



Woolbridge Motor Club



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November 2019



WOOLBRIDGE MOTOR CLUB MAGAZINE – November 2019

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

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EDITORIAL

Well, I've counted all the pages that I have for this month and it comes to 26. That means I need to write 2 pages of editorial to make the total 28 (the total has to be divisible by 4 so that the paper version works). Thanks to those that contributed this month – we have two new contributors too which is excellent. Next month is the Xmas double issue which covers both December and January. Let's see if we can make the issue big enough to get into the next postage bracket, though the Treasurer probably won't be happy...

If you're wondering what the significance of this month's cover photo is then I can tell you it is to recognise Geoff Blake's class record at the recent Pegasus Sprint at Castle Coombe. Graham Blake has written a piece about the Blake Family's season. Tony Freeman has put a link on the club website to a video of the run: <https://woolbridge.co.uk/geoff-blake-breaks-castle-combe-class-record-video/>

My current job involves driving to various hospitals in the "South" of England. This has meant visits to Birmingham, Truro, Great Yarmouth and many others in between. My shifts finish at 7:30pm and so I am usually driving late in the evening or at night. This means I am always being thwarted by the dreaded overnight road closures. I know they're necessary and sometimes they have well signed diversion routes. However, recently I've come across some very poor attempts at diversions. When I went to work in Great Yarmouth it took me 7 hours to get there, with what felt like 6 of those crawling around the M25. My last shift was on the Thursday and I didn't want to waste my entire Friday travelling home. So I decided to go to bed early in my Premier Inn in Great Yarmouth and then got up at 3:30am to try to get back before the traffic got too bad. I set off at 4am along the A47 towards Norwich but after 30 minutes or so at one of the roundabouts on the road, my exit was closed due to overnight work. A diversion sign directed me to continue round the roundabout, but at none of the exits was there any other diversion sign. The only options were: a road into a service area, a country lane and the dual-carriageway back to Great Yarmouth. I decided to try the country lane and Google maps was happy with this and seemed to be taking me to eventually re-join the A47 some miles later. However, after about 10 minutes driving I came across a road closed barricade and had no option but to return to the roundabout. I circled the roundabout a couple of times very slowly trying to see if I'd missed a diversion sign but

nothing. I had no option therefore but to head back towards Great Yarmouth. After a few miles I turned North onto a B-road and kept going until Google maps gave up trying to direct me back to the offending roundabout and found an alternative, if very convoluted, route. However, the time lost with this meant I hit the M25 just as the morning rush hour was starting. So I didn't actually arrive home until late morning.

This week I was heading to my hotel in Plymouth late one evening and when I reached the end of the M5, the A38 was closed for roadworks and all traffic was directed on to the A30. No obvious signs directing the many vehicles that needed to go to Plymouth. Quite a few vehicles came off at the Exeter/Crediton junction so I followed them and there was a diversion sign directing back onto the A30 back towards the M5. It's possible that there was a diversion from A30 eastbound onto the A38 but as there was nothing indicating that this was the case, I didn't want to risk ending up on the M5 going in the wrong direction. So I decided to continue on the A30 and drop South via Tavistock. This meant that I arrived at my hotel at 10:35pm instead of the expected 10pm. Very annoying and frustrating.

As I write this, Ott Tanak has just been crowned World Rally Champion, the first Estonian driver to achieve this and the first non-French champion for 15 years. The last one being Petter Solberg back in 2003. Sebastien Loeb dominated for 9 years followed by Sebastien Ogier for another 6 years.

Well, I've run out of things to write about, so that will do for this month. I still haven't had time to write about my trip to Switzerland back in August yet. Maybe I'll save that for the traditionally "light" February issue.

I will sit back now and await the arrival of, hopefully, lots of copy for the next issue.

Steve Chaloner

Woolbridge Calendar of Events

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

NOVEMBER 2019

- 2nd Wiscombe Park Awards Evening – Wiscombe Park
- 3rd Reg Paull Trophy Car Trial - Crewkerne
- 6th Woolbridge Navigational Challenge – Round 1
- 7th Woolbridge Committee Meeting – Colliton Club – Dorchester
- 9th Woolbridge v Windwhistle Motor Club Skittle Match
Fox and Hounds, Cattistock, 19:00 – 23:00
- 17th Woolbridge Hardy Classic Trial
- 23rd Wiscombe Park Hillclimb – Winter Clear Up Morning
- 24th Woolbridge 4x4 Trial

DECEMBER 2019

- 1st Woolbridge AGM/Awards, 12:00 – 15:00
- 4th Woolbridge Navigational Challenge – Round 2
- 5th Woolbridge Committee Meeting – Colliton Club – Dorchester
- 8th Woolbridge – Autotechnics Car Trial – Hogcliff Hill
- 15th Woolbridge – 4x4 Trial – Hogcliff Hill
- 26th Woolbridge – Boxing Day Taster Event

JANUARY 2020

- 8th Woolbridge Navigational Challenge – Round 3
- 12th Woolbridge – Hogcliff Trophy Car Trial
- 19th Woolbridge 4x4 Trial – Simon’s Quarry

FEBRUARY 2020

- 5th Woolbridge Navigational Challenge – Round 4
- 9th Woolbridge – South Dorset Car Trial - Hogcliff

President's Ponderings

Having held the post of Editor of the Club Magazine for more years than I care to remember I must say that I was extremely disappointed at the content of the October issue of our magazine. An editor can only produce a magazine from material received and, in this respect, I feel that we are letting down our Editor, Steve.

Indeed, if it were not for the usual contributors and an excellent selection of photographs from Geoff Pickett of our Wiscombe season there was, really, nothing else!

If someone, years hence, produces an "As it Was" for the months of October then October 2019 could be dealt with in one or two paragraphs! We really must try to do better and support our Editor in future issues.

The November Calendar of Events seems to show many subjects for a magazine article. Early in the month sees our Reg Paull Car Trial at Crewkerne on 3rd and the Hardy Classic on 17th which are both excellent subjects for a magazine article so, you never know, the December/January Mag may be full of surprises.

Also in November, on the 9th, is a social event, a very rare occurrence these days. We shall be playing the Windwhistle Motor Club at skittles at the Fox & Hounds, Cattistock. If you can make the date please give Colin Rolls a call on 01305 265 872.

Following that another social event! Our Annual Awards Lunch and AGM will take place on Sunday 1st December at Frampton Village Hall. We hope to see as many of you as possible enjoying what is a very friendly and informal gathering for all the family. The AGM will take place at 12noon and we hope to see you there.

Colin Pook



9Geria News

Already thinking about things to get ready for next year's visit to the UK and bought an under rear wheel arch water storage tank for my Defender. I had been looking for a kit for an under arch storage locker for cooking gas bottle, but think the ones I've seen on Defenders must have been custom made as I can't find anything online. Correction after more searching I found 2 companies doing rear side storage compartments. I've made an aluminium angle edge strip for my folding dining table, and I'm making a gas bottle hanger to go onto a rear roof gutter. I don't really like the gas bottle inside when cooking! The next plan is to make a folding shelf to hang inside the rear door for my 2 burner cooker instead of cluttering up the dining table. There are a couple of readymade kits available that could be adapted, or having seen the pictures, I make my own copy, but so much harder when you can't just go outside to measure up the rear door!

Also made a bracket for my Jedi gear indicator, I would have liked it up at the top of the dash, but not enough room there, so it will fill a space to the lower right side of the dash. Also remaking the shift lights as I found I was breaking the legs off LEDs trying to fit the mk1 version into 5mm diameter holes I had drilled into the top of the dash surround.

Tomorrow 1st October is our independence day holiday so will be out to my GTM in the little workshop at the back of the compound. I was out there on Sunday and disappointed to find the oil had drained back from my remote oil filter and cooler and I had to prime the system again, filling oil into every orifice and turning the engine over with the plugs out. Sadly an hour later when cranked it had drained down again, never had this problem with a mini engine before and ran a few with remote filters and oil coolers. I can only think there is enough clearance in the pump to allow it to drain back. That means engine out. At least with the body off ready to go to the painters, it is much easier to get at, then up on the bench and remove it from the sub-frame, strip off the clutch housing, remove clutch and flywheel before I can see the guilty culprit. Next is the choice of which pump to buy. Back in the day when this engine was built there was only a 1275 pump, but a quick look on Mini Spares catalogue now I see they do their own "evolution" pumps with supposedly a better build and higher outputs, or (at 1/3 the price) a turbo pump with an even higher output, but doubt I need a turbo output as I'm not having to put oil into a turbo, so will probably go for a standard 1275 pump as fitted so long ago and costing less than £20. On 7.10.2019 ordered a pump from Mini Spares, should get it in 7 to 10 days if all goes to plan, Grrr courier charges.

Having bought primer, paint (RAL1003) and thinners, I prepared a covered area like a big tent to keep dust out with a tarpaulin (no spray booths here) for the painter to bring his compressor to start work on the GTM body. Lots of preparation before painting though. Still haggling over price as the painter thinks "London" rates apply. Hmm priced reduced by half and agreed to start work tomorrow on 15th October.

Before putting up the tarpaulin I watched the MotoGP from Thailand, super close racing from Fabio and Mark, both are a class above the rest, with Mark winning the race by a bike length and this year's championship.

At long last on 7th October I was finally given a welder fabricator to start work installing my new preparation tanks, walk ways, raised platforms, steps, ladders and lots of pipe work for steam heating, water cooling, materials supply pipes for water, petroleum jelly and oil, transfer pumps etc. Got to get my working romper suit on and get stuck in. As of 12th Oct, 1 walkway made and 3 tanks into position, now making 4m raised platform for the overhead tank to supply hot water by gravity feed to the preparation tank underneath.

Think that's all for now.



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NOTICE OF ANNUAL GENERAL MEETING

Formal notice is hereby given that the Annual General Meeting of the Woolbridge Motor Club Ltd will be held at The Frampton Village Hall at 12.00 on Sunday 1st December 2019.

Any Member of the club wishing a matter to be placed on the Agenda must send the text of such matter, signed by two members, to a WMC committee member at least 14 days before the date of the meeting.

Any nomination of a candidate for election to the board or the nomination of a candidate as an officer of the Club must be sent to a WMC committee member not less than two days before the meeting and must be signed by two proposing members.

Such a proposal must be accompanied by an intimation in writing that the nominated person is willing to serve.

**Andy Webb
Club Secretary
2nd October 2019**

4x4 Trial October 20th 2019

Well the new season is upon us, you would have thought there would be masses of 4x4s raring to go. With a summer break between trials you would think all the vehicles would be maintained, fixed and ready to go. How wrong can you be...

Garry Morris in his usually reliable Shogun was the first victim not even getting to the sections. Dave's didn't want to come off the trailer and Lee's switch packed up on the back of the transit. We set out five sections around the venue that would be made easier for the RTV class. Ten drivers eventually started the sections. Poor old Graham was not going to start the season well, the first section he managed about four meters and lodged the Suzuki the wrong way round and the second section he smashed the front diff within two meters of the start. One down nine to go!

The conditions were reasonably good considering all the rain we had before the event. The loose sand soon dug out and made for some interesting holes to get over. Simon's new trialer, a V8 monster, started giving issues and it seems to drink half a tank of fuel per section. Bit more tinkering needed there to sort that one out. And then Lee's V8 runs out of fuel on the start to a section. Must be a V8 thing! Glad the Suzuki Jimny I got might have a hair dryer for an engine but it drinks no fuel, and we did manage to finish the event in it. The curse is broken: I have not finished an event in the quarry for about three years.

The next victim was Lee's Range Rover, parking it to the extreme that the oil runs everywhere in the engine bay and then makes it smoke like a steam train. Lucky it did clear itself after a few more sections. Then, you guessed it, Dave's trialer started with issues and though he struggled on, it finally blew a hose and ended his day.

The ten sections were driven, just! By the end at one point I thought there was more fixing going on than driving, and we would cut out the sections next time and just go round someone's house and fix their truck on the drive. It would kill two birds with one stone, the V8 boys wouldn't run out of fuel then as well!

A big thank you to Simon Crook who spent most of the day fixing vehicles and getting fuel and parts, and Sharon for score keeping, and everyone who helped setting out and clearing canes.

The next event is at Simon's Quarry on November 24th

Hopefully the drivers will have done some maintenance...

The scrutineering will be more adhered to, to try and speed the event on so we do

more driving and less fixing.

Here's a few basic reminders:

- Any vehicle not starting on the key or starter button will not be driving.
- No bump starting vehicles.
- All vehicles must have a solid bonnet.
- All vehicles must have mesh or safety glass front and rear screens.
- All vehicles must have front and rear recovery points and carry a strong enough rope or strop.
- No vehicles can carry a metal D shackle or have any metal work on ropes.
- No ropes wrapped around axle for recovery.
- Soft shackles can be used.
- All brakes must be working including parking brake.
- Seats must be bolted in.
- Seat belts must be securely fitted.
- Any vehicle with cut body work must have a safety cage fitted.
- No soft top vehicles without roll over protection.

It's all basic things that drivers must adhere to.

So, turn up and be disappointed with no driving if your vehicles are not up to standard.

Any issues or breakages on vehicles during the day is acceptable as long as they are fixed for the next event.

Hopefully the next event will be a driving day.

John Kirby

4x4 Trial



4x4 Trial



4x4 Trial



4x4 Trial



4x4 Trial



4x4 Trial



Lulworth Cup Trial



Lulworth Cup Trial



WMC Car Trial Championship 2019 /20													
	1	2	3	4	5	6	7	8					
Driver	6th Oct Hogcliff	3rd Nov Crewkerne	8th Dec Hogcliff	12th Jan Hogcliff	9th Feb	1st March	5th April Hogcliff	3rd May Crewkerne		Total	Drop Score	Adjusted Total	O/A Position
WMC CT League	<i>Lulworth Cove Trophy</i>	<i>Reg Paull Sporting Trophy</i>	<i>Auto Technics Trophy</i>	<i>Hogcliff Trophy</i>	<i>South Dorset</i>	<i>Crewkerne Cup</i>	<i>Upwey Trophy</i>	<i>Golden Springs Trophy</i>		6 out of 8 events will count, or 6 out of 7, 5 out of 6, 4 out of 4 etc.			
Mark Hoppe	6.9									6.9			1
Chris Hellings	6.2									6.2			2
Dan De Chazal	5.8									5.8			3
Sharon Kirby	5.1									5.1			4
Tim Dovey	4.7									4.7			5
Emma Kirby	4.0									4.0			6
Will Lawrence	3.6									3.6			7
Andy Webb	2.5									2.5			8
Charlie Dovey	1.4									1.4			9
Vic Rose	1.3									1.3			10
Graham Timbers	1.2									1.2			11
Dave Hiscock	1.1									1.1			12
Alastair Stevenson	1.0									1.0			13
Chris Turner	1.0									1.0			13
Chris Pincombe	1.0									1.0			13
Phil Gabe	1.0									1.0			13
Chris Pincombe	1.0									1.0			13
The bold drivers are the "Graded" drivers not eligible for the Silver League,													
bold scores are Marshals / Officials only one score permitted by competitors													



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Impish Adventures and the joys of shared driving

(originally written for the British Women Racing Drivers Club magazine)

We share the event preparation, we share the car, and we compete fiercely against each other – this is the art of shared driving (or ‘double driving’) and it is something that is intrinsic to the success of Impish Adventures team which consists of me and my husband Alex. For those who are unfamiliar with speed hill climbing and sprinting, in these disciplines two people can compete in the same car. We have different numbers and separate results as if we had two cars.

In any car, and particularly one like our Imp that is usually the lowest powered in the class, shared driving creates extra adrenalin and close competition that might otherwise be elusive. Two of you racing the same car – no excuses of who spent more money last winter, or who has better tyres – it is straight competition and it doesn’t come better.

Those who have been at events with us will know that Alex and I very often have extremely close times and on a few occasions victory between us has been by less than 0.1 seconds; the close competition pushes us both to go faster, there is no room for complacency! We both started at the same time in 2012, give or take a couple of events, so we have progressed together rather than one of us having a head start. I am also fortunate that I have a husband who doesn’t mind having a wife who is occasionally faster than him. We have very different driving styles that end up with similar times, but there are some tracks where I am usually faster (Werrington Park), and others where Alex is faster (Doune). At others we swap and change places.

Probably the most common question we get asked by friends during a hill climb is ‘Dare I ask who is faster today??’ Everyone knows that we thrive off each other’s fast times and achievements, and despite the jokes, there is never a stoney-faced, silent three-hour drive home after an event because I got faster times than Alex, or vice versa. On the contrary, if it’s been a good day we are buzzing and spend the drive discussing gear changes or lines, and how we do things differently; and later we’ll watch the in-car videos together, compare our styles and talk about what worked for us (or not).

This year we have even devised our own Impish Adventures points scoring system designed to keep things interesting! As I write this mid-July, I am leading by 35 points to 29, but we have a few events yet to go so everything may change. The winner on points at the end of the season will win the Impish Adventures Conrod Trophy, made from the piston and remains of our broken conrod from the Bailey Sprint at Goodwood in 2018.

We do have another Imp so of course thoughts have turned to having one each for hill climbing. However, apart from the nightmare logistics of getting two cars to events and the cost of having to maintain/fix two competition cars, no two Imps are ever going to be identical so we would then lose the thrill of shared driving that we enjoy so much. So the destiny for our green Imp is as a fast road car (and yes, a potential stand-in if we break our hill climb car!).

Over the last few years it's been great to see more and more women coming into the sport through shared driving, usually with their partner. For some, the partner has been competing for some time already, but it often does not take long for them to be looking over their shoulders as the new driver gets more experienced and starts catching up with their times!

Follow my Impish Adventures at:

Facebook: search for Impish Adventures

IG: @impishadventures

YouTube: Jenny Howells

Jenny Howells

HARDY CLASSIC TRIAL SUNDAY 17TH NOVEMBER 2019

Marshals are required to help run our annual Classic Trial which will start and finish at Clay Pigeon and cover West Dorset.

Packed lunches will be provided to all marshals.

If you are able to help for all or part of the day then please contact me via the following email address: vice-chairman@woolbridge.co.uk

Fresh air and exercise guaranteed!

Sarah Forsyth - Chief Marshal

Blake Family Speed events 2019

Quite year for us with only a few events but nevertheless some great venues, with my daughter Debbie joining in the fun recently using the Peugeot 106 Rallye. She has certainly got to grips with it, beating both myself and her brother Geoff last year in it at Wiscombe. This car has had a hard life recently with me doing car trials and 12 car navigational rallies (with my sister Elaine always willing and eager to navigate for me) and now with 170,000 on the original engine it's time to look for something different for Debbie and myself to use.

The first event was the Woolbridge April meeting at Wiscombe with myself and Geoff driving the trusty Westfield and Debbie still in the Rallye. On the Saturday she was fastest Lady and on the Sunday did her PB in the Rallye with a climb of 51.54. Not bad for a bog standard car. Geoff on the Saturday got the better of Paul to take 1st in class and the same on Sunday with Paul suffering from diff failure on his first timed run.

On to Charmouth in June and with Geoff and Debbie absent it left me to run the Westfield. Had a great weekend's competition with Mark Smith from the Channel Islands over the two days taking my PB on the Sunday with a 28.23 and losing to him by 0.09 of a second.

The Woolbridge National Meeting soon came round and now I had purchased a Mini Cooper S JCW for Debbie to have a play with which she took to quite quickly and took best Lady on the Saturday with a 51.18, not much quicker than the old Rallye. With the weather being fantastic for both days the Westfield was really going well with Geoff getting down to 40.54 (still short of his PB by 0.04) but taking 1st in class on index. I had got my finger out for a change according to my son and did my PB with a time of 42.59 on the Sunday. I believe if we had some fresh tyres instead of the three year old ones, Geoff may have achieved his aim to get our 240bhp Westfield into the 39s at Wiscombe.

Next up was the MGCC meeting at Wiscombe again but on the Friday the Westfield would not run correctly so it was down to Geoff and Debbie to drive the Mini and me to stand down. Another great battle of my syblings with Geoff coming to terms with a new car and front wheel drive, Debbie got the better of

him again and taking Fastest Lady with a climb of 50.31 her PB at Wiscombe and beating Geoff by 0.5 sec.

With the Woolbridge meeting at Charmouth cancelled and the Westfield running correctly with a little help from Steve at Tipton Garage it was on to the Bristol Pegasus Sprint meeting at Castle Coombe in October. This was Debbie's first time on a circuit and she thoroughly enjoyed it in spite of a 360 at Quarry. Geoff is always quick here and has several 2nd overalls in the past and with the first practice still a bit damp from the overnight rain the second practice he was on one with a time of 75.23, and with a second timed run of 75.51 he won the class and set a new class record, only beaten overall by the mighty V8 Darrien of Stephen Hall. I always enjoy this meeting but according to my son, I must go for a cup of tea when it is my turn on the track because I am so much slower than him.

Great season great weather, onto the 12 cars now in the Mini.

Graham Blake

Subscriptions are now due for the 2019-20 club year. If you joined in the last three months, your membership runs to October 2020, but if haven't paid by standing order, please renew now. You can use PayPal to treasurer@woolbridge.co.uk (see membership form on the website, use your own debit or credit card), pay with your entry to an event, or even send a cheque to the membership secretary (details inside the rear cover). Rates are unchanged at £15 for full members plus £2.50 for each competing or participating family member at the same address, or £5 for those aged 18 to 23 who are members in their own right and not included in a family membership.



"As It Was" November 2001

John Forsyth was our Chairman with Peter Chantler Vice Chairman, Sarah Rolls, Secretary and Merv Brake was Treasurer. Chris Briant looked after competition matters and the magazine was in the hands of Colin Rolls and Kerrie Tizzard. Myrtle Moxom looked after Membership and other Committee Members were Stephen Raison, John Bell, Cliff England, Tony Freeman, Geoff Pickett, Bob Blackstock, Chris David and Heather Gale.

The Club Calendar for the year included the Alan Rogers Historic Rally and the Hardy Classic Trial. The Club's AGM and Prizegiving would be on 17th. In those days the Club's 12 Month Event calendar was published in the magazine each month.

Results of the WMC Autotest Championship 2000/2001 were published. This was won by Colin Pook (MG Midget) on 28 points with Rodney Thorne (Escort) 2nd on 27 and Chris Tite (Sierra) 3rd on 20. There were 21 contestants.

In his "Chairman's Chat" John reported on successes (and otherwise) at Gurston Down Hillclimb and at Longleat where I shared his Maco single seater. Unfortunately we broke it on the Saturday and for Sunday we put the numbers on my BMW M5 and managed to finish 8th and 9th amongst the 4wheel drives in a class of 15.

In "News from the Front" Chris Briant gave a synopsis of recent and future competition events.

On 17th November it was time for the Club's AGM and Presentation of Championship Awards to be held at the Dorchester Town Football Club. Following the AGM it would be "Millionaire's Casino Night" and buffet supper, all for the cost of a £10 note.

In 2001 membership cost £15 and, in November stood at 360 with 4 new members joining in the previous month.

The next 4 pages contained an excellent report of our Longleat Hillclimb events held on 22nd 23rd September and written by Jerry Sturman, our commentator at that time. Also reported was our grass autotest held at Beaminster on 30th September. Colin Pook achieved FTD in 'Regie', his Renault 5 with Stuart Tucker winning the class in his Imp and Rodney Thorne class 2 in his Escort.

Merv Brake was advertising for marshals to help run 2 observed sections near Sidmouth on the MCC's 74th Exeter Trial. This was to be held on 5th January 2002 between 4am and 10am and because of possible conditions and weather it was said that a sense of humour would be an advantage.

In the WMC Speed Championship 2001 Ed Hollier topped the list in his Terrapin with Andrew Forsyth 2nd in the Westfield.

On page 37 Eric Moxom chronicled the running of Longleat Hillclimb 2001 and told the story as it happened from July to the September event. Quite enlightening.

Finally my Renault 5 'Regie' "Rambled". His comment in closing was on the recently held grass autotest at Beaminster

"things became very, very wet after lunch, or maybe it was my drivers who had been fed on steak and kidney pies and were acting more like mad cows than usual, but I didn't spend much time pointing in the right direction!"

That closed the 40 page magazine for November 2001.

Colin Pook.

Skittles News

I have now finalised the details for our first skittles match of the 2019/20 season with Windwhistle Motor Club on Saturday 9th November.

The Venue will be the 'Fox and Hounds' at Cattistock (Map Reference 194/593997).

Assembling at 7.00 to 7.15 for a prompt start to the skittles at 7.30p.m.

There will be a nice 'Finger Buffet' with hot chips at a cost of £6 per head. Please make every effort to attend: we don't have many social events during the year.

Please let me know if you will be attending by Saturday 2nd November by contacting as under.

e-mail; vice-president@woolbridge.co.uk

Telephone: 01305 2658 72

Colin Rolls

That's All Folks!

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

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

Friday 29th November

ALL COPY TO STEVE PLEASE

Email: magazine@woolbridge.co.uk

Woolbridge Motor Club - APPLICATION FOR MEMBERSHIP

Membership Secretary - 5 Shortlands Road, Upwey,

WeymouthDorset, DT3 5NE

e-mail membership@woolbridge.co.uk

Please complete in BLOCK CAPITALS



I hereby apply for membership of Woolbridge Motor Club Ltd.

Title Surname Christian Name

Address

Town

County Post Code

Tel No: (landline): Tel No: (mobile):

E-mail address

Other family members at the same address if intending to compete and applying for membership (only one copy of the printed club magazine is sent per household):

1

2

Main motorsport interests:

		No. required	£.p.
Membership Fees – Full membership (over 23)	£ 15.00		
Junior membership (ages 18 – 23)	£ 5.00		
Other family members (each)	£ 2.50		
Club decal (internal/external *) 20cm x 5cm	£ 0.35		
* delete as necessary			
		Total	£

I wish to pay by i) Standing Order ii) Internet banking / BACS iii) cheque

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The monthly magazine is normally sent as a pdf by e-mail.
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I undertake to comply with the Rules and Regulations of the club (see website or ask for a copy).

 Tick this box to indicate you agree to the above undertaking (e-mail applications)

SIGNATURE OF APPLICANT (postal applications) Date

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