



# Woolbridge Motor Club



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Dec 2020/Jan 2021



# WOOLBRIDGE MOTOR CLUB

## MAGAZINE – Dec 2020/Jan 2021

Club Officials and contacts

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

**Board / Committee Members: -**

President	Colin Pook 01300-320200	<a href="mailto:president@woolbridge.co.uk">president@woolbridge.co.uk</a>
Vice President	Colin Rolls 01305 265872	<a href="mailto:vice-president@woolbridge.co.uk">vice-president@woolbridge.co.uk</a>
Chairman	Sarah Forsyth 01258 861030	<a href="mailto:chairman@woolbridge.co.uk">chairman@woolbridge.co.uk</a>
Vice Chairman	Vic Fancy 07836 389726	<a href="mailto:vice-chairman@woolbridge.co.uk">vice-chairman@woolbridge.co.uk</a>
Club Secretary	<b>Vacancy</b>	<a href="mailto:secretary@woolbridge.co.uk">secretary@woolbridge.co.uk</a>
Treasurer	Merv Brake 01305-260124	<a href="mailto:treasurer@woolbridge.co.uk">treasurer@woolbridge.co.uk</a>
Competition Sec.	Graham Blake 01305-775721	<a href="mailto:comp-sec@woolbridge.co.uk">comp-sec@woolbridge.co.uk</a>
<b>Assistant Competition Secretaries: -</b>		
4x4 Trials	John Kirby 01300-320784	<a href="mailto:4x4@woolbridge.co.uk">4x4@woolbridge.co.uk</a>
Car Trials	Mark Hoppé 07967-646086	<a href="mailto:trials@woolbridge.co.uk">trials@woolbridge.co.uk</a>
Autotests/solos	Mark Hoppé 07967-646086	<a href="mailto:autotests@woolbridge.co.uk">autotests@woolbridge.co.uk</a>
Speed Events	Vic Fancy 01305-813563	<a href="mailto:speed@woolbridge.co.uk">speed@woolbridge.co.uk</a>
Internet Officer	Carlo Vettese 07789294837	<a href="mailto:internet@woolbridge.co.uk">internet@woolbridge.co.uk</a>
Equipment Officer	Graham Blake	<a href="mailto:equipment@woolbridge.co.uk">equipment@woolbridge.co.uk</a>
Social Coordinator	<b>Vacancy</b>	<a href="mailto:social@woolbridge.co.uk">social@woolbridge.co.uk</a>
Membership Sec.	Tim Gray 01305-815166	<a href="mailto:membership@woolbridge.co.uk">membership@woolbridge.co.uk</a>
Awards Secretary	Gary Morris	<a href="mailto:awards@woolbridge.co.uk">awards@woolbridge.co.uk</a>

**Other contacts (not always board or committee members): -**

Club Safeguarding Officer	Rory Weaver as above	<a href="mailto:cs@woolbridge.co.uk">cs@woolbridge.co.uk</a>
Publicity Officer	Geoffrey Pickett 01305-251662	<a href="mailto:publicity@woolbridge.co.uk">publicity@woolbridge.co.uk</a>
Magazine Editor	Steve Chaloner	<a href="mailto:magazine@woolbridge.co.uk">magazine@woolbridge.co.uk</a>
Chief Marshal	Worth Birkill 07823-554246	<a href="mailto:speed-marshals@woolbridge.co.uk">speed-marshals@woolbridge.co.uk</a>
Facebook Editor	Derek Harris 01747-852913	<a href="mailto:facebook@woolbridge.co.uk">facebook@woolbridge.co.uk</a>
Hardy Classic	Andy Webb	<a href="mailto:hardy@woolbridge.co.uk">hardy@woolbridge.co.uk</a>
12 Car Series	Keith Grant 01297-33501	<a href="mailto:12cars@woolbridge.co.uk">12cars@woolbridge.co.uk</a>
Championship – Trials	Andy Webb	as above
Championship – Autotests	Mark Hoppé	as above
Championship – Speed	Sarah Forsyth	as above
Championship – Victor Ludorum	Mark Hoppe	as above
Equipment Officer – Speed Events	Tim Gray	<a href="mailto:equipt-speed@woolbridge.co.uk">equipt-speed@woolbridge.co.uk</a>
Scrutineer Club technical support re Motorsport UK:	Tony Freeman	<a href="mailto:scrutineer@woolbridge.co.uk">scrutineer@woolbridge.co.uk</a>

# Editorial

Welcome to the December/January double issue. Traditionally this is a bumper issue necessitating extra postage to get the print issue delivered to your door. However, the hoped-for deluge of copy failed to materialise and so we have a rather thin offering this month.

Many thanks to those that sent copy this month. We have an account of the Hero Challenge 3 from Worth plus a very interesting history of the Hardy Classic from Andy.

When I took on the task of emailing the eMagazine, I setup a dedicated email address as an additional email on my own Google account. This means that, despite the email address being [wmc.magazine@gmail.com](mailto:wmc.magazine@gmail.com), when you receive your magazine, the email says it comes from Steve Chaloner. I do not store members email addresses in any address book, they are simply copied from the membership excel spreadsheet each month and pasted into the recipients field in the email. Some members have received emails that say they are from me, usually with a link to a picture or something and some text saying "I thought you'd be interested in this...". The only emails you'll ever receive from me will be the one with the magazine attached. Please ignore and delete these others. They are from spammers/scammers. I don't know how they have done this but as long as you don't click on the links and just delete them then nothing will happen.

This month's cover photo is of Elliott and Charlotte winning the Hero Challenge 3 which Worth has covered in this issue. The photo, along with the photo in the article are both courtesy of Mike Griffin Photography.

No progress on Couch to 5K this month. Both lockdown and working 238 hours in November were not conducive to car buying. I still have a few months. I guess it'll soon be time to renew my competition licence that I got zero use from this year.

That's it until the February issue.

Steve Chaloner

# Woolbridge Calendar of Events

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

## DECEMBER 2020

- 3<sup>rd</sup> Committee Meeting – Frampton Village Hall 19:30-22:00
- 6<sup>th</sup> Autotechnics Car Trial – Hogcliff Hill
- 20<sup>th</sup> Woolbridge 4x4 Trial – Simon’s Quarry
- 26<sup>th</sup> ~~Boxing Day Taster Car Trial – Waddock Cross~~ **CANCELLED!**

## JANUARY 2021

- 6<sup>th</sup> Woolbridge Navigational Challenge – Round 1
- 7<sup>th</sup> Committee Meeting – Frampton Village Hall 19:30-22:00
- 10<sup>th</sup> Woolbridge Car Trial – Hogcliff
- 17<sup>th</sup> Woolbridge 4x4 Trial
- 21<sup>st</sup> Woolbridge MC AGM – via Zoom
- 27<sup>th</sup> Woolbridge Navigational Challenge – Round 2

## FEBRUARY 2021

- 7<sup>th</sup> Woolbridge – South Dorset Trophy Car Trial
- 14<sup>th</sup> Woolbridge 4x4 trial
- 24<sup>th</sup> Woolbridge Navigational Challenge – Round 3

**DUE TO THE EVOLVING SITUATION  
WITH COVID-19, PLEASE CHECK ON  
THE CLUB WEB SITE FOR EVENT  
UPDATES**

# **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 7:30pm on Thursday 21<sup>st</sup> January 2021 via Zoom. If you would like to attend please email [chairman@woolbridge.co.uk](mailto:chairman@woolbridge.co.uk) to receive the Zoom link.

**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 the Club Secretary at least 14 days before the date of the meeting.**

**Any nomination of a candidate for election to the committee (Board) or the nomination of a candidate as an officer of the Club must be sent to the Secretary 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.**

**Worth Birkill  
Club Secretary  
22<sup>nd</sup> November 2020**

## CHAIRMAN'S CHAT – DECEMBER 2020

I am very pleased to be able to announce that the post of Club Secretary has been filled since I last wrote. After many months of negotiations, Worth Birkill has volunteered to take on the role (he might say that he has been volunteered!), but either way, we are very grateful to him. Many of you will know Worth from his rallying exploits or from his efforts to persuade you to marshal at our speed events at Wiscombe and Manor Farm. Now that we have a Secretary you will find Minutes of our Committee Meeting elsewhere in the magazine.

You will see in those Minutes that the Committee approved a couple of donations to charity at the November meeting. Firstly, as we are unable to run the Boxing Day Trial, we are donating £250 to Julia's House, which would be the usual recipient of the proceeds of that event. Secondly, a donation of £100 will be made to Fortuneswell Cancer Trust in memory of Harold Sibley.

Whilst on the subject of meetings, you will also see elsewhere in this edition of the magazine, notice of the AGM in January. We are going to have to hold this via Zoom, so if you would like to attend, please let me know and I can email the relevant meeting link to you.

Unfortunately, the latest lockdown has meant we have lost a 4X4 Trial and a Navigational Scatter in November, but hopefully they can be run once the MSUK are able to issue event permits again. It's a bit too soon to tell which events we might be able to run before the next magazine is published, but all updates will be on the website.

The planned dates for 2021 are available on the club website, but obviously may change. I would just draw your attention to the June Manor Farm event on 5th / 6th June and the National Championship round at Wiscombe on 31st July / 1st August, which might respectively be a week earlier and a week later than you were expecting.

I hope you are all able to enjoy a break over Christmas and I will take this opportunity to wish you all a Happy Christmas a very happy 2021, in which we hope we will be able to run many more motorsport events than we could this year.

Sarah Forsyth

Chairman

chairman@woolbridge.co.uk

## **MEET THE COMMITTEE – CHAIRMAN: Sarah Forsyth**

The previous authors of this piece in recent magazines have started with why they joined the club. At least they had the choice!! I hadn't realised until recently, when reading one of Colin's 'As It Was' articles, that my arrival into the world was reported in the club magazine at the time when my father, Colin Rolls, was on the Committee and my mother, Pauline, had served as Club Secretary some years before.

So, whilst growing up, weekends were spent attending every sort of event the club ran. Early memories include sitting in the corner of the Clerks van at Wiscombe, whilst father was running the events, being given a pen and paper to write the car numbers down as they went up the hill to keep me entertained. In a similar vein, I recall keeping a log of the cars as they came through the Meerhay Holding Control in a layby just outside Beaminster on the Hardy Classic Trial, as it is now.

By the late eighties father decided I needed a more energetic job and so arranged for me to be a runner for the Timekeepers at all of the Wiscombe events. In those days the written times needed to be taken from the Timing Van to the Results Van every 20 cars or so, to be written on a board in the paddock for the competitors to view. Hard to believe now, when the times are immediately displayed all over the venue and around the world on the internet as soon as a car crosses the finish line! By the 5 Clubs meeting of 1992 the Timekeepers thought I ought to time a batch (much to my reluctance!) and I have been an MSUK licensed Timekeeper and timed at every Wiscombe weekend ever since!

On the competition side, by the early '90s father and I were competing in Car Trials and Autotests in a Mini (before I was old enough to take my driving test) and then Vauxhall Novas that I drove to University and then to work. We also entered the 12 car navigational challenges, which took us to some of Devon and Dorset's deepest and darkest corners, as did marshalling on the club's section of the Exeter Classic Trial each January! After marrying Andrew, we campaigned a Citroen AX in Car Trials for about 10 years, the highlight being the odd occasion on which I beat him!!

When I returned from University in 1998 my future father-in-law, who was then Chairman, persuaded me to become Club Secretary, a post I held until 2011, then becoming Vice Chairman and Chairman last year. Obviously, my first year as Chairman has been a challenge, but we have managed to run some events and more importantly, welcomed 4 new members to the Committee. Hopefully we can encourage more members to become involved in helping to run our events in the future.

To return to my opening comment about not being given the choice to join the club, I wouldn't have had it any other way, as it has taken me to some fantastic places (not just muddy fields!) and introduced me to some wonderful people, none of which would have happened otherwise.

# **President's Ponderings**

Only a month or so ago I mentioned the matter of volunteers when our new Internet Officer, Carlo Vettese joined the Committee of the club. 2020 will go down as a great year in WMC history as we now have another volunteer. Rare creatures indeed!

Worth Birkill has become our new Club Secretary filling the position vacated by Andy Webb some time ago. Worth has been a member of the club and an active competitor on the rally scene for many years and has recently made a resounding success as our Chief Marshal, especially for our Wiscombe Hillclimb events.

I wish Worth well in his new endeavours and thank him on behalf of the Board, the Committee and the membership for taking on the job of Secretary which is a key position in the club's organisation.

What a great magazine Steve produced for us in November aided, of course, by the wonderful array of articles submitted by members. However good an Editor may be, it becomes exceedingly difficult if member support should be lacking, so please keep up the momentum as, especially in these trying times, the mag pulls everything together.

Talking of last month's mag I particularly enjoyed the reports by Charlotte Ryall which were most readable with excellent innuendo. She must have great fun competing in yesterday's wonder machine, that lovely 1937 Derby Bentley Special. Also last month our long-time photographer (and a lot else too!) Geoff Pickett produced some great photographs in colour for both the on-line and paper issues of the mag.

Well, our Christmas and New Year edition is now with you but, unfortunately, not heralding our annual Boxing Day Trial or any other Christmas orientated events due to that "nasty" in our midst.

However, as you will have read in the November mag Merv Brake is organising our usual section on the January MCC Exeter Trial when you will have the opportunity to get out in the early hours of the morning on 8<sup>th</sup> and 9<sup>th</sup> January. Whether the virus will be lurking at Norman's Hump is

anyone's guess but why not go and find out and show it that it cannot intimidate Woolbridge members! If you would like to help give Merv a call on 01305 260124, 07753 380049 or email him at [mervbrake@btinternet.com](mailto:mervbrake@btinternet.com).

Despite everything I hope you and your families will enjoy Christmas and New Year and we can only hope that most aspects of our sport will return to normality in the early months of 2021.

In the meantime, do stay safe.

Colin Pook.

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# **“AS IT WAS”**

**December 1992 / January 1993**

Colin Rolls was in the Chair and his Deputy was John Forsyth. I was President and Magazine Editor, June Irvine, Secretary and Merv Brake, Treasurer. General competition matters were dealt with by Neville Cheeseman assisted by Chris Briant. Other Asst Comp Secs were Chris David 4X4, Tim Pitfield Trials, and Adrian Kitchen Autotests whilst membership was Linda Briant's with Equipment and Victor Ludorum Heather Gale's. Our current Editor, Steve Chaloner was Social Secretary and Geoff Pickett a Committee Member without portfolio.

On 26<sup>th</sup> November we had held the club's AGM at the Junction Hotel, Dorchester and I reported in my 'Peditorial' that there had been standing room only and even the front row was full! In Mark Briant's report (as *then* Comp Sec) he mentioned that the club had organised 32 competitive events during the last 12 months.

The Boxing day event on, yes, 26<sup>th</sup> December was advertised to 'blast away some of Christmas day's excesses' and it was said that even the first shall be last and the last first! It has ever been that way as experts never win.

In his 'Chairman's Chatter' Colin referred to two recently run events, the RAC Championship PCT held at Winfrith and organised by Phil and Heather Gale and Linda Briant and the Hardy Classic Trial run by Andy and Sue Webb. Colin concluded by reporting that the RACMSA had made sweeping changes in the organisation of motorsport from 1<sup>st</sup> Jan 1993. These concerned detailed organisational changes for events and licences for competitors and a note of these appeared in the magazine. Colin also reported on a pre-season meeting held at Charminster to re-launch our 4X4 events separately from the P C Trials.

The Competition calendar for December showed a PCT on 13<sup>th</sup>, a 4X4 Trial on 20<sup>th</sup>, a Natter 'n Noggin at West Knighton on 23<sup>rd</sup> and the Boxing Day Trial at Waddock Cross. In January there was to be a PCT on 17<sup>th</sup>, a 12 Car Rally starting at Batcombe, and organised by Colin Miles on 20<sup>th</sup> and a 4X4 Trial on 24<sup>th</sup>.

In those days, amongst other things, Heather and I were involved with our farming at Frampton and an advert appeared in the Christmas magazine advertising Christmas geese, Frampton lamb and sheepskin rugs.

Pages 6,7 and 8 produced the Minutes of the last Committee Meeting whilst positions in the WMC Speed Championship were on page 9. Peter Smith topped the list with a score of 37.28 with Graham Heathman 2<sup>nd</sup> on 36.57 and Ian Cameron 3<sup>rd</sup> on 31.72.

Next Steve Chaloner reported on his trip to see the RAC Rally viewing it at Devil's Bridge in Mid Wales but taking a long time to get back to Dorset due to closure of the Severn Bridge due to adverse weather conditions.

Our Chief marshal, Roger Emond, thanked all marshals for their efforts at Wiscombe Park and Longleat Hillclimb events and wished them the Seasons' Greetings.

"Trialling" was an article by John Glyde about buying, setting up and running a Fiat Panda as a Trials Car. The Exmoor Rally was next and a report by Jeremy Tree.

Linda Briant's Membership Report informed us that there were 252 current members with 7 new members joining during the past month. Amongst them was our current Chairman Sarah.

Dick Nadin wrote to the Editor about inexpensive motorsport suggesting that the club might have some system of letting members know what

others might have for sale by way of adverts in the magazine or notices at Natter 'n Noggins.

The 4X4 Trial on November 15<sup>th</sup> was reported by “Stephanie of Pageants Close, Bradpole” and told of an extremely wet and blustery 4X4 Trial where she “found out places where she didn’t think rain could get!”

On page 19 Geoff Pickett wrote on ‘Motorsport of a Different Kind’ which dealt with classic and historic events and reported on his visit to Goodwood with member Paul Channon in the AC Cobra.

Member Win Percy’s article “Memories of Australia from a Wondering Pom” chronicled his involvement with Tom Walkinshaw Racing in Victoria, Australia. This included his events at Bathurst and in support races at the Adelaide Grand Prix.

Merv Brake wrote “A Tale of Two Trials” passengering Peter Chantler on the MCC Lands End and Edinburgh Classic Trials. For the Land’s End it was a Morris Marina 1.3 and for the Edinburgh, a Ford Escort. Both cars seemed to have their deal of trouble.

Pages 26 and 27 were devoted to the club’s financial Balance Sheets showing a retained surplus for the year of £2,517.

Round 4 of the Navigational Challenge was to be on 20<sup>th</sup> January and, so far, the expert drivers and navigators’ class was headed by Colin Miles and Merv Brake and the novices by Mark Birkill and Dave Hiscock.

Denis Greenslade had submitted an article entitled “Round Britain Coastal Tour by 1947 Riley”. This was found on pages 30 – 39.

On the next page there was a call for marshals to help on the MCC Exeter Trial at Meerhay, near Beaminster, on 8<sup>th</sup> – 9<sup>th</sup> January. In charge? - Merv Brake, of course.

The ASWMC Club Bulletin was produced together with a report on their AGM held on 18<sup>th</sup> October and a Championship Dates list for 1993.

Last of all Merv Brake wrote an article entitled “Earth, Air, Fire and Water”. He said that they just about summed up the Bristol MC & LCC’s Allen Trial! He had again passengered Peter Chantler in his Ford Escort and they had suffered all manner of ills. That completed the 56 page magazine produced in small type and probably equating to 70 odd pages if in today’s format.

Colin Pook.

## “Simples” said Sergio the meerkat – AKA Hero Challenge Three – 10<sup>th</sup> October

At last I managed to use my 2020 competition license. It should have been used in January for the annual 240-mile thrash around the lanes of Devon & Somerset on the Bagger Rally. Mabel the blue ZR was duly delivered to Chard for me to drive again, but she had a hissy fit when taken off the trailer and she told me she didn't want to be abused again like last year so she stopped her alternator working. I think it is really that she didn't want to see that nasty Uncle Keith again, you know, the one that gave her a 'wrong approach' last year.

Anyway, I digress. There were 3 ½ Woolbridge crews out on the event which was organised by HERO with cars ranging from 1930s Bentleys up to the 'modern classics' of the 1980s. Based in Taunton, it had eight driving tests and seven regularities with navigation being at the 'introductory/novice' level. I was navigating Salisbury & Shaftesbury CC's Paul Heal in his purring MGB GT, Elliott Dale/Charlotte Ryall in the giant slaying Bentley Derby, Tim & Anne Whellock on their first HERO event in their mighty Midget, Mabel's uncle Keith Grant/Uncle Cliff England in the venerable Volvo 122S and Stephen Hall/Merv Brake in the low down Lotus Elan. Some 85 cars started including five masters, who were not eligible for overall awards.

We all trundled off from the start to the first regularity south west of Taunton. As many would be, it was in the jogularity format. I.e. the roadbook has simple tulips for the junctions and lots of other landmarks such as 'metal gate on the left', 'yellow grit box', 'Brimley farm entrance on right, etc, etc, etc. They are all in order, with cumulative and intermediate mileages on the left and cumulative and intermediate times in minutes and seconds on the right. All you have to do is zero the trip at the start control and also start the stop watch when the marshal says go. Then just arrive at each instruction on the exact cumulative time as shown and all TPs (Timing Points) are on a landmark. "Simples" as Sergio the meerkat said who was sat in the back. Except it ain't. All navigators at some point have forgotten the zeroing and stop watch starting at least once in their career. 54 instructions for just 26 minutes of the jogularity, so off we went, me telling Paul each instruction, the time we needed and then counting him up to said time. We then managed to get confused over a gate and arrived at the absolute correct time, except it was the wrong gate and the correct one was just around the corner complete with a TP. Result – 9 secs late – bums. This is where the poor old navigator has to do some maths as each TP is timed from the

previous one, so 9s late at TP1 meant we had to run 9s late at the following instructions. I then had to adjust all the following ones by +9 and I find it easiest to quickly write the amended times next to the original times. The second and final TP on this regularity saw us just 1s late – an improvement at least. A quote from the Whellocks ‘timing to the second was a challenge’ and they unfortunately dropped 29s and 37s respectively. The uncles dropped 10s and 1s with Stephen and Merv 3s and a big 1 minute due to: “I made a big mark in the margin of the page to remind me the second junction (of a long way round triangle) was just over the page, then completely ignored it”. It would have been more than the minute probably, but the maximum penalty at any TP is 1 minute. So, what of Elliott & Charlotte – “the first few regs didn’t actually start that well and we picked up 3s and 1s”. 3 & 1, “not that well”, look what the rest of us did darling!

Now we all set off to the old WW2 airfield at Smeatharpe for three tests around the cones. On HERO events, test penalties are not calculated on scratch times but on class positions with cars put into classes with similar performance. Fastest in each test gets 0s, 2<sup>nd</sup> fastest 2s penalties with a maximum penalty of 10s. Calling tests to a driver with a lot of cones can be a work of art in the heat of the moment, like the painting in the Sistine Chapel. My first test calling was more like a three year old’s first painting – a bit of a mess as we ‘paused’ a couple of times. Anne Whellock’s comment was “I should have known to pay attention to Charlotte when she asked if we had studied the tests and worked out our navigator/driver communications”. They unfortunately went the wrong way on two of these three tests and so incurred a 30s maximum penalty on each for this misdemeanour. We came out of these three tests with 13s penalties, Stephen with 19s, Tim with 1m 8s and Elliott with a nice big 0s after a rear tyre smoking time.

Reg 2 started straight after Test 3 and meandered north west to end by going over the M5 near Wellington with just three timing points and 14 speed changes varying from 22mph to 30mph. This was presented in a slightly different format in that there were no tulips, the instruction at junctions was turn right, don’t turn right, turn towards a named village or don’t turn towards a named village. All designed to make you do the wrong thing at the right time. 6m31s after the start, we reached the first TP and recorded our own big fat zero so no adjustment to our running time in the roadbook was needed. They say pride comes before a fall and we should have arrived at the next TP 9m29s after the first one. Sergio the meerkat is now nursing a black eye as we turned up after

13m59s, i.e. 4m30s late so the 1m maximum penalty was applied. All because of a dawdling Porsche and a rather large local farm vehicle coming the other way down the lane. Sod's law being what it was, the TP was about half a mile further on so no hope of getting the time back. Now of course, the maths gets harder as you need to add minutes and seconds onto the ideal times in the roadbook. This I managed, but still 12s late at the last TP which I now see was a small addition error from myself. Reg 2 saw us drop 1m12s, The Whellocks 47s at the first TP and then something must have clicked as they then did a splendid 2s followed by another splendid 2s. The Uncles were on 11s, Stephen/Merv on 82s – oops. I suppose I should mention in passing that a certain Bentley only dropped 6s.

There was then an hour drive to Reg 3 via a short stop at a Costa in Wellington for coffee but not any chance to catch up with people. Reg 3 was a standard jogularity lasting about 20 minutes with three TPs. I am most pleased to report that we were 1s late at each of the three TPs which was a feat good enough to equal Elliott & Charlotte. We had at last joined them at the top table, but only for this course. The Uncles did a whoopsie on 43s, as Cliff said "On Reg 3, the driver decided to fork right before the correct distance rather than turn back hard right, i.e. a long way round triangle. This cost us 30s". Merv in the same vein on 41s and the Whellocks achieved their first big fat zero at TP1 but unfortunately 34s in total at the last two controls so still conquered two of their fellow WMC members.

A very nice cheese and ham baguette was taken at the pub at Raleigh's Cross followed by a twenty minute trip to Reg 4 which used the narrow roads around Stoke Pero Common. At 30 minutes long with lots of speed changes presented in the 'descriptive' way so no tulips at the junctions and with three TPs. We in the MG should have been starting to feel smug by now with only dropping 5s over these three TPs. However, other than the requirement to stop at the TP exactly on the second, you also have to stop astride a white flour line across the road. Paul in his excitement stopped just as I said the time, bit of a shame as he was a foot short of said line. Sergio had a giggle. The result being 10s added to our penalty. The Uncles were in the wars again – "Reg 4 saw us held up behind the preceding car who was stuck on a hairpin". They were therefore 33s late at TP1 and dropped another 18s over the other two TPs. The Whellocks were also in the wars with 1m 14s. Stephen & Merv had a fair run on 13s whilst, guess who, were on 4s.

And now for my nemesis – Porlock Toll Road. I know the road backwards having marshalled, been Deputy Stage Commander, driven it in my stage Mk2 escort on the Somerset Stages, my Corsa on Endurance events and Mabel on Targa events. I have also sat in the other seat in all the cars as well. Can I get a decent time up this slippery 3 ½ mile bit of road – nope, just bloody useless for some reason. Thankfully, I was navigating this time. Just the first two miles were used split into two tests and Paul managed a well-deserved fastest class time on the first and third fastest on the second resulting in 4s of penalties with the Uncles on 11s, Stephen & Merv on 13s. The Whellocks in the Midget kept away from the ‘wrong test’ penalties and recorded 19s whilst here is where Elliott made an enormous mistake (for them anyway) and received a 10s penalty for not stopping in the correct place. This ended up as only a 2s penalty as they were still second in class after this was applied.

Reg 5 started straight after the test finish and as it was still on private property, the first TP could be at less than two miles which is a requirement on the public highway but is all designed to catch out the unwary on these events. On this occasion, all the WMC crews passed with flying colours at TP1 and after Elliott’s misdemeanour on the test, Charlotte must have prodded him with her 2B pencil where it hurts and ordered him to concentrate more. The result was that they only dropped 2s over the three TPs on this regularity. The Uncles dropped a good 9s, us on a slightly better 8s. The Whellocks unfortunately managed a 1m penalty at the third TP and Merv was on 48s.

This was really the story of the day, Reg 6 had four TPs with Charlotte on a total of 5s and me on 7s including two fat zeros, so close but so far. Then the final three tests at Smeatharpe which resulted in the same sort of results as in the morning as Elliott scored big fat zeros and unfortunately the Whellocks picked up two more wrong tests just like in the morning.

Reg 7 was the last, and a sting in the tail for us with three TPs. We had been given a map with the route already marked, “Simples” said that bloody meerkat again which was still sat in the back of the MGB. The time schedule was a page giving the cumulative due times at every 1/10<sup>th</sup> of a mile, which if the TP is exactly on a tenth, you can easily work out whether you were early or late and adjust going forward the same as on a jogularity. However, if the TP was between a 1/10<sup>th</sup>, then maths is required to work out the ideal time together with your early or late penalty which then has to be applied to the next section. Lots of maths so lots of opportunity for a cock up. Were you paying attention

earlier when I said timing is between each TP, not from the start of the regularity? Anyway, now your brain is hurting as much as mine, off we set with a good idea where the TPs would be as the route included a fair number of very large triangles off the main route. TP1 saw us on 4s late but rallymanship (cheating if you wish) came to the fore as I knew the marshal and asked him how close we were. 4 late he said, so just a matter of adding on said 4s to each cumulative time. TP2 saw us another two secs late and lo and behold another marshal I knew who saved me all the maths. Only one TP to go but with half a mile to go, the sodding meerkat started giggling so I turned round to strangle it properly this time. As I turned back to the front, there it was, a dirty great 4x4 thing driven by a somewhat elderly person! We had to back up on the narrow lane for what seemed like ages and knowing the TP was not far away, had to take our second 1m penalty – bums again! The lanes used during the day were great for an old-fashioned road rally but a bit too narrow for a daylight regularity.

Well, that was it and our two lots of 1m penalties dropped us outside the top ten to 27<sup>th</sup>. Uncles Keith & Cliff at 38, Stephen and Merv at 50 and the Whellocks at 60. Oh, I nearly forgot – Elliott & Charlotte showed us all the way home with a fine win. You will remember that at the beginning, I mentioned that the ‘masters’ were not allowed to take the overall win, they beat all of them as well. You drivers are no doubt saying that Elliott had an advantage on the test penalties being class based. I hate to tell you that he beat you all on scratch as well. As to total penalties on the regs, Charlotte was on 29s for 21 TPs, even without our 2m hold ups, we were 61s, over double.

So, to all of you fellow 12 car friends, we had better up our game when the 12 car events start again, otherwise we will all well and truly have our botties paddled!

To finish, HERO put on a very well run event complying with the MS UK Covid 19 Guidelines and as Anne said, “We loved it. Glossy, slick and shiny is how I would describe HERO Challenge Three.”

A few other quotes from the emails I was sent.

Anne – *“Even our Midget is not narrow enough to get past a campervan in the narrow lanes.”*

Merv – *“Delayed by a herd of cows on reg 7. Realised it was 25yrs since I last navigated in an Elan, perhaps that is why it was more difficult to get out of.”*

Cliff – *“After leaving the next TP, I miscalculated how far behind schedule we were to the tune of 1m .”*

I cannot finish without congratulating Elliott & Charlotte on a magnificent result.

Charlotte – *“Elliott normally calls ‘water’ at a ford if he thinks it’ll come in the open car and I hurried to protect my paperwork by leaning forward in a short autumn jacket. The water crashed down on us and needless to say I had wet underwear for the rest of the rally.”*

### **Worth Birkill**



# Woolbridge Magazine

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## A History of the Woolbridge Motor Club Hardy Classic Trial over the last 50 years in the club's 60<sup>th</sup> year

The Woolbridge Motor Club Hardy Trial has been run under several different names over the years and the first WMC "Classic Trial" was the "Dorset Downs Trial" run in Nov 1970 by Terry Green and Dave Croft. Dave Croft is married into the Barter family who trialed many Ford Pops in that era and Dave actually owned my Pop at that time (the picture shows Dave competing with the Pop at a trials site near Hardy's Monument). The trial was based in the Purbecks, a beautiful part of Dorset between Weymouth and Swanage and attracted 60+ entries. As a first attempt it was not altogether successful and comments in the Club Magazine by Colin Pook the current Club President had the Committee saying "if you can do better...."



So, the idea that successful sponsorship was needed to protect the club's limited funds, as in our Autocrosses, was floated. Colin's friendship with Pat McCausland, owner of Vogue Motors, the local very successful Renault dealer, brought about "The Vogue Motors Trial" after Colin showed him the Exeter Trial finishing on Weymouth seafront. The Exeter finish was also one of my earliest trials recollections when I used to inspect the array of curious bikes and cars on the Esplanade.

Pat was a showman and straight away suggested starting at Vogue Motors Weymouth and finishing on the seafront with tea and awards at the Hotel Prince Regent. Money was not a problem! Alastair Stevenson was roped in as joint C of C and Heather Pook as Secretary and the event first ran on 21st Nov 1971 with over 70 entries.

No specific route was used but hills were to be attempted in a set order. Lunch stop was at Powerstock where everyone got back in order. The Vogue ran in similar format through to 1977 with the familiar organising team. It usually took place towards the end of October but sometimes ran as late as the middle of November. The 16<sup>th</sup> October 1977 event was a round of the Chester MC Classic Trials Championship which eventually would be consumed in 1984 by the ACTC Championship as we now know it. I believe that both championships ran in 1984 and Paul Doble (2CV) from Portesham and Denis Greenslade (VW) were WMC members competing in the Chester one. I also believe that ACTC was actually formed in 1979 but have no other details.

Some classic sections were discovered at this time such as Knowle Lane and Meerhay (old Exeter hills) and the excellent Upwey hill of Bayards. This true classic could be very difficult but if the weather didn't play ball an evil restart could be included. John Walker of Bristol fame could always be found marshalling this section right up to Hardy days in his later years. The section was eventually lost

due to drivers' bad behaviour in front of the land owner's wife so has not been used for some years.



Picture 2 shows my Pop in Eric Moxom's hands queueing to attempt Bayards during the Vogue Motors era. Robin Wells, the current Weymouth and Bridport Motorcycle Club President (our partner club on the Hardy) is also in the queue as well as several local entertainers who were also WMC members and Pop owners!

In the mid to late 70's the Olds Motor Group was growing in stature and Nigel Lines was Manager of Wessex Motors (later a Director of Olds) and became WMC Membership Secretary sometime in the later 70's. From this relationship evolved the 1978 Wessex Motors Trial which would start at Wessex Motors in Dorchester on the 3<sup>rd</sup> December. This was also my first attempt at a WMC Classic in my first Imp. I believe it was run by the same organising team which the following year would be replaced by Eric Moxom and Robin Wells, this being the first time in 8 years that this duo hadn't competed running as comp no's 20 & 21 in the event (this 1979 event was won by Peter Le Couteur in his Dellow). The famous

pairing of Eric and Robin continued until 1982 and in 1981 Myrtle Barnett (yet to become Eric's wife) was Secretary and the entrance fee was £5.50. The 11<sup>th</sup> October event visited Knowle Lane, Askerswell, Uploders, Boarsbarrow, Peacehaven, Puncknowle, Bayards, Bincombe and Waddock with the finish at the Trumpet Major in Dorchester. Robin Wells had previously been a sidecar scrambles passenger with his father and being a local butcher knew all the local farmers and landowners, we are still indebted to his efforts! Results: 1<sup>st</sup> overall E Wall Dellow, Class 3 N Moss Escort, Class 6 B Cope Dellow, Class 7 A Tucker-Peake Popular, Class 8 D Sterry MG.

In 1982 Geoff Pickett took over the C of C reins. This event was notable for the Webb family when Bryan (my dad) competed with our daughter in the passenger seat and my mum in the back in the Stiletto I still own and ourselves in the Imp Sport now long deceased!

In 1983 Colin and Alastair returned to run the event with a very similar format. This was a good event for our family when I took 2<sup>nd</sup> overall in an 875 Imp Sport and Dad took Best Novice in the Stiletto!

In 1984 lots of effort went in to move the event back to the Purbecks with Colin Rolls in the driving seat. Many very long "old" sections were planned but it all fell through at the last minute due to landowner issues! This is when history repeated itself when I commented about this cancellation and was told "if you can...!"

So, we formed a sub-committee, joined the ACTC and renamed it again! It was now the "Olds Motor Group Classic Trial" (1985) and I was C of C with Sue as Secretary. We added Hell Lane (now suffered the Bamford tarmac fate!), The Bowl at Bovington (SSI now but still used by moto cross!) and Tingleton (could be revisited but nothing else near). We had a good entry and were successfully observed by the ACTC for inclusion in the Championship. We started



***Bryan Webb winning Best Novice in 1983 in the Stiletto***

at Green's garage in Bridport and finished on Weymouth seafront (a la Exeter). Dean Vowden won overall and Alan Foster took second after 17 sections and a 90-mile route. We set some new standards by including 4x4s at the back of the field (took some persuading with ACTC but we find it beneficial!) and set up our own Class O for clubmen with no competition licence. This we have continued until the present day but 2019 will have seen the demise of our class O as licences are now compulsory and everyone will compete together in the future!

During 1986 as a result of some pre Exeter discussions in 1985 between myself, WMC Chairman Geoff Pickett and the MCC's Alin Penhale, WMC and MCC got together to repair and re-open Meerhay, an Exeter hill from the 1930s. A 2 day large working party of WMC and MCC members put it back on the map and it is still in use by the Hardy although logistics make it difficult for the Exeter. We will forever be in the debt of the late John Hayes who

supplied all the plant/machinery, also Jack Pouncy who was the first to test it on his combination (in fairly advanced years) with Les Maidment in the chair but only after Jack had sweet talked one of the few objectors in Beaminster village! Jack ended his days near Verwood but had at one time owned Owermoigne garage where he built a Pouncy motorbike in his spare time!

The route now included Meerhay (the MCC first made re-use of it in 1987) but otherwise similar except we started at Freshwater on the coast but still finished in Weymouth. We passed our second ACTC observation and so moved into the championship in 1987. This event was won by Chris Reason in the first production Troll. In 1988 Olds dropped out and MW Burrough sponsorship from Peter Chantler moved in and another rename so we now have the 1988 MW Burrough Hardy Classic Trial with the start and finish in Weymouth. It was won by Ian Moss from Stroud MC in the Lypiatt Special.

In 1989 we added Green Lane and Roy Malin cleared it in his Frog Eyed Sprite, Dean Vowden won in the Buggy and John Boswell finished 2<sup>nd</sup> overall in the Dutton Phaeton. We also had a full entry of 70 cars with reserves!

More of the same up to 1993 with the exception of 1991 when we had to cancel. Most of these years were similar with some small section variations including visits to the famous (RAC Rally) Puddletown Forest stages when we discovered a forestry officer in our midst (too expensive and difficult now!). We were forced into running on Remembrance Day for the one and only occasion in 1990 and in spite of all the appropriate breaks and precautions we managed to upset the police so will never do it again! In spite of this it was an excellent event won by Graham Marshal in the VW Buggy with Philip Winnel in another Troll in second.

In 1993 Sue and I decided we were burnt out and Peter Chantler took over in 1994 with 43 entries running on 6<sup>th</sup> November. He also

combined the start and finish at Freshwater near Bridport and Mike Workman won with Dudley Sterry second. In 1995 we had Chris Briant in charge and the event was won by Julian Dommett (who regularly turns out to marshal for us nowadays) with Mike Chatwin second. We won Class 1-6 in my last Mk 2 Escort, probably one of our best results on our home trial!



***John York and Harold Sibley at Knowle Lane in 2012 (Alan Foster marshalling)***

1996 through to 1999 saw more of the same with Chris Briant who added the bikes in 1997. In 1998 Ian Moss and Terry Coventry fought out the overall award, Peter Chantler took the Novice award in a Mini and the finish was back in Weymouth. 1999 (won again by Julian Dommett with Eric Wall second) and 2000 saw Chris and I get together to plan a 2-day WMC 40<sup>th</sup> Anniversary event which took in the Clinton/Norman's Hump Exeter complex on the Saturday evening before returning for the more usual sections on the Sunday.

2001 was cancelled due to Foot and Mouth, Chris returned in 2002 and 2003 but 2004 did not run. We had trouble getting organisers

in 2005 so the ACTC and VWOC stepped in and the Hardy ran with only ACTC entries under C of C's Tony Young and Nick Ryle.

The event suffered a bit during the next few years saved only by the club Chairmen Peter Chantler and Vic Fancy aided by Merv Brake with his computer scoring system. At this time the start and finish moved to the Clay Pigeon Kartway where it still resides. It didn't run in 2007 (Foot and Mouth again), and was cancelled in 2009. In 2010 there were 40 cars entered but no bikes, the event being won by Dave Hazelden in a front wheel drive Golf, not often that happens!

Enthusiasm seemed to be waning by 2011 so an emergency meeting was called, a new sub-committee formed and Rod Thorne took over as C of C. The 2012 event returned to its former glory and also with the return of the bikes and ACTC Championship approval, 2013 got even better when the Maiden Newton complex (Combe) was added and the name changed again to The Southern Counties Hardy Classic Trial. This format continued with further improvements until 2015 (won by Mike Chatwin DP Wasp) and 2016 (won by Dean Partington DP Wasp) but sadly 2017 saw the loss of the Maiden Newton site and the event was "rested" due to the lack of enough competitive sections and an organising team.

Some inappropriate drivers' comments in 2016 and the loss of Combe in 2017 meant that we were short of a Clerk for 2018 so a further emergency meeting was called and I (with the help of a new sub-committee) started all over again some 33 years after my first attempt!

Back to the Hardy Classic Trial name again and we were lucky enough to find another complex (Crewkerne), as old county roads are few and far between in the Dorset area, which saved the event in 2018 (won by Stewart Green) and 2019 (won by Paul Merson), we even managed to run Green Lane again in 2019 with a lot of help from Rod and his team (with no complaints from locals) which

pleased most competitors especially those that cleared it! The entry has been strong during these 2 years supported by WMC clubmen and an excellent bike entry. We have unfortunately had to cancel 2020 for Covid reasons and so we are now up to date 50 years after the very first event!!

The Hardy is not the toughest or purest Classic Trial but has its own highlights and passes some beautiful countryside, let's hope we get back to normal sometime soon!

Andy Webb



*Dean Partington in the Wasp winning 1st Overall in 2016*

## Charity Donations

We weren't able to run our charity karting fundraising event this year, so we haven't been able to make our usual large donation to a local charity. The Boxing Day event was also called off because the social gathering in the Frampton Arms skittle alley would have been a problem.

However, the club normally subsidises that event as a 'taster' so I suggested to the committee, and they agreed, that the amount of the subsidy should be donated to the Julia's House charity. This is where half the entry fee and the profit from Louise Barter's refreshment sales goes, and we have sent them £250.

We have also donated £100 to the Fortuneswell Cancer Trust in memory of Harold Sibley. This brings the total of our direct charity donations to more than £58,000 since 1998. When you add in the Clay Pigeon share of proceeds from the karting events, the total comes to over £80,000.

A full list of donations is available on the website, under 'About the Club'.

Merv Brake

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## Renewing your subscription

From last year, we made subscriptions run for a full year from the date you joined, so check your membership card when entering an event. You can always renew with an event entry using our online entry system.

For long-standing members, renewals were due in October, and if you haven't renewed recently this will be the last magazine you receive. If you aren't entering an event in the near future (assuming we're allowed to run them...) you can use the membership form on the website, which lets you pay by your own debit or credit card, or PayPal. You can also send a cheque to the membership secretary using the form at the back of the magazine.

If we have your email address, your new membership card will be emailed to you as a small pdf document, which you can store on your smartphone to show event secretaries, or email or upload when entering events using online entry systems.

Membership cards printed on actual card are still available when required.

# Minutes of the Board Meeting of Woolbridge Motor Club Ltd held via Zoom on 12/11/2020

**Present:** S Forsyth, V Fancy, W Birkill, C Rolls, C.Pook, M Brake.

**Accounts:** MB had presented the accounts for 2019/2020 and explained that April Wiscombe and June Manor Farm were included as entries fees had been received and then needed to be returned. WB asked why bank charges were at the level they are and MB explained the costs of using Pay Pal. Attendees expressed their great thanks for the effort MB has put into the finances of the club.

CR proposed and SF seconded that the accounts be approved subject to audit and all agreed.

**Subscriptions:** MB reported that the paper magazine costs more over the year (for each member taking the paper version) than the subscription (£15 for the last 21 years) and also that the costs were reducing year on year as more members took the pdf version. MB preferred a two tier system of subscriptions to reflect this.

CP & WB preferred a single tier system of £20 rather than the current £15

WB suggested that rather than a note in the magazine to say request a pdf version, we should be more pro-active and actually email those still taking the paper version to change to the pdf version.

SF thought that as in a normal year the club shows a profit of £2000+, together with the other reserves, it could be difficult to explain the rationale of an increase to the membership.

It was reported that B&DCC and S&SCC had rolled over their subscriptions until next year. It was agreed that WMC would not do this as all usual disciplines that the club organised did in fact take place during the 2019/2020 year.

It was unanimously agreed to leave the subscription at £15 for another year.

Meeting closed at 20.15

# **Items For Sale**

Contact Colin Pook 01300 320200 or email [colin.e.pook@gmail.com](mailto:colin.e.pook@gmail.com)

- Pair of MG Midget Mk 1 seats, black with white piping. Good condition.
- Bull Bar for Range Rover. Excellent condition.
- Ford Escort Mk 1 1300GT 4 branch exhaust manifold.
- Single axle trailer 5ft wide X 7 ft long with drop down tailboard and steel panelled sides. New plywood flooring. Plastic mudguards and 14 inch wheels. Ladder gantry at front.
- Set of centre-lock Dymag wheels, originally for Vision Clubman's car 2 X 9" and 2 X 10" x 13inch.
- Registration numbers - both with Retention Certificates (transfer fee paid) - V8 JNH and L5 CFR.
- Crown-wheel and pinion set (new) 5.83: 1, for Ford Escort / Lotus Cortina axle.
- "Barn Find" MGB GT dry stored since 2005 "P" reg'd – April 1976. White with rubber bumpers and V5C registration Certificate £650.00 ono.



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## Woolbridge Motor Club 4x4 Trail 25<sup>th</sup> October 2020

	Class 1	
Dave Butterfield	40	1 <sup>st</sup> OA
Chris Tite	41	1 <sup>st</sup> in Class
Simon Crook	44	2 <sup>nd</sup> in Class
Ben Crook	48	3 <sup>rd</sup> in Class
Colin Osborne	51	4 <sup>th</sup> in Class
Keith Dixon	64	5 <sup>th</sup> in Class
David Arnold	100	6 <sup>th</sup> in Class
Chris Studley	113	7 <sup>th</sup> in Class
Simon Humphry	DNF	
Zoe Humphry	DNF	

	Class 2	
Lee Dixon	54	1 <sup>st</sup> in Class
Lea Rimmington	72	2 <sup>nd</sup> in Class
Stephen Tite	92	3 <sup>rd</sup> in Class
Graeme Wills	93	4 <sup>th</sup> in Class

	Class 3	
John Kirby	46	1 <sup>st</sup> in Class
John Tite	53	2 <sup>nd</sup> in Class
Emma Kirby	66	3 <sup>rd</sup> in Class
Robbie Roskell	77	4 <sup>th</sup> in Class



*That's All Folks!*

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

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FINAL CLOSING DATE  
FOR THE ***February 2021***  
EDITION OF THE MAGAZINE  
WILL BE  
**Friday 22<sup>nd</sup> January 2021**

ALL COPY TO STEVE PLEASE

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

# Woolbridge Motor Club - APPLICATION FOR MEMBERSHIP

Membership Secretary - 5 Shortlands Road, Upwey,  
WeymouthDorset, DT3 5NE

e-mail [membership@woolbridge.co.uk](mailto:membership@woolbridge.co.uk)

Please complete in BLOCK CAPITALS



I hereby apply for membership of Woolbridge Motor Club Ltd.

Membership runs for 12 months from the date of joining

Title Surname Christian Name

Address

Town

County Post Code

Other competing or participating family members at the same address, (full names)  
(only one copy of the printed club magazine is sent per household):

1 2

3 4

Tel No: (landline):

Tel No: (mobile):

E-mail address

Age if under 23

Some entry fees are cheaper, some annual trophies are for the under 23's

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, ages 14 - 17 can drive in some events subject to parental consent and supervision)	£ 2.50	
Club decal (internal) 20cm x 5cm	£ 0.35	
Club decal (external) 20cm x 5cm	£ 0.35	

Total £

I wish to pay by i) PayPal (treasurer@woolbridge.co.uk) ii) Internet banking  
iii) Standing Order iv) cheque Delete inapplicable

For payment methods ii) or iii), you will be sent the appropriate form or details.

The monthly magazine is normally sent as a pdf by email. Please tick the box if you would like a posted version.  A supplementary charge may be introduced for this.

I undertake to comply with the Rules of the club (see website or ask for a copy of club rules). I shall not drive in any part of a competition which takes place on the public highway unless holding a valid Motor Vehicle RTA Licence for cars (other than provisional) and am acquainted with and agree to be bound by the General Regulations of Motorsport UK

SIGNATURE OF APPLICANT (postal applications)

Date

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