopot.

As I drove down a hill into the city I started to see Armco lining the road and large round straw bales and I realised that I was driving down the hillclimb course which would be closed for the event the following day.

I located my hotel, the Novotel Gdansk Marina, parked my car and checked in. the hotel had direct access to the beach and a promenade that runs for several kilometres either South to Gdansk or North towards Sopot and Gdynia. I headed towards Sopot and after 30 minutes arrived at the big square at the head of the pier. The event scrutineering was taking place here and after scrutineering, the cars were parking in the square so that fans could have a close look and chat to the drivers. There was a great atmosphere and some impressive machinery including full on Fiesta and Fabia WRC cars.



I had some traditional Polish fish and chips sat at an outdoor restaurant next to the scrutineering and soaked up the atmosphere. Later I took a walk to the end of the wooden pier before returning to my hotel where I had views towards the famous Gdansk shipyards.

I woke nice and early Saturday morning and, after yet another fabulous buffet breakfast, I decided to walk to the hillclimb venue to watch the training runs. I

walked back along the beach to the pier and it was nice to see it again without the crowds. I then headed inland towards the hill climb course which runs along one of the roads that lead away from Sopot. The hill is 3 km long and rises by 108m from start to finish. It runs through a wooded area and the hill record average speed is 133.58 kph.

The paddock was laid out along the road leading to the start line, next to a cemetery. I spent some time looking at the cars here. Some of the top 4wd WRC type cars were up on axle stands with the engines running and wheels turning to warm up everything prior to the first runs. I then headed into the trees and made my way 100m or so past the start line to watch the first batch. An early morning downpour had left the track damp but this didn't hold back many competitors with some aggressive launches up the hill.



Once the first batch had departed, I crossed the track and headed up the hill to find another vantage point. I eventually found a popular spectator point near a school and shops where the course went around a roundabout which served both to slow the cars down a bit and also to create a spectacle for the spectators. There were also some catering trucks here including a bike café which was resembled a rickshaw but with a coffee shop out front instead of passengers. I watched here for a while and enjoyed a flat white from the cycle café. I then headed a bit farther along the course. After the roundabout the course ran along

quite a long straight followed by some very fast bends. There was a pavement alongside the road with just a piece of plastic tape strung between lamp posts to indicate that you were not to venture onto the road. I positioned myself at the end of the straight on the entry to a flat righthander. The cars were travelling at not inconsiderable speeds at this point and they passed very close to the pavement on the apex. This was exhilarating and took me back to the 80s when I followed the RAC Rally around the UK and stood right at the edge of the track as world rally championship cars blasted past inches away at well over 100mph. Such a shame that health and safety rules this sort of thing out nowadays here in the UK, though I fully understand the reasons why. But it was refreshing to be given the chance in Poland to get as close to the action as I wanted – I could have reached out and touched the cars as they went past if I'd wanted. We were allowed to use our common sense and I have to say I didn't see anyone abusing this trust by standing in stupid places. It really was the most enjoyable spectating I've done in a very long time.



Once the training was finished for the day I walked back into the town where I sat in the shade for a while and enjoyed an ice cream to cool off. As I headed back along the esplanade to my hotel, it was now much busier than the almost deserted walk in earlier that morning. I passed a tiny hut where a woman was selling grilled oscypek with cranberry sauce. The same smoked sheep's cheese

I'd had in Zakopane two weeks earlier. 3 zloty (about 60p) bought me a tasty snack to keep me going until dinner.

After resting a while back at my hotel, I decided to explore along the esplanade in the other direction towards Gdansk. I passed several restaurants before picking one where I indulged in another great Polish pork dish with more Polish beer.

As I was beginning my return journey the following day, I decided to drive and park near the roundabout part of the course to watch the timed runs. Located near the viewing point were numerous vast communist era style apartment blocks. This type of accommodation is very common across Poland. It also meant that there was plenty of parking available. Because I drove it meant I could take my fold up chair from the car and after getting a latte from the bike café I headed down to my favourite viewing point at the end of the long straight where I could once again get up close and personal with the cars. After the first timed run I did venture a little further along and positioned myself on the opposite side of the road on the exit of the fast right hander at the end of the straight. This side of the road was lined with woods and I made sure I had a nice strong tree to dive behind just in case someone went off here.

Once again I enjoyed a few hours of excellent entertainment but due to the length of my journey I departed at lunchtime and set off for the city of Szczecin. Szczecin is near the German border and is the home town of my friend from work. I had a hotel booked there and planned to spend the next morning exploring the city before making a dash for Calais.

I arrived at my hotel in Szczecin early evening after a good trip across the North of Poland. In contrast to that first motorway I'd encountered a few weeks earlier on my way to Krakow, on this journey I travelled on some of the best roads I've ever driven on anywhere in the world. They were smooth, modern and despite the occasional toll, these were literally a few pence, compared with the much higher tolls in France. Also, the motorway limit in Poland is 140kph (90 mph) and so good progress could be made through the light traffic.

Szczecin is a modern, cosmopolitan city with new glass fronted shopping malls and office buildings standing shoulder to shoulder with older traditional buildings. One of the most iconic buildings here is the home of the Szczecin Philharmonic Orchestra which won the European Union Prize for Contemporary Architecture in 2015.

After refreshing myself in my hotel I walked into the city to find somewhere to eat. I found a collection of restaurants with outside seating situated down the centre of a wide pedestrianised street and chose one that wasn't too crowded so that I'd get served quicker. Here I had chłodnik, the classic chilled beetroot soup that is one of Poland's signature dishes. I've never had a chilled soup before, but this was delicious, light purple in colour, creamy and flavoured with dill. I can highly recommend it.

The next day, after the usual Polish breakfast buffet, I walked into the city to see some of the sights. I walked past the Castle of the Pomeranian Dukes, the famous philharmonic orchestra building and then onto the city government office building, a majestic traditional building painted in green. Behind this was a vast park which is home to a very impressive monument, Pomnik Czynu Polaków (Monument of Deed of Poles) which has three huge eagles that symbolise three generations of citizens: of Stettin (when the city was part of Germany) before WW2, pioneers of after war Szczecin and the generation that rebuilt the city. Near the monument was an ice cream parlour. Two things the Poles are very good at are cakes and ice cream. I bought an ice cream and made my way back to the hotel ready to drive home.

The journey back to Calais was about 1100km and Google maps predicted about 11 hours of driving time to get there. I'd booked my Eurotunnel crossing for about 12 midday the next day just to give myself some leeway in case of the inevitable traffic jams in Germany and Belgium. However, despite leaving around 1pm from Szczecin, I had a really good run with no traffic problems and arrived at Calais around Midnight. I made good use of the unrestricted sections of autobahn, generally cruising at around 100mph but occasionally venturing up to 140mph. I didn't wish to spend 12 hours in Calais and so I opened the Eurotunnel website on my phone and changed my booked departure time to around 2am (free of charge). This meant I arrived home in Weymouth about 6am. This was good because in a couple of days I was due to head back to the continent destined for the French Alps, this time with the family in the car. But that's another story!

Steve Chaloner



Mitsubishi Lancer on the start line at Limanowa



Driver's eye view of start line at Limanowa



Ford Fiesta WRC of Mariusz Stec, waiting for scrutineering in Sopot



Parked up post-scrutineering in front of the Sopot Pier



There was a whole class of these amazing little Fiat 500s at Sopot Grand Prix



Major spectator point at the roundabout in Sopot – lots of action here



Getting up close and personal in Sopot – very fast part of the track



Nice stout trees, just in case something goes wrong...

**Westcountry Rescue
are looking to raise £10,000 replace their oldest ambulance**



Westcountry Rescue have supported motorsports in the South West for many years, looking after competitors, marshals and spectators across multiple disciplines.

Recently Westcountry Rescue have assisted even further afield for an even larger number of events into Wales, Oxfordshire and Hampshire, which is taking it's toll on the vehicles. This year our 2 vehicles will be at over 70 days of action, the busiest year to date.

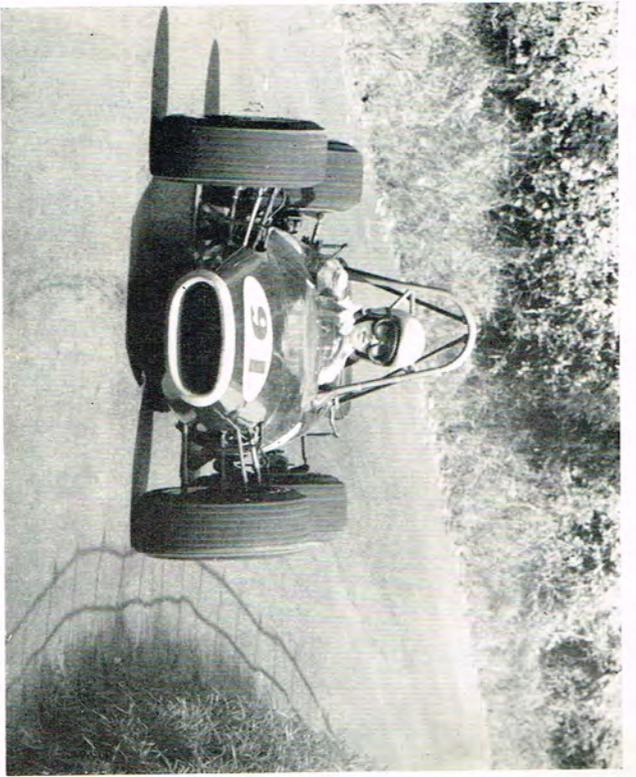
To ensure that we're always there for the sport, we're looking for help with replacing our oldest vehicle, which is entering it's 17th year of active service.

Your support will go towards:

- Purchase of an emergency ambulance that is suitable for motorsports
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- Tools and equipment that can't be transferred across from our older unit
- Ensuring the life of the vehicles and Westcountry Rescue itself into the future

Westcountry Rescue are looking to raise £10,000 replace their oldest ambulance, you can help by donating at:

www.justgiving.com/crowdfunding/westcountryrescue



Peter Lawson
British Hill Climb Champion, 1968



Basil Davenport
British Hill Climb Champion, 1926

4



Kathleen Winstanley
"Miss United Kingdom"
will open the hill on Sunday, April 13
in an Aston Martin

5

TWO OLD GITS JUST 'BUGGERING ON' ON THE BAGGER ROAD RALLY

2019

Hello, my name's Mabel and I'm a lovely metallic blue MGZR. My Gt Aunt Molly Midget from Malta, car-mailed me the other day to see how I was doing. She says she still misses Uncle Reggie Renault and her dad Colin still does as well. Apparently, Colin and Heather used to bump up and down in him on muddy hills, must have taken them back to their younger days. My dad, known as JP, built me after using his friend Worth's Corsa on the Great Bustard Endurance rally a few years ago. He sent me away to the best Rover builders who I now call Uncles Jamie and Owen Turner at the Rover Centre in St Albans. They put bespoke Gaz suspension on me so I don't feel the bumps, an Emerald ECU, which makes me go ever so quick for a little 1400 although it does make me very thirsty, lots of funny metal pipes inside me, nice white alloy wheels and lovely comfy bucket seats with five point belts plus another pair of eyes called Piaa and lots and lots of more nice things.

I used to have a brother called Billy the BDG that dad built over a number of years and I am told he was a Mk1. A Mk1 what I don't know but he was very special and had wings on his arches. Not that they made him take off though. I think dad got a little tired of Billy as he was sent to a posh auction at Silverstone and sold for lots of money. Dad has now bought a Jag XK150 to build but it doesn't have a name yet. I am a bit jealous of him as he is getting all the attention, but Worth tells me he loves me. I am in fact living at Worth's at the moment and I like it there. Especially as I have a new Uncle called Vic.

Dad has let Worth drive me on quite a few times in the last couple of years and he was happy to let him again on the recent Bagger rally with Uncle David Harris navigating. I overheard that it was a rally 'just like the good old days'. I was soon to find out what that meant. The Bagger was first run in 2002 and Worth was muttering he was only 45 then when he could still do things all night. Very soon, the event attracted crews from Wales and everywhere else and this time there were 75 cars and I heard many funny accents in the car park at the Windwhistle pub near Chard on a very wet and windy night at the end of January. 'Boyoos from the valeees' and even an 'eee by gum'. Worth seemed to know everybody and

spent hours just talking to people while poor David had to plot a route that ended up at 235 miles. If I had known it was going to be that long, I would have refused to leave the car park.

I met two others of my uncles, Uncle Cliff and Uncle Keith who were out marshalling but I ended up not liking them. They told Worth about an impossible hairpin very early in the event and to go past it and turn around in a layby. I had a sticker put on me that said I was car number 43.

11.28 came and it was still raining and off I went not knowing what to expect. We trundled for a few miles to the start of the first competitive section. For some reason we started three minutes late but no penalties. Off we went and I became wide eyed (all four of them) as we hurtled through these funny little lanes. Sometimes with grass growing up the middle, sometimes with big high banks each side, sometimes with thick red Devon mud and even sometimes all three together!! I didn't know what to do but daren't close my eyes in case we hit something. I heard David say the impossible hairpin right was next and I didn't know what was going to happen, but suddenly I felt a sudden tightening at the rear and the next moment we were going the other way on a different road. It frightened me as half way around I thought I was going to have my eyes put in the bank! This tightening happened many times during the night and I came to look forward to them as they are great fun. Well, except for one.

We then came to a road that didn't even have tarmac on it, just bumpy gravel. I didn't like this at all and decided to get my own back by letting a tyre have a puncture. I heard lots of naughty words when we stopped to put on a spare but I giggled to myself when I saw Worth & David with very muddy trousers. Served them right I thought. There was now much muttering going on in the car and I heard the phrase OTL mentioned more than once. It turned out that the first seven controls only had 15 minutes maximum lateness, whatever that is. With the three dropped at the start, plus another at the first control together with the eleven when changing the puncture, they were on fifteen. They decided to keep going but another minute was lost at the next control so OTL and the only thing to do was to cut the next one. More muttering from in the car as being OTL was a ten minute penalty as was the missed control together with the eleven lost changing it, the old gits had thirty minutes penalty before even going for thirty minutes. But, being old

gits, they knew they just had to keep 'buggering on' as they said and see what happens. I sometimes was made to turn around a little way after a few junctions and this I believe is called a 'wrong slot' and all down to the navigator.

I was really starting to enjoy myself as we hurtled down these funny little roads. We caught up one of my family who was a black ZR but Worth just went on by giggling to himself. After what seemed like ages, we were off to the first fuel halt where I hoped I could have a nice rest, but no. David had for some unknown reason decided not to plot where it was and after much searching for where it was, we just followed another car. Queue more giggling from Worth. No rest for me though, I was filled up, fuel paid for, a call of nature for Worth and off again. Poor David stayed in the car to sort his maps. Results showed us down in 27th place but only 39 out of the 75 had actually got there. The middle third was 78 miles with no relaxed parts and I was going quicker and quicker. Every so often I frightened myself on a few sharp bends on the mud when I started to head towards the bank but Worth just put his foot on the clutch and my wheels suddenly bit again although on a couple of times I felt the now familiar sharp tightening at the rear. Oh what fun. Worth then managed to hurt me! On an uphill 'impossible' hairpin left, he managed to nurf the bank and made one of my extra eyes point to the stars but it didn't seem to make the old git slow down. The 78 miles seemed to fly by in no time and off to the next fuel halt where I again wanted a rest, but no. Straight in and straight out and it was by now 5am in the morning and again David stayed in the car sorting maps for the last hurrah. Results showed we had climbed to 16th place with only 25 still playing.

The last 'third' went in a blur but we managed to miss a thing called a passage control which was a five minute penalty. Lots of muttering from David who said we had gone down the road but Worth needs to go to Specsavers soon as he didn't see it. Then we met Uncles Cliff and Keith again and this is why I don't like them. David had managed to miss plot a bit and made us arrive at their control from the wrong direction and they gave us another five minute penalty. David and Worth didn't seem to mind this but I was really unhappy as between them they had lost ME ten minutes for no reason. Worth then reminded me that I had lost us 30 minutes right at the start with the puncture so I kept my mouth shut after this. We finally arrived at the finish at just gone 7am somewhere near Wellington after 48 time controls and 48 passage controls, well nearly for us. I then had a nice snooze

for a couple of hours dreaming about the fun I had flying through the lanes all around Devon and Somerset. We ended up in 14th position and only 21 finished. Our penalties were an eye watering 1hr 47m 50s. Without our extra 40 mins our best could have been 9th but I'm glad we just kept 'buggering on' Worth and David were amazed that the winner only had 23m 55s penalties.

Looking forward to the next one.

Mabel the MGZR

WOOLBRIDGE NAVIGATION CHALLENGE ROUND 6

MARCH 27th 2019

Start/finish: The Talbot Arms, Uplyme, DT7 3TF GR: 193/324 934
(On B3165)

Map required: 193.

Signing on 6.30 pm for 7.01 start.

Supper menu:

Lasagne & Chips

or

Steak Pie & Chips

(Vegetarian Lasagne option available if requested)

Both £10 per meal.

Entries and food orders to 'charlotte@southwesterncoachworks.co.uk'

Tel. 07867937192

Closing date Thurs 21st March.

“As It Was”, March 1981

Our Chairman was Geoff Pickett with Colin Rolls in the Vice Chair and Ian Morton Treasurer. Comp Sec was Rod Purkiss and Club Secretary and Social Secretary was Sue Birkill. I was Editor and also looked after Publicity, Nigel Lines was Membership Secretary and Vic Fancy dealt with Championships and Awards. Other Committee Members included Colin Alborough, Worth Birkill, Tim Coombs, John Forsyth and Steve White. In those days we had a Press Agent who was Les Mace, a Reporter on the Dorset Echo. This ensured good local publicity and coverage of all our events.

In those days local clubs held many trials each month and in March WMC were invited to all of them as usual. There were 7 to choose from during the month.

Phil Gabe produced the first of his “Gibberings” setting the scene for many years of irreverent references to motor club life.

Simon Mcbeath also contributed his “Mutterings” each month and in this March magazine wrote about whether winning in motorsport was important or not and raised the question as to what will happen when the petrol runs out?

A note appeared that it was time for renewal of the adverts in the magazine and all 40 (yes, 40!) trade advertisers had been circulated. Those were the days of chasing essential income for Magazine production!

The Grand Final of our Woolbridge Quiz Series was set to take place at the Natter ‘n Noggin on 25th Match being held, as usual, at the Black Dog, Broadmayne.

Merv Brake reported on the Brands Hatch February Sprint. Competing in his Imp and putting in a 70mph lap he brought home the Class trophy.

Hill-Man wrote on Bournemouth Club’s Sopley Timed Trial where Phil gale romped away with the Mini Class and Andy Webb’s Imp the Class for Rear Engined Cars. Graham Blake drove the best Special.

The 1981 Exeter Trial was the subject of an article by Andy Webb reporting that the usual band of "Classic Nuts" had rendezvoused at the Top Of Town, Dorchester ready for the trek to the start. Merv Brake was on his two wheeler whilst Andy Webb, Harold Sibley, Chris Briant, Eric Moxom and Robin Wells were on four wheels. Woolbridge members fared well in the trial with Merv and Robin gaining 3rd Class awards, Harold, Chris and Eric 2^{nds} and Andy winning the Rear Engined Class overall.

Top Of Town was also the start of the January Jaunt 12 Car rally organised by Pat Donnelly and Colin Alborough (Paddy & Noddy). Teams rallied via the outskirts of Weymouth, Abbotsbury, Shipton Gorge, Uploders, Askerswell and Martinstown before finishing at the Royal Standard in Upwey. Merv Brake and Robin Ayles were the victors in a Cortina Estate with Ray and Mark Briant 2nd in a Triumph Dolomite. An interesting fact about the Ayles/Brake entry was that Merv was in the driving seat for once.

The Old's Group Sporting Car Trial had been held at the end of 1980 and John Forsyth reported. 15 Sporting Trials Cars had competed with icy conditions prevailing. Despite one competitor rolling his car 4 runs at the 10 sections were achieved. Frank Wilson (BMC) was 1st with Dave Kingsbury (WH&DCC) 2nd, Dave Clemas (BMC) 3rd and Nick Taylor (WMC) 4th.

The WMC Wiscombe weekend was advertised as being on 9th / 10th May.

Membership in 1981 cost £3 and on the club calendar for 1980/1981 there appeared 19 events.

The Patrick Motors Autotest Championship had just had its 1st round of the year and the highest placed WMC member was Colin Ellis in his Hillman Imp.

The 44 page magazine concluded with minutes of the ASWMC Meeting held on 18th January. Reading them, it doesn't seem that much has changed.

Colin Pook.



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17 Feb 19

*From the Latin - 'winner of the games', or best all rounder

** Eligible for under 23 award

Pos	Name	Trial	4x4	Trial	12 car	Hardy	4x4	12 car	Trial	4x4	BoxDT	Exeter	12 car	Trial	4x4	12 car	4x4	Bonus	Total	Types	Marshal	M count
1	Gary Morris	5	M	2		M			5	5				5					22	2	Yes	2
2	Andy Webb	M		5	4	M		2	4			M	3	1					19	2	Yes	3
3	Graham Blake	M		M	3	M		3			M		3	0		5			14	2	Yes	4
4	John Kirby (4x4)	4	1	0		M	0		M	0				5					10	2	Yes	2
5	Garry Arnold	M	5			M	5			0				0					10	2	Yes	2
6	Derek Harris	M	3	0			0			4				M					7	2	Yes	2
7	Sam Arnold		3			M	3			0				0					6	2	Yes	1
8	Charlotte Ryall				5			4					5			5			19	1		0
9	Elliott Dale				5			4					5			5			19	1		0
10	Cathy Lawrence				4			5					5			4			18	1		0
11	Tony Moore				4			5					5			4			18	1		0
12	Mark Hoppé	5		4					4					4					17	1		0
13	Carole Gibson				5			4					4			3			16	1		0
14	Roger Gibson				5			4					4			3			16	1		0
15	David Moss	4		4					3					4					15	1		0
16	Merv Brake	M			M	M		5			M		4			5			14	1	Yes	4
17	Keith Grant	M			M	M		5					4			5			14	1	Yes	3
18	Alastair Stevenson	4		5		M			3					2					14	1	Yes	1
19	Elaine Blake			M	3			3					3			5			14	1	Yes	1
20	Guy Livingston				5			4					5						14	1		0
21	Rob Rhodes				5			4					5						14	1		0
22	Shawn Franklin	2		5					3					3					13	1		0
23	Pete Turner				3			5				M	M			4			12	1	Yes	2
24	John York	5							4					3					12	1		0
25	Richard Turner				3			5								4			12	1		0
26	Will Lawrence	2		3					5					0					10	1		0
27	Sue Webb	M			4	M		2			M		4						10	1	Yes	3
28	John Lockyer				2			M					4			4			10	1	Yes	1
29	Stephen Hall				4			M					3			3			10	1	Yes	1
30	John Tite		0			0	5			4									9	1		0
31	David Arnold	M	4			M	4			1									9	1	Yes	2
32	John Kirby (Mini)				3				3					3					9	1		0
33	R Roskell						5			4									9	1		0
34	Ross Lewis		0			5				3									8	1		0
35	Chris Tite					3				5									8	1		0
36	Colin Miles							2					2			4			8	1		0
37	Worth Birkill				4			3			M					M			7	1	Yes	2
38	Andy Stock		4				3												7	1		0
39	L Dixon		0				4			2									6	1		0
40	Ben Cousins					4	2												6	1		0
41	Dave Butterfield		5				1												6	1		0
42	G Higgings						4			2									6	1		0
43	K Dixon		3				3												6	1		0
44	Colin Cheffey	M	5											M					5	1	Yes	2
45	Brian Cookson				3			2				M							5	1	Yes	1
46	Amanda Burbidge				2								3						5	1		0
47	Andrew Stocks									5									5	1		0
48	Antony Young					5													5			0
49	Dave Hiscock	3							1					1					5	1		0
50	Mike Maynard							2					2			1			5	1		0
51	Stephen Tite					5													5			0
52	Stewart Green					5													5			0

**Victor Ludorum*
Championship
2018-19**

07 Oct 18
28 Oct 18
04 Nov 18
07 Nov 18
18 Nov 18
25 Nov 18
05 Dec 18
09 Dec 18
16 Dec 18
26 Dec 18
05 Jan 19
09 Jan 19
13 Jan 19
20 Jan 19
06 Feb 19
17 Feb 19

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Pos	Name	Trial	4x4	Trial	12 car	Hardy	4x4	12 car	Trial	4x4	BoxDT	Exeter	12 car	Trial	4x4	12 car	4x4	Bonus	Total	Types	Marshal	M count	
53	Dan de Chazal	0		2					2					0					4	1			0
54	Graeme Wills		4							0									4	1			0
55	Mike Dore	0		1		M			0					2					3	1	Yes		1
56	Vic Fancy							3					M			M			3	1	Yes		2
57	A Merry									3									3	1			0
58	Alistair Moss	3																	3	1			0
59	Fenton Day				1								2						3	1			0
60	L Rimmington						2			1									3	1			0
61	Mark Williams		2							0									2	1			0
62	Simon Crook		2																2	1			0
63	Cliff England	M				M		2					M						2	1	Yes		3
64	Aaron Clarke				2														2	1			0
65	Ashleigh Kitcher				2														2	1			0
66	Charles Speers					2													2				0
67	Gerry Thomas															2			2	1			0
68	Mark Thomas															2			2	1			0
69	Brett Altoft								1					0					1	1			0
70	Colin Rolls	1		M		M					M			M					1	1	Yes		4
71	John Guy					M								1					1	1	Yes		1
72	L Sawyers						1												1	1			0
73	Sharon Kirby	0	M	0		M	M		0	M				0					0	1	Yes		4
74	Graham Timbers	0		0					0					0					0	1			0
75	Vic Rose			0		M			0					0					0	1	Yes		1
76	Chris Pincombe			0					0					0					0	1			0
77	Gemma Lawrence			0					0					0					0	1			0
78	Ben Crook **		0				0												0	1			0
79	Chris Studley		0							0									0	1			0
80	Elliott Timbers								0					0					0	1			0
81	Tony Freeman	M							0										0	1	Yes		1
82	Alistair Moss								0										0	1			0
83	C Phillips						0												0	1			0
84	Chris Glenister					0													0				0
85	Colin Thomlinson			0															0	1			0
86	Dean Tite					0													0				0
87	Dean Woolmington					0													0				0
88	Jim Forsyth					0													0				0
89	Kaitlin Kelly			0															0	1			0
90	L Miles						0												0	1			0
91	Matt Gillam					0													0				0
92	Michael Teixeira													0					0	1			0
93	Nathan Dixon					0													0				0
94	Nick Rowley			0															0	1			0
95	Paul Timbers			0															0	1			0
96	Simon Thomlinson			0															0	1			0
97	Tim Clarke													0					0	1			0
98	Tom White					0													0				0
99	Dick Nadin	M			M	M		M					M			M					Yes		6
100	Craig Strong	M		M		M						M									Yes		4
101	Andrew Forsyth					M					M			M							Yes		3
102	David Eardley	M		M		M															Yes		3
103	Geoffrey Pickett	M				M								M							Yes		3
104	Sarah Forsyth					M					M			M							Yes		3

That's All Folks!

THANKS TO ALL OUR
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TO THIS MONTH'S EDITION
OF THE MAGAZINE

FINAL CLOSING DATE
FOR THE *APRIL* 2019
EDITION OF THE MAGAZINE
WILL BE

Friday 22nd March

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e-mail membership@woolbridge.co.uk

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(only one copy of the printed club magazine is sent per household):

1

2

Main motorsport interests:

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