

Colin Rolls' Woolbridge Journey - Part 2



Woolbridge Motor Club

As it Was April 1979



April 2024



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Club

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WOOLBRIDGE MOTOR CLUB MAGAZINE

Club Officials and contacts (Please no phone calls after 9pm)

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Editorial

Welcome to the April 2024 issue of the Woolbridge Motor Club magazine. I'm currently putting the issue together on Monday evening after the closing date having just returned from a weekend at Centre Parcs. Tomorrow I'll be off to Exeter to work for 2 days so if you spot any errors then it's probably because I'm rushing!

Thanks to all contributors but specially Geoff Pickett, without whose input this would be a very thin issue....

No new from Nigeria this month (I've checked my spam folder) so hopefully John is ok and will update us all next month.

This coming Easter weekend marks the 4 weeks to go point for the Woolbridge Wiscombe weekend. Fingers crossed I'll be ready. I'm currently finishing up a few small mods but the wet weather has really delayed things...

Apologies for a short editorial but I need to get this to the printer this evening.

Steve Chaloner

Calendar of Events

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

APRIL 2024

- 7th Woolbridge Car Trial – South Dorset Trophy – Hogcliff Hill
- 21st Woolbridge 4x4 Trial – Simon’s Quarry
- 27th Woolbridge Wiscombe Park Hillclimb
- 28th Woolbridge Wiscombe Park Hillclimb

MAY 2024

- 5th Woolbridge Car Trial – Golden Springs Trophy – Crewkerne
- 11th 500 Owners Association Wiscombe Park Hillclimb
- 18th Wiscombe Park Hillclimb – Torbay MC
- 19th Wiscombe Park Hillclimb – Taunton MC & Burnham On Sea MC
- 19th Woolbridge 4x4 Trial – Hogcliff Hill

JUNE 2024

- 16th Woolbridge 4x4 Trial – North Bowood
-

CHAIRMAN'S CHAT – APRIL 2024

Many of you will be relieved to hear that this is likely be a short Chat this month as I have run out of time to write it ahead of the closing date! I was intending to write it at Clay Pigeon last Sunday, but Peter and I were managing an issue with the timing system which kept us both fully occupied all day. That was followed on Wednesday by a work trip to London, where South Western Railway didn't deliver me home until the early hours of Thursday morning, although in fairness to them, TfL were more to blame this time with delays on the Underground.

So, what is happening in the coming weeks? Well, by the time you read this the 12 Car Navigational Series will have culminated with a Scatter Rally on 27th March. There has been a full entry for most rounds over the winter and thank you to the winners for always writing a very thorough report of their exploits around the lanes of Dorset and beyond in the magazine each month.

The 7th April sees the South Dorset Trophy Car Trial at Hogcliff and a 4X4 Trial on 21st April. Thoughts will then turn west to our first trip to Wiscombe on the weekend of 27th and 28th April. Worth would love to hear from you if you can spare some time to marshal on one or both days that weekend. Unfortunately, Gurston have moved their April event to clash with Wiscombe, and given that we share quite a few marshals, we are currently a few short of where we would like to be. So, if you are free, please get in touch with Worth and come and spend a weekend in one of the most beautiful places in the country. There is free camping for the weekend, plus free lunches and an entry into the Wiscombe Marshals' Draw, which had some excellent prizes last year.

We visited Bovington a few weeks ago, to look at a possible Sprint course. It wasn't quite as promising as we had hoped, as the gorse and pine trees have grown up next to the track in the 25 years since we were last there, so the jury is still out as to whether it might be possible to run anything there.

Finally, advance notice of the Golden Springs Trial at Crewkerne on 5th May, our round of the national Car Trial Series. Mark Hoppe is looking for marshals, so please let him know if you are able to help. Once again lunch is provided – who said there is no such thing as a free lunch?!

Sarah Forsyth

Chairman

chairman@woolbridge.co.uk

President's Ponderings

It seems that all too frequently I have to report the passing away of another of our old club members.

Early in March Mike Manning, who was proprietor of Cerne Villa Park Homes site in Chickerell, Weymouth, passed away after a very short illness. Mike was 81.

In the 1970s and 80s Mike was a fellow Ford Escort enthusiast competing in rallies, autotests and the odd trial with his Escort RS2000 Mk 1 and, later, with an RS1800. He particularly enjoyed our autotests at the Bridging Camp, Wyke Regis, at Piddlehinton Camp and at the Portland Naval Base and supported our numerous club rallies at the time. His favourite National event was the Tour of Britain (see photograph).

Later, Mike developed an interest in Army vehicles and I remember his Willys Jeep and an American half-track in his garage.

Mike's funeral took place in Weymouth on 28th March, and to his son Mark, daughter Tina and to his wife Ann we send our sincere condolences.

The 27th and 28th April sees Woolbridge return to Wiscombe Park in Devon for the first speed hillclimb of the season at that lovely venue. The Wiscombe Ltd team has been hard at work during the last few months preparing the venue after trees were damaged or toppled by the rough weather during the winter.

Don't forget that "*Wiscombe Wakeup Day*" will be on Saturday 13th April when everyone is welcome to help do all the other jobs to ready the venue for our event. Volunteers will gather in the top paddock from 9.00am and mid-morning coffee, tea and biscuits will be served.

For our event, Chief Marshal, Worth Birkill, will be recruiting his team. So, if he has not contacted you, do get in touch.

As you will have read in the March issue of our magazine, Wiscombe Ltd will again be holding a Marshals Draw at the end of the 2024 season. To register for the draw all that is required is your name, address and telephone number on an email to the draw administrator, Dave Pearce, at

Wiscombe.marshals@gmail.com or you may register when you sign on at an event.

Anyway, whatever you are planning for the months ahead, enjoy your motorsport, keep well, and stay safe.

Colin Pook.



Mike Manning

MY WOOLBRIDGE JOURNEY (contd)

In 1971 I purchased a ten-year-old Austin Healy 3000 Mk2. It was the somewhat rare two seater version fitted as standard with 3 SU carburettors. I used it as road car and in Speed Events at Gurston Hillclimb several times and at Dunkeswell Sprint. Woolbridge didn't run any speed events in those days and I never managed to do an event with the car at Wiscombe. I did however, manage to compete at Prescott. The bodies were built for B.M.C. by Jenson and came as new with built in rust as far as I can tell. So having rebuilt the gearbox and fitted a new overdrive, I set about dismantling the bodywork to tackle the dreaded rust! This was a huge mistake as the deeper I went the more rust I encountered! Before I could get very far other matters, such as moving jobs, moving house and the arrival of a baby daughter contrived to fill my time and I sold the car as an unfinished project, getting more or less that same amount for it as I had paid!

However it had introduced me to speed events and when the Club had the opportunity to run their first event at Wiscombe, I was asked to be Clerk of the Course. (in those far off days there was no such thing as licensing of officials!) That was in September 1976 and we ran it jointly with M.G. Car Club (South West). Soon we were able to have our own weekend at Wiscombe, running firstly in September and then in April.

Thus began my long involvement with the East Devon venue, which continues until this day, nearly 50 years later! In the 1980's I was invited to join the Board of Wiscombe Ltd – the Company that stands between the Landowners and the Clubs actually running the events and responsible for the management of the Hill – and still remain a Director today! In fact there were only three active Directors when I joined, Dr Roger Willoughby, Richard Brown and myself.

Soon the Club was asked to run rounds of the Guyson championship and in the 1990's a round of the British Hillclimb championship. I continued to be the main organiser of these events and in the 1980's.

Towards the end of the 1990's my two fellow directors decided to retire and while the Chairman, Sir Nick Williamson, was in theory still a director he was in poor health and took no part in the running

of the company. Financially the Company was in an awful state and the logical thing would have been to have suggested to the shareholders to wind it up. However, given the popularity of the venue with competitors and the support of the land-owning family, I decided to see if I could get together a new board of Directors to carry it on and hopefully improve the situation. Luckily a small band of Woolbridge members threw their hats into the ring and we were able to carry on and build the strong management company we have today.

I hear you say this was really nothing to do with my Woolbridge membership, but it all only came about as a result of my membership of the Club.

At about the same time our Governing Body, then M.S.A., decided that all senior officials should be licensed and trained. In order to kick this off it would be necessary to give some officials licences to start with so that they could train the others. It was decided in Speed events those who were currently Clerking British Championship events should be given a National A licence; this was probably about 20 people in total.

Before all this however, back in 1974 Peter Cooper, who despite his distinguished International Rally career, still did Woolbridge trials, asked me if I would like to become an R.A.C. Steward and suggested I sent my motor sport CV to Belgrave Square, which in those days was where the RAC Motor Sport Association were based. I heard nothing until one day, probably a Wednesday I had a call from Liz Mather, who was Basil Tye's secretary telling me I had been appointed to Steward an Autocross on the following Sunday and without more ado I became an R.A.C Steward! Basil was the Deputy Chief at Belgrave Square and virtually ran the show. I carried on being a Steward for the Governing Body for 41 years until I was approaching my 80th birthday and decided that I couldn't put up with the ever changing rules! It did give rise to some interesting situations over the years, especially after I reluctantly agreed to Steward Kart meetings, but I won't bore you with all that!

More to Come!

Colin Rolls



ANOTHER VICTORY FOR HOPPÉ

Mark Hoppé heading towards Championship honours?

Words and photos: GEOFF PICKETT

'Success breeds success'. A widely used, but often questioned, quotation that appears to have some validity in the case of Mark Hoppé in the world of car trials as the former British Champion has taken three event wins in four trials to strengthen his position at the top of the Woolbridge Motor Club's Car Trials Championship with a 3.3 point advantage over the current British Champion, Tim Dovey, who had recently received his trophy and accolades at the Motorsport UK Night of Champions award ceremony.

The Sherborne driver's triple has been well earned as the duo have enjoyed close competition with small margins determining the victor and the Upwey Cup Trial was no different with a battle fought out across four runs of six tests at the Hogcliff Hill venue. The rivalry is heightened by the fact that both drivers compete in the Class One category (for two-wheel-drive vehicles which are taxed for road use and do not carry ballast) and witness the 'ups and downs' of each other's performances. With both drivers cleaning the first four sections it was Hoppé, at the wheel of his diminutive 993 c.c. Suzuki Alto, who gifted two points to the two litre



Alistiar Moss on his way to another Best Performance by an Under 23 year old driver

engined Renault Clio driver on the penultimate test of the first run whilst the second sextet of hills saw the adversaries trading points but without impact to the agricultural contractor's lead. Shadowing the leaders and just three points adrift of second place was Charlie Dovey. The reigning Woolbridge Car Trials Champion was campaigning a Renault Clio as usual but on this occasion in the same class as his father, having previously contested Class Two for Front-wheel-drive cars which were not eligible for Class One and carrying ballast. With the change of class came a change of car with the new vehicle powered by a diesel 1500 c.c. turbo-charged engine.

The third run saw Hoppé win one point back leaving the leader with a tenuous single point advantage as the final six tests beckoned. The first four of which were drawn with equal penalties. Then the penultimate climb with everything still to play for. Tim Dovey was awarded four penalties against the three of Hoppé meaning they were all square going to the last section which was to prove decisive with a penalty free climb from the driver of the Japanese machine and seven penalties for the erstwhile leader who was obliged to accept the class win four points ahead of his son Charlie as Hoppé was promoted to the overall event win. Eight points in arrears of the class runner-up was Wareham driver David Moss in his Ford Fiesta who across the day could not quite match the climbing prowess of those in front but did hit a purple patch on the third run totalling eight penalties to match Charlie Dovey and Mark Hoppé.



Next Car Trial

Lulworth Cove Trophy Trial

Hogcliff Hill - March 3rd 2024

RESULTS

Upwey Cup										4th Feb 2024						Round 1						Round 2					
Class	No.	Driver	Club	Car	cc	E/N	J	1	2	3	4	5	6	Sub Total	Cum Total	1	2	3	4	5	6	Sub Total	Cum Total				
1	101	Gary Morris	WMC	Vauxhall Corsa	1400	E		0	0	0	1	3	7	11	11	4	4	1	1	3	4	17	28				
1	102	Charlie Dovey	WMC	Renault Clio	1500T	E		0	0	0	1	4	6	11	11	0	2	0	0	4	2	8	19				
1	103	Alistair Moss	WMC	Ford Fiesta	1300	E	J	0	8	2	3	4	6	23	23	0	2	3	1	4	3	13	36				
1	104	Will Lawrence	WMC	Peugeot 206	1587	E		0	2	2	1	5	6	16	16	1	8	2	1	4	4	20	36				
1	105	David Moss	WMC	Ford Fiesta	1300	E		0	0	2	1	4	6	13	13	1	2	2	0	4	3	12	25				
1	106	Richard Wilson	WMC	Vauxhall Corsa	1400	E		0	1	2	1	5	6	15	15	1	7	3	1	6	4	22	37				
1	107	Mike Flack	WMC	Hyundai i10	1250	N		0	11	2	2	5	6	26	26	8	7	7	1	5	4	32	58				
1	108	Tim Dovey	WMC	Renault Clio	2000	E		0	0	0	0	1	6	7	7	0	2	0	0	2	3	7	14				
1	109	Mark Hoppe	WMC	Suzuki Alto	993	E		0	0	0	0	3	6	9	9	0	1	0	1	2	3	7	16				
1	110	Evie Dovey	WMC	Renault Clio	2000	E	J	0	2	3	3	4	6	18	18	1	7	0	1	4	4	17	35				
1	111	Dave Mears	WMC	VW Polo	1400	E		0	2	2	1	4	6	15	15	4	8	2	1	4	4	23	38				
1	112	Andy Webb	WMC	Toyota Yaris	1500	E		0	0	3	2	3	6	14	14	2	5	1	1	3	4	16	30				
2	201	Stephen Tite	WMC	Peugeot 206	1800	E		0	7	4	1	4	6	22	22	1	8	4	1	5	4	23	45				
2	202	Vic Rose	WMC	Vauxhall Corsa	1600	E		0	0	3	0	3	6	12	12	0	7	4	1	4	4	20	32				
2	204	Chris Hellings	WMC	Ford KA	1300	E		0	0	3	1	3	6	13	13	0	7	4	1	4	4	20	33				
2	205	Indy Bonome	WMC	Citroen Saxo	1100	N	J	0	2	7	1	6	7	23	23	9	5	7	1	5	4	31	54				
2	206	Steve Sims	WMC	Ford KA	1300	N		0	2	4	1	4	6	17	17	0	6	3	1	5	4	19	36				
2	207	Brook Bonome	WMC	Citroen Saxo	1100	N	J	0	8	8	5	4	10	35	35	0	3	7	1	4	4	19	54				
3	301	David Robinson	Windw	Scimitar SS1	1600	E		0	1	3	0	1	0	5	5	0	8	3	0	5	0	16	21				
3	302	Adam Smith	WMC	Scimitar SS1	1600	E		0	1	4	1	1	3	10	10	0	4	3	1	3	3	14	24				
3	303	Donal Doyle	WMC	Mazda MX5	1600	E		10	2	4	1	3	6	26	26	0	8	4	3	4	4	23	49				
3	304	Ryan Whincop	WMC	Scimitar SS1	1600	E		0	3	4	1	1	3	12	12	0	7	4	1	3	4	19	31				
5	501	Alastair Stevenson	WMC	Liege	848	E		0	2	7	1	1	6	17	17	0	7	1	0	1	4	13	30				

Upwey Cup										Round 3						Round 4										
Class	No.	Driver	B/fwd	1	2	3	4	5	6	Sub Total	Cum Total	1	2	3	4	5	6	Sub Total	Grand Total	Class Pos'n	Overall Pos'n	Class Average	Index %	Award		
1	101	Gary Morris	28	0	6	4	1	2	7	20	48	0	0	4	1	4	7	16	64	5	10	50.2	127.58			
1	102	Charlie Dovey	19	0	1	4	1	2	0	8	27	0	0	5	1	4	7	17	44	3	3	50.2	87.71	2nd Class		
1	103	Alistair Moss	36	1	2	5	1	3	1	13	49	1	11	5	1	4	6	28	77	7	14	50.2	153.49	Under 23		
1	104	Will Lawrence	36	1	6	4	1	3	7	22	58	8	11	10	1	5	7	42	100	11	21	50.2	199.34			
1	105	David Moss	25	0	0	4	1	3	0	8	33	0	3	5	1	3	7	19	52	4	7	50.2	103.65	3rd in class		
1	106	Richard Wilson	37	0	8	10	1	4	7	30	67	9	6	5	1	4	0	25	92	9	17	50.2	183.39			
1	107	Mike Flack	58	11	5	10	1	4	7	38	96	8	11	10	1	5	7	42	138	12	22	50.2	275.09			
1	108	Tim Dovey	14	0	0	0	1	1	7	9	23	0	0	5	1	4	7	17	40	2	2	50.2	79.73	1st Class		
1	109	Mark Hoppe	16	0	2	4	1	1	0	8	24	0	0	5	1	3	0	9	33	1	1	50.2	65.78	1st O/A		
1	110	Evie Dovey	35	0	6	4	1	2	7	20	55	0	5	10	1	4	7	27	82	8	15	50.2	163.46			
1	111	Dave Mears	38	1	1	10	1	2	7	22	60	8	5	10	1	4	7	35	95	10	18	50.2	189.37			
1	112	Andy Webb	30	2	0	4	1	2	4	13	43	8	0	5	1	4	7	25	68	6	12	50.2	135.55			
2	201	Stephen Tite	45	1	5	5	1	2	0	14	59	1	0	10	1	4	7	23	82	3	9	64.6	126.94			
2	202	Vic Rose	32	0	6	5	1	2	0	14	46	1	0	10	1	3	0	15	61	2	5	64.6	94.43	2nd Class		
2	204	Chris Hellings	33	0	0	4	1	2	0	7	40	0	0	10	1	3	6	20	60	1	4	64.6	92.88	1st Class		
2	205	Indy Bonome	54	10	9	11	2	3	4	39	93	1	11	10	1	4	7	34	127	6	20	64.6	196.60			
2	206	Steve Sims	36	1	5	10	1	2	5	24	60	1	11	10	1	3	7	33	93	4	13	64.6	143.96	Novice		
2	207	Brook Bonome	54	10	3	11	1	3	4	32	86	8	11	10	1	4	7	41	127	5	19	64.6	196.60			
3	301	David Robinson	21	0	6	4	1	1	0	12	33	0	11	4	1	2	6	24	57	1	6	58.4	97.60	1st Class		
3	302	Adam Smith	24	0	5	10	1	1	0	17	41	0	6	5	1	4	7	23	64	2	8	58.4	109.59			
3	303	Donal Doyle	49	0	5	10	1	1	4	21	70	8	11	5	1	4	7	36	106	4	16	58.4	181.51			
3	304	Ryan Whincop	31	0	5	10	1	1	0	17	48	0	5	10	1	4	7	27	75	3	11	58.4	128.43			
5	501	Alastair Stevenson	30	0	0	5	1	1	0	7	37	0	0	5	1	4	3	13	50	1				Class 5 not eligible for overall positions		



Gary Morris powers the Corsa onwards



Indy and Brook Bonome enjoy their first trial

An equally enthralling battle was fought out in Class Two with Broadmayne's Vic Rose and Chris Hellings the combatants. Rose at the wheel of his 1600 cc Citroen Saxo took the smallest of leads at the conclusion of the first run and maintained his single point advantage through to the lunch halt. Following the restart Rose experienced two troubled tests amassing seven more penalties than his adversary which appeared to ruin his chances but during the last six tests he pulled back five penalty points to finish runner-up, one point down. Stephen Tite drove to third in class at the wheel of a Peugeot 206.

The rear-wheel-drive category centred around the contest between Reliant Scimitar SS1 drivers David Robinson and Adam Smith. The former built an early lead which the Wool driver reduced to just three points at the halfway stage but Smith could not contain the challenge and lost a further five points during the penultimate round and eventually finished seven down on the master with fellow Wool residents Ryan Whincop and Donal Doyle (Mazda MX5) rounding out the class.



Andy Webb on the power in new Toyota Yaris trials car with smart colour coded wheels!!

Alastair Stevenson was the sole competitor in Class Five for cars not eligible for the normal classes and completed the event in his Liege having suffered from electrical maladies in recent trials. Ford Fiesta driver Alistair Moss claimed another Under 23 Award defeating Evie Dovey, co-driving with her father Tim, by five points whilst Steve Sims, sharing the Ford Ka with Hellings, posted the best performance by a novice with a comfortable margin over Hyundai i10 driver Mike Flack whilst first-time trialists, Indy and Brook Bonome driving one of the club's loan cars, completed the event with identical scores.



A new Peugeot, not so smokey, for Stephen Tite



Steve Sims claimed the Best Novice Award



A relaxed driving style from Vic Rose



1250 cc Hyundai i10 of Mike Flack



Three wheeling for Will Lawrence's 206



Donal Doyle took on the Reliants in Class 3

Woolbridge Motor Club Membership Report as at 29th February 2024

The fully paid-up membership at the end of this month stands at 482
This comprises 346 full members, 114 family members, 7 Junior members,
9 honorary members and 6 life members.

During February there were 12 renewals and 14 new members.

Andrew Philips	Poole	Hillclimbs
Jonathan Parry	Weymouth	Hillclimbs
Damien Jackson	Weymouth	Hillclimbs
Peter Arscott	Paignton	Hillclimbs
Shaun West	Stonehouse	Hillclimbs
Mark Porter	Poole	Hillclimbs
James Langton	Wimborne	Hillclimbs
Colin Richardson	Newquay	Hillclimbs
Chris Toon	Stroud	Hillclimbs
George Hunt	Salisbury	Car Trials
Andrew Goss	Salem	Hill Climbs
Stephen King	Dorchester	Hill Climbs
Colin & Ryan Reeves	Glastonbury	

A warm welcome to our new members and thanks to all who renewed their membership for the next 12 months.

Tim Gray

Membership Secretary

2023 BRITISH CHAMPIONS AWARDS

Royal Automobile Club, Pall Mall



Hugh Chambers, Chief Executive Officer of Motorsport UK presents Tim Dovey with the British Car Trials Championship Trophy

The Great and The Good. Joining Tim were such motorsport luminaries as Ross Brawn, Malcolm Wilson, Steve Rider and Ash Sutton



Warden Hill was shrouded with dense fog for the start of practice but the sun made an appearance or two within an hour or so.

A number of Woolbridge drivers made a start to their season of speed events.



CATCH THE PIGEON SPRINT



Speed events season is GO at Clay Pigeon sprint

Lapping the kart race track in an anti-clockwise direction Richard Worth puts his Ford Puma through The Esses.

Martin Dover claimed 2nd in the Rally Car class (defeated by 2.0 litre Darrian T90) with his self-build Honda Civic R.



Iconic Ford Escort MkII in the hands of Norman Dunford who finished 3rd in class with the 1998 cc machine.



No MG B or TF160 for early runner Roger Hodgson who takes a foggy practice run in his Ford Fusion.



***Woolbridge @ Wiscombe
April 27th/28th***



WATCH THE ACTION FROM RECENT WOOLBRIDGE CAR AND 4X4 TRIALS

Go to www.youtube.com and search for **woolbridge motor sports**

Click on the club badge in the heading or alternatively click the link in the event report on the Woolbridge website

The article reproduced below was published in 'Revolution' the Motorsport UK magazine

Tim and Charlie Dovey

British Car Trials Championship
Renault Clio

The family pairing of Tim Dovey and his 19-year-old son Charlie have been participating in Car Trials at their local Woolbridge Motor Club ever since the latter reached the entry age of 14, with sister Evie following in his footsteps three years later. Last year, the duo decided to enter the national Championship and managed to ruffle some feathers in their Renault Clio, sharing victories between them with Tim ultimately taking the title at the end of the season.

Tim, who works as a farmer, had previously participated in Autotests, but his time was so limited he was never able to commit to anything more than the occasional outing. However, when his oldest child closed in towards the earliest competition age permitted for Trials, he decided to give it a go, and it has turned from a growing passion to a full-season family commitment.



The father-son duo chasing title success – for one or the other – in their second season

"I really wanted to get my children involved," he says. "I am a car person and I like fettling with the car and improving things so we started doing the local Club events, which we have done on-and-off for the last few years. Evie is 16 now and she was third in class at the last local event. She will win a class; she is already at the stage where she could, but sometimes just a few little mistakes put her back a bit.



Geoffrey Pickett

into an ideal vehicle for this form of competition and Tim explains: "We chose it just to be different, really, and I did a bit of tuning to the engine, to help the engine drop right down to tick-over to go very slowly."

"When it is really wet, you are better off with a tiny, light car and lower tyre pressures because they get around better. When it is drier, the extra power of the Clio, even though you have to run higher tyre pressures, really helps. We just went to try to win our class and have some fun, and we got on all right!"

The events usually attract a field of around 30 cars, sometimes 40, and some of the regulars have been competing for years and years. Tim adds: "They are very competitive, and they are a bit bemused if you go and win! A lot of the time, people think we are brothers, which I think is hilarious! We do look very similar, but it winds Charlie up!"

Having won the title last year, Tim is open and honest in admitting he is returning in the hope that he does not win it again this time around – because he wants Charlie to have that chance. "I am really pushing him to win," he says. "I would be really made up if he won the national championship. It is just about being more consistent and making sure he does not make any silly mistakes."

"Sometimes you can clear the section easily, but if you just touch a post by going a bit close you lose lots of points. We always choose to drive together – you are allowed to have either one or two people in the car – and sometimes that helps if you forget things, but at other times it puts you off. Sometimes we have had, let's say, discussions, with him pulling on the steering wheel saying 'you are going the wrong way!'"

"I am not really worried about trying to win again this year and I would much prefer him to win – for me, it brings a bigger smile to my face, but if he is not going to win and I do, then happy days. That is what happened in the last season – some rounds I dropped points and Charlie has won and vice versa. This year, again, we will just have a go and luck plays a part, for sure, so we will just see how we get on." 🍀

>>>>



The Dovey family share the Renault Clio for competitions

"It is a really good thing for children. Our local Club has a couple of loan cars, so you do not even have to have a car, and the kids that come, they learn so much. The skills you need in trials really help them get the hang of things like clutch control and where the brakes are. Ours could drive when they were 10 or so anyway, on the farm, so they were already ahead, but it really does make a lot of difference."

"Charlie is 19 now, so in those local events I double drive with Evie – because she is not old enough until next year to drive on her own – and Charlie will drive on his own. I won the Woolbridge Championship the year before last and Charlie won it last year. A couple of the local rounds are run as national events, so they are already at that level, and last year Charlie and I decided to do more of the rounds and ended up doing the full season."

Inspired and encouraged by former national champion Mark Hoppé, who runs Woolbridge's Trials events, the Doveys first decided to enter the BTRDA Championship, which only involved five rounds and was more local. But after buying a trailer for longer distances they decided to compete in the Motorsport UK Championship as well.

"I decided to enter, not for me to win but for Charlie," says Tim. "He was a bit unsure, but in the end, I said 'ok, I am going to go, whether you want to do it or not' and he quickly said 'no, I am coming too' and we entered everything in the region! We did every round apart from the ones we just could not make it to, and really, Charlie should have won but he just made a few little mistakes, and that costs you."

"In the BTRDA final, we should have finished first and second instead of second and third, because we were winning by quite some distance – but we only managed to do half of the sections before the car broke down. We ended up first and second in class, even though we did not do half of the sections, but because we did not complete all of them, we did not get included in the index and that decides the winners."

Their Renault Clio is an unusual sight on the Trials hills, as most people opt for smaller, lighter vehicles to cope with the slippery mud when the weather turns bad. However, thanks to a few (fully legal!) tweaks to the engine, the car has turned

AS IT WAS

As a departure from my normal offering, this month, as the club readies itself for our Wiscombe hillclimb I look at a copy of the 25p Woolbridge at Wiscombe Programme for the event which took place on 28th/29th April 1979.

White printing with a black and white photograph by Brooke Photographic adorned the red cover. This depicted Chris Cramer in his March 79B single seater wearing no. 3, his position in the previous year's Guyson BARC Championship.

This championship was now in its 12th year and a full explanation of the championship rules were to be found on page 5 of the programme.

Officials for the event were listed in the centrefold of the programme.

The RAC Steward was R B (Dick) Mayo and Club Stewards Robin Maclachlan, Pat McCausland and Tony Potter, while Colin Rolls was Clerk of the Course. In charge of the Marshals was Craig Strong and Chief Timekeeper John Dibben. Scrutineers were Alan Kennedy and Tony Bishop. Chief Marshal was John Ottaway whilst Ian Morton was Event Treasurer and the programme was designed by Tim Coombs.

Saturday's event was a round of the ASWMC Hillclimb Championship and had 95 competitors. Amongst WMC members competing then were Graham Blake in his Reliant Scimitar GTE, Merv Brake in the Sunbeam Stiletto, Paul Channon in his AC Cobra and Colin Pook in his Vixen Imp VB4A.

Sunday saw the National Championship event with 116 entries. Amongst the WMC contingent were Tim Porter in his Cooper S, Merv Brake, Paul Channon, Colin Pook and Charles and Robert Barter in their Davrian Hartwell Mk V11.

Many of our magazine advertisers at the time supported the programme including Channons of Dorchester, Taurus Tuning of Ferndown, Parkway Ford, Alan Matthews Carpets, Wessex Motors Datsun, Merchants Garage

Dorchester, Autobitz, Wey Valley Cars, and the Dorchester Huntsman Brewery.

Next month we shall return to normal and review a May magazine from somewhere in the club's history.

Colin Pook.

'Wake Up Wiscombe'

Saturday 13th April

As usual Wiscombe Ltd are having a morning getting the venue ready for the first event, which of course is the Woolbridge weekend, at the end of April.

There is always much to do, such as moving barriers into place, getting trailers in the correct position and a myriad of other jobs. It provides those who come along with fresh air and exercise as well as the opportunity to renew acquaintances and make new ones.

Activities commence at about 9.00.a.m. but it is not necessary to be there promptly, turn up later if you wish.

Tea, Coffee and biscuits will be provided mid-morning and it should all hopefully be done by lunch time.

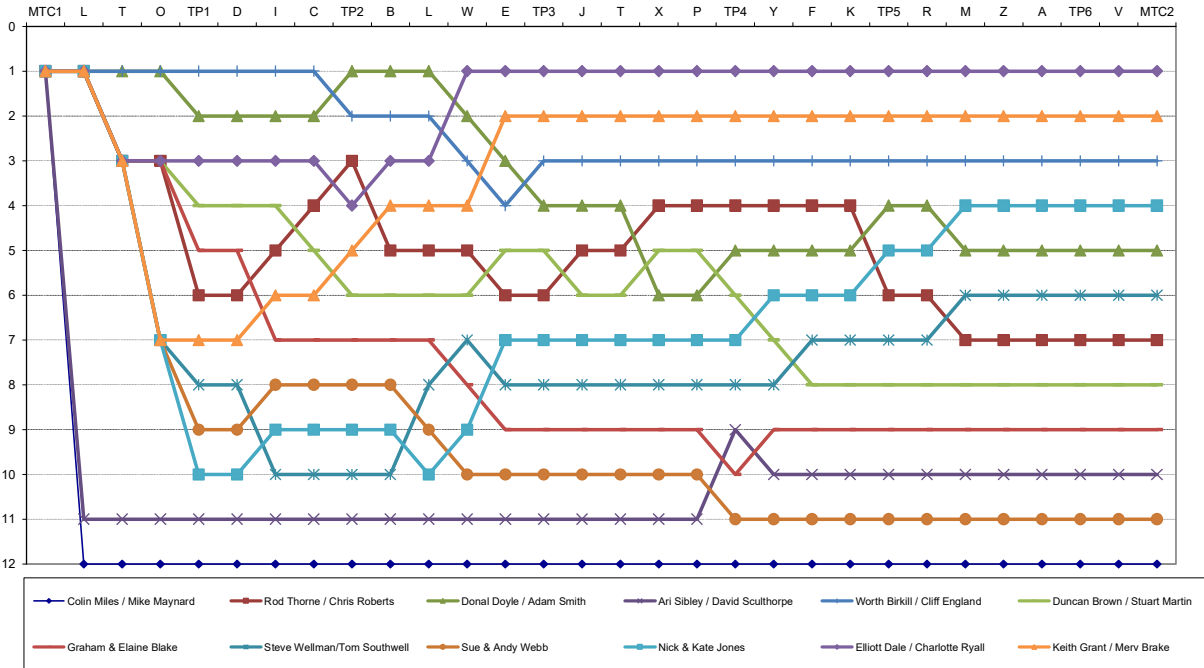
Colin Rolls

Director Wiscombe Ltd

12 car results March 6th 2024

Crew	Status	L	T	O	TP1	D	I	C	TP2	B	L	W	E	TP3	J	T	X	P	TP4	Y	F	K	TP5	R	M	Z	A	TP6	V	Total	Position
Elliott Dale / Charlotte Ryall	EE	300		57				243					24						120			52					300	45	1141	1	
Keith Grant / Merv Brake	EE	300	300	97				129					59						35		0	300		300			18		1538	2	
Worth Birkill / Cliff England	EE			115				397		300	300	53	300						303	300		300	350				300	342	3360	3	
Nick & Kate Jones	NN	300	300	437				487		300			81	300	300				321		300	24				300	72	300	3822	4	
Donal Doyle / Adam Smith	BB			241				165		300	300	196	300		300				600		300	446			300	300	300	249	300	4597	5
Steve Wellman/Tom Southwell	EN	300	300	239	300			588			300	29	300	300					600			490	300			300	300	171	300	5117	6
Rod Thorne / Chris Roberts	BB	300		184				113	300		300	300	230						55	300	300	300	900	300	300	300	300	900	300	5982	7
Duncan Brown / Stuart Martin	BB	300		67		300	293		300				222	300					900	300	300	300	900	300	300	300	300	900	300	6882	8
Graham & Elaine Blake	NN	300		171	300			368		300	300	300	600	300	300	300			600			900	300	300	300	300	300	900	300	7439	9
Ari Sibley / David Sculthorpe	BB	300	300	300	600		300	493	300	300	300	300	149	300					177	300	300	300	420	300	300	300	300	900	300	7839	10
Sue & Andy Webb	NN	300	300	279				600		300	300	300	600	300	300				300	900	300		900	300	300	300	300	900	300	8379	11
Colin Miles / Mike Maynard	BB																													Ret	12

Penalties in red are early, 300 = missed codeboard, 600 = wrong approach, 900 = missed TP



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TO THIS MONTH'S EDITION
OF THE MAGAZINE

FINAL CLOSING DATE
FOR THE ***MAY 2024***
EDITION OF THE MAGAZINE
WILL BE
Friday 26th APRIL 2024

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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.

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	
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Club decal (internal) 20cm x 5cm	£ 0.35	
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Total £

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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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