



Woolbridge Motor Club



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August 2018



WOOLBRIDGE MOTOR CLUB MAGAZINE – AUGUST 2018

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

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Editorial

Thanks to all of this month's contributors. Hopefully next month I will have some photos and reports from this year's hillclimbs, particularly the National Championship round at Wiscombe. I won't be attending Wiscombe as I will be at the European Championship round in Limanowa in Poland. I am setting off on Wednesday morning and then driving to Krakow where I plan to arrive early evening on Thursday. I will spend Friday sightseeing in Krakow before heading to the hillclimb early Saturday morning for training day. I will watch the hillclimb on Sunday before heading South to the ski resort of Zakopane in the Tatra Mountains. Monday morning I will take the cable car to the top of Kasprowy Wierch, the highest mountain in Poland before heading home via Auschwitz.

The FIA has now announced the venue for the Hillclimb Masters which is held every two years. This will be the third event and takes place in Gubbio in Italy on the 13th/14th October. Gubbio is near San Marino, south of Bologna. I have booked leave and hope to go to the event.

Pike's Peak is arguably the most famous hillclimb and you probably remember Sebastien Loeb smashing the hill record in 2013 with his factory Peugeot 208 T16 on 8:13.878s. That record remained unbeaten until this year when Romain Dumas broke Loeb's record, going under 8 minutes with a time of 7:57.148. What was notable however, was that Dumas was driving an all electric car, albeit a 4WD electric car built by VW and with full factory support. However, I think the most impressive performance was by 10 times European Hillclimb Champion, Simone Faggioli. Despite this being his first ever visit to the hill, he took 2nd overall on 8:37.230 with a misfiring engine. This was the 3rd fastest time of all time. His was also the fastest EVER 2WD time and the fastest EVER time by an amateur team. If you watch the in-car footage of his climb you can hear the engine faltering out of the slow corners. I think he would have pushed Dumas for the win had the engine been in full health.

That's all for now. Next month's magazine deadline is Wednesday 22nd August as we depart for France on Friday 24th.

Steve Chaloner

Woolbridge Calendar of Events

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

AUG 2018

- 2nd Committee Meeting – Colliton Club, Dorchester
- 10th WMC Autotest – venue tbc

SEPT 2018

- 1st/2nd 5 Clubs Wiscombe Hillclimb
- 2nd Woolbridge Charity Karting – Clay Pigeon Raceway
- 6th Committee Meeting – Colliton Club, Dorchester
- 8th MGCC Wiscombe Hillclimb
- 9th NHCA (Motorcycles) Wiscombe Hillclimb
- 9th Windwhistle MC ASWMC Autumn Car Trial, Axminster
- 19th Woolbridge Taster Car Trial – venue TBC
- 22nd WMC Manor Farm Hillclimb, Charmouth
- 23rd WMC Manor Farm Hillclimb, Charmouth

OCT 2018

- 4th Committee Meeting – Colliton Club, Dorchester
- 7th Woolbridge Car Trial – BTRDA Championship Finale – Crewkerne
- 20th Pegasus Sprint - Bristol Pegasus MC - Castle Combe

NOV 2018

- 1st Committee Meeting – Colliton Club, Dorchester
- 4th Woolbridge MC - Reg Paull Trophy Car Trial - ASWMC Car Trial Championship Round
- 18th The Hardy Classic Trial

President's Ponderings

From all reports you have been enjoying some proper summer weather in the UK, certainly rivalling that down here in Malta. We have had a Mediterranean thunderstorm or two but nothing lasting more than a few minutes although it is surprising how much water can fall in that time in Malta. No doubt your hosepipe bans are imminent or, by now, well in place!

I do hope the club was fortunate enough to have had our National Wiscombe Hillclimb in similar weather to that enjoyed at the 2010 event which I mention in 'As It Was' later in this Magazine.

We have a sparse competition calendar for August only mentioning one event. This is a possible WMC Grass Autotest on 10th. Do check on the website for more up-to-date information or give Mark Hoppé a call if you want to help.

Conversely, September will be busy with our Charity Karting Enduro at Clay Pigeon Raceway on 2nd. If you can help do contact our Chairman Vic as more hands always make for a better event especially in raising money for our charities.

We then have our Manor Farm Hillclimb events at Charmouth on 22nd/23rd September as our club Hillclimb season finales. More details will appear in the September magazine. But do make a date in your Diaries as Worth Birkill will need YOUR help in providing the usual marshal cover.

But don't forget that on 9th September our friends in Windwhistle Motor Club are running their ASWMC Autumn Car Trial at Axminster. They would love to have your entries or help in marshalling this early season event.

See you later in September.

Colin Pook.



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9Geria News

The end of Ramadan 4 day Eid el Fitr weekend holiday gave time to indulge in early morning GTM activity. It is now on its wheels for the 1st time, albeit sitting on top of other wheels as I needed it raised up so I could get underneath to fit gear linkage and water connections, which I could not do when it was sat on a pallet! When I'm finished underneath, the wheels with new tyres will go back into store out of our strong sunlight until needed. A few pictures attached just to prove it's not a myth.

We also had the 24hrs Le Mans with uninterrupted coverage on our SA TV, plus the Barcelona MotoGP where I had reserved my usual front row seat.

At last Toyota got their well deserved Le Mans win after so many previous years' disappointments and in MotoGP Lorenzo cruised away to the win on his Ducati, which the factory have at long last adjusted to his riding style. But how embarrassing it must be for them that they have signed his replacement for next year now things looked to have finally come good after many dismal performances, the big Ooops one that got away?? The word is he is going to Honda alongside Mark Marques as the replacement for Danny Pedrosa what a pairing that could be!

It's Saturday morning and woke up to thunder, lightning and lots of rain, splashed my way to work with plenty of roads well flooded, our open gutters tend to be ignored so get filled up with rubbish in the dry season and then don't have enough room to be a gutter when the rain starts. For sure somebody was paid to clean them, chopped the money with a kick back to his "brother" who gave out the contract and nobody checks to see if it was done!

Now our rain season has started and it's a bit cooler maybe I can spend a little more time outside working on my toy, as long as it's not actually raining, or the racing on the TV not repeated later? I'll be watching French F1 qualifying and Super Bikes from Laguna Seca later, that always looks a super track, much like TyCroes for the same reason, blind over crest and swooping bends downhill.

I have been studying wiring diagrams for my Jedi Kawasaki ecu/gear shift control interface and printing off the relevant bits of drawings highlighted in the places of interest. I know from the 2016 installation problems with SPA rev counter and DTA ecu there could be an issue with the Kawasaki ignition pulse generator.

I will need ignition cut for the gear shifts, pulse counter for the shift lights, gear position indicator and a wheel speed sensor for something else! I also bought a s/h Momo steering wheel with a dash fitted to it that needs the same inputs plus oil and water temps and pressures. The bike dash is obscured by the current wheel, so other than off the start line I never get to see it to tell what I'm doing? If I can find (I did not) different coloured LED's locally I will make a sequenced shift light here to bring back and install just above the steering wheel in my direct line of sight.

I enjoyed Steve's account of eating bratwurst, cake and MacDonald's across various parts of Europe, if this is his normal diet I hate to think the damage he could be doing himself! But just to show that that he is not alone, when I'm in the UK my normal diet of lots of fruit and salad goes to pot as I always end up on a pork fest, as in my Muslim neck of the woods it's a big "no no".

1st stop when back to Wellingborough is go and buy a pack of bacon for breakfast!

Also as an ex owner of 2 NSU 1200TT's his picture brought back fond memories, they were little giant killers of a car, much like Cooper S back in the day, as they were air cooled we used to prop the bonnet open to aid cooling on the modified cars, the bonnet props were even listed in the

parts books. In the late 1960's I had travelled across France, Switzerland and into Italy to Milan in my 1163cc Mini Traveller and followed an NSU Type 110 going through France and was surprised at the speed it was able to cruise at, so investigated when I got back to England before ending up an owner of a 1200TT.

What a race we had for MotoGP from Assen, 6 riders all going for 1st place, so frantic it was hard to keep track of who was leading and when, it was almost worth coming 4th just to see the action in front of you, at least in the middle of the F1 I was able to have a little snooze, probably without missing too much!

I'm now trying to sort out my entries and return flights for my next little 2-1/2 weeks of activity, the flights are a bit of a tossup between the longer in the air Ethiopian, or the longer stopover in Cairo Egypt Air and the Ethiopian is more costly. Oh and I need at least a full day back in my shipping container to kick tyres, check fluids, sort and load all my kit into the Landy and trailer.

Flight reservation Booked Egypt Air, quite a bit cheaper but longer stopovers in a hotel coming and going back, at least it breaks up the boring flights, let's hope I can get in the Meridian hotel with just a walkway across the road from the airport rather than a taxi to the other "local" hotels.

Planned events are Forrestburn up in Scotland and hoping to meet up with a couple of people north of the border, then all the way down to Wiscombe to round off my season.

You all know about the saying that power corrupts, but I doubt you can even guess the extent of Nigerian corruption!

Kogi state in the middle of the country has always had a wild west reputation. The Senator of Kogi, Dino Malaye was recently accused of having on his payroll and paid by the tax payers a number of men who he employs for personal protection. Some of these were arrested for robbery and kidnapping and cited the Senator for supplying them funds, weapons and vehicles to carry out these crimes. A car belonging to the Senator and seen being used in a bank robbery was later spotted in a government car park after the robbery, because the Senator and all Nigerian politicians granted themselves immunity from arrest he is untouchable!

As if that were not enough for Kogi the State Governor Yahaya Bello also has his taxpayer paid group of "bully boys". Ironically the Senator and the Governor although tarred with the same brush do not get on, the Senator

called for the arrest of the Governor for his illegal importation of guns for sale and to arm his “bully boys”.

I heard from a small contractor who was awarded a contract, bought materials and paid labour to construct footpaths in the town and who had not been paid for more than a year but is afraid to complain for fear of being killed or at least beaten up. Other state employees and contractors who have not been paid for a similar time are also too afraid to complain.

Google the “good” Senator and see his postings of himself on instagram, posing with some of his lifestyle “toys”. It’s another world out here.

Last weekend it was the Brit F1 to look forward to. Lewis drove a blinder to come from last to 2nd, Sebastian looked to be well in control throughout, but we have to wonder what would have been the outcome if not for Lewis being spun around, still it made the race exciting and I did not fall asleep!!

Before the racing from 6am I was outside fabricating the radiator outlet ducting to the underside of the GTM bonnet. Around 8am there were lots of black clouds forcing me to hurriedly pack away but only a few spots fell so stayed out until time for tea break and watching the Silverstone F2 race.

Over at Misano Johnny Rae kept up his winning streak but he did have to work for it. Between races it was clothes into the washing machine and cook Indian vegetarian “Dahl” with every vegetable thrown in to stock up my freezer, very tasty with a “naan” bread.

Entries are in for the 5 Clubs Wiz weekend, but what a hassle to get their online entry system to work for me, still better than no online entry system that Hagley & District use, still waiting for the regs to appear for Forrestburn up the other end of the country.

See you soon

John Bunting



Reflecting on this year as chairman, and noting a general undercurrent of malaise and negativity these past few years surrounding the ACTC, I recently called a meeting of the Officers of the ACTC to try and formulate some suggestions to put to the member clubs for discussion prior to this September AGM, to see if we as an organisation, can try and create a more positive and productive future for the ACTC.

What brought this into focus was the declining number of ACTC championship contenders, [it seems largely brought about by the dual permit and clubmans events, as overall Trials entries are not declining to any great extent] and the related situation this decline in championship contenders raises with regards the overall funding of the ACTC.

I think it is important to re-iterate that the ACTC is an organisation of Clubs, and as such does not represent individuals. It was broadly created to inform and help, where possible, organisers of Classic Trials events. To bring co-ordinated conformity to the basic rules and regs. of Classic Trials, such that individual competitors could be confident in complying on entering events on a national level. I feel , without a doubt, that the ACTC has successfully fulfilled its role.

This then begs the question , why the undercurrent of malaise and negativity around the organisation ?

My thought is that in these times there is even more need of an organisation to represent Classic Trials nationally, be that at the MSA or via the likes of LARA at governmental level .

To this end I would like to suggest a new mission statement for the ACTC :

‘ACTC - working for the future viability of Classic Trials’

We need to raise some fundamental questions for discussion, both individually and within our member clubs regarding the structure and ability of the ACTC to fulfill this new mission statement.

Hopefully clubs can condense these discussions and bring them to the September AGM either as separate proposals or for discussion around the points raised below.

I am hoping that this will generate some new enthusiasm for people in the sport to get involved, through their clubs, in securing a positive and secure future for Classic Trials.

Two initial question to put to the member clubs :

1. - Is the suggested 'mission statement' a worthy goal for the ACTC to strive for?
2. - Is the ACTC in its current format suitable to fulfilling this mission statement?

We identified 3 main areas to put to the clubs for discussion prior to this September's AGM :

- A.** – Voting at ACTC council meetings. [currently one vote per club]
Suggested new 4 [or drop top tier for 3] tier structure, which more correctly represents the clubs organisers and membership numbers within the ACTC.

Tier 1 = Clubs with multiple Public Highway Classic Trials = 4 votes
Tier 2 = Clubs with one Public Highway Classic Trial = 3 votes
Tier 3 = Clubs with Single Venue Classic Trial = 2 votes
Tier 4 = Clubs who do not run a Classic Trial = 1 vote

- B.** – Financing of the ACTC.

Accounts/budget to be split into two types of income and expenditure, split between Governance costs and Championship costs.

Any Championship must be self funding such that there is no financial burden on ACTC Governance.

ACTC clubs subscriptions should be linked to the above 3 or 4 tiered voting structure.

- C.** – Structure.

A suggested 3 tier organisational structure.

3 x Directors – Chairman, General Secretary and Treasurer/Company Secretary. [quorum at AGM/General meeting = 1]

6 x Electoral Officers – 3 Directors [see above] + Motorcycle organiser/representative, Car organiser/representative and Marketing Officer [quorum = 4, inc.1 director]

Various club representatives are asked to fulfill the other jobs within the ACTC, e.g. Championship scorer, Restart editor, bookkeeper, ROW officer, Webmaster, etc

No limit on numbers, jobs can be broken down into manageable sizes. [quorum one third number of member clubs]

A Mixed Bag

June, July and early August this year is a very busy time, with many events to fit in between taking entries for our National Championship hillclimb at Wiscombe. The first weekend of June was in Kent with Keith Grant for the Hughes Historic Rally. This was our first time at this event to make up for the absence of the Leukaemia Rally in Wales. We started badly, as normal for us, but didn't make up places during the event, so finished with one of our worst placings in recent years. I think the highlight was being held up on a 24mph regularity by an Aston Martin Vantage, so wide it was brushing both verges at once. Worth Birkill and Mark Dunkerley were also there, and did much better than us.

Next up was the Abingdon Car-nival sprint, my first event this year in the MX5. This is the event where they run two courses, and you have two practice and two timed runs on each, so little time to play with during the day. I improved my previous best time on the B course (long sweeping bends around the perimeter track) but so did everybody else. The chicane had been eased apparently.

The third weekend of June was the MCC Scatter around Exmoor, navigating Keith in the Volvo again. This year we only did the night leg, and we were one of three car crews gaining the maximum possible score. Neil Browne, known to many classic trials & two-wheeled hillclimbers, just missed out, getting all the clues but returning to the finish a few minutes late and being docked a few penalty points. He'd ingeniously dangled his route instructions over his shoulders, so that his wife on the pillion could tell him where to go!

I'd been thinking about entering a sprint at Snetterton the following weekend, but was wavering because of the 500 mile round trip (must be getting old). An autosolo at Thruxton had been mentioned at the finish of the MCC Scatter, so I entered that instead. Each test used the whole support race paddock, there were to be four tests and three runs at each, best two to count. As there was a lot of football happening around this time, I'm tempted to say this event was a game of two halves. I

started badly with a wrong test. On the second run I was confronted by a marshal frantically waving his MSA tabard, so I stopped thinking that the car in front had a problem; the size of the test meant that we started before the previous one had finished, so I assumed a blockage or demolished cones. However, the marshal then told me to carry on. Confused, I went back to the start and was given a re-run. Turns out the marshal had been attacked by midges and was trying to beat them off..... LOL. The re-run was OK, but my third attempt was wrong again. Test two was even worse. There were nearly 30 gates & cones to memorise, and I made it to number 22 on the first attempt before going wrong. Sort out gate 22 but go wrong at 18. Sort out 18 in my head and go wrong at 15. That makes five wrong tests out of six and pretty well last place (perhaps I really am getting old). After an ice cream and giving myself a good talking to at lunchtime, the afternoon went much better, with no further wrong tests. The organisers, current MSA Club of the Year Southsea MC, handily sent out the results in an Excel spreadsheet, so I could work out that I was in the top ten out of 45 entries on just the afternoon times. Must get my brain in gear earlier in the day next time!

The 1st of July found me at another MCC event, their annual Testing Trial, at Keinton Mandeville. This time I was on results, not competing. We had two WMC members entered, both on two wheels unusually. Stuart Tucker was on his usual Greeves/BSA but the 'Prince of Darkness' intervened to bring his day to a premature end with no sparks, and Phil Hyde was on two wheels as the Liege was minus a gearbox. Phil had won the John Aley overall trophy last year, and came third in class this time.

After a Saturday at the Yeovilton Air Show and a Sunday off, Monday 9th July afternoon was spent at the Clay Pigeon Kart Track for a special test on the RAC 1000 Mile Trial, one of the premier historic events on the calendar. The entry was a bit down on numbers this year, but the quality was there; pre-war Bentleys and a Bugatti, a rare BMW saloon, etc. and there was some spirited driving as well.

Friday 13th was the date for an evening grass autotest at our Crewkerne trials venue, so I joined a slightly disappointing 8 others for a thrash

around the field. We all had fun, none more so than Will & Gemma Lawrence who provided the spectator entertainment on their way to first and second in their class. Mark Hoppe was FTD. Keep an eye on the website and Facebook because we might have another one in August near Marnhull – they really are something you can use the ordinary car for.

As I write this, next weekend is the Ross Traders Historic Rally, then the National hillclimb at Wiscombe, and finally another autosolo at Kemble airfield near Cirencester. It's not long then before the September Wiscombe events.

Merv Brake

Dorset sent to Coventry (Motofest)

I went to spectate at the Coventry Motofest on Saturday 2nd June. I believe it was the fifth year of the Motofest (classic cars, bikes, trade stands, and music concerts), but the first year of closing part of the ring road, for competitive MSA sprints. From Dorset it was a 3 hour drive to Kenilworth railway station a few miles away from Coventry. The station was only opened 6 weeks ago, having been closed for 53 years thanks to Dr Beeching. They had totally demolished the old building, and built a completely new one. It was £1 for all day parking, (£2 weekdays), and £2.60 for a single 8 minute journey to Coventry (was getting a lift back with a fellow Gilbern owner who lives in Kenilworth). As soon as I came out of the station 100 yards in front of me was the demo bike paddock, and it was only about 400 yards away from the sprint course.

It is not on the same level as Goodwood Festival of Speed, or Chateau Impney, but has fantastic potential. The number of demo vehicles was quite small, and the MSA sprint only attracted 36 entries Saturday, and even less Sunday, due I think to the Silverstone Sprint the same day. The course went up one side of the dual carriageway, round a roundabout, and then back down the other side of the dual carriageway. Each side had one very tight chicane in it. Talking to a couple of competitors the chicanes were first or second gear, and the only time they got into third was off the start.

Not surprisingly there was a strong Jaguar presence that included demos by a Le Mans D-Type, and a Group C XJR9. It did feel strange with no PA, and commentators. There were a few teething problems, only to be expected with running the sprint for the first time, but unlike Goodwood, or Chateau Impney admission was free.

This clearly worked with big crowds, and a real buzz around the town. Every bit of pavement and green had classic cars parked on it, with my friends at the Gilbern Owners Club having a pair of cars each day on the pavement opposite The Herbert Art Gallery. This being just a couple of minutes' walk away from both old, and new Coventry Cathedrals (where the supercar display was). Also just ten minutes' walk away was Coventry Transport Museum, which I can recommend with something like over 100 cars in it. At least 50% of them being pre war, and again it was free. They also had the 1980 RAC Rally winning Talbot Sunbeam Lotus, of Henri Toivonen, and a Peugeot 205 T16 Group B rally car. Also there was the land speed record cars Thrust 2, and SSC. Coventry is doing a lot of things right, and they have some big plans to have circuit racing there, like the Birmingham Grand Prix, it will be very interesting to see how this event develops.

Chris Dennis

Coventry Motofest



Coventry Motofest



Coventry Motofest



Coventry Motofest



Coventry Motofest



Coventry Motofest



As It Was , August 2010

August 2010 is my subject this month, a summer magazine with a mere 24 pages. Yes, a lot of members couldn't write much then, only 8 years ago!

Our Chairman was Vic Fancy with Peter Chantler in the Vice Chair. Sarah Forsyth did the Secretarial duties, Dave Hiscock the Competition ones and our perennial and hard-working Treasurer Merv Brake kept the books. Social matters were Heather Gale's, Membership Sec was Myrtle Stevenson and Colin Rolls edited the mag assisted by our current Editor Steve. Rallies were Cliff England's and John Kirby looked after 4X4 while our internet guru was Tony Freeman.

Colin Rolls told us in his Editorial that much of his work in putting the mag together had been done on his feet as the computer had been relegated to a shelf due to the office floor having been taken up for central heating work. That was his reason for a short Editorial!

I had just returned from 2 months in Malta. Why, I hear you ask as nothing normally interferes with enjoying the Mediterranean summer sun? Well, August 2010 saw WMC's 50th Anniversary which was being celebrated with a Gala Dinner at the Crown Hotel, Blandford on 14th August masterminded by Heather Gale and Geoff Pickett. At the time the August mag went to press over 100 tickets had been sold for this event.

In 1st August our Kart Enduro was to take place at the Clay Pigeon Raceway and WMCs 50th Anniversary Car Run would be on 22nd.

In my "Ponderings" I referred back to our Wiscombe Hillclimb on 24th/25th July, a round of the National Hillclimb Championship. Pam Gardner was our Sec of Meeting and Jason Hayes C of C. The organisation had matched the superb weather. I also mentioned the Charity Kart Enduro which would be under the direction of Chairman Vic and Ian Rennison.

In those days we had a "Chairman's Chat" and Vic thanked everyone for their work at Wiscombe and mentioned that the Club now had a page on facebook.

Membership totalled 457 and during the month 3 new members joined.

Sunday 4th July had seen 4X4 Ladies Day and John Kirby told the story. A good selection of photographs accompanied the text.

The usual pre-season meeting for everyone interested in the WMC Navigational Challenge 2010/2011 would be held on Wednesday 18th August at the Saxon Arms, Stratton near Dorchester. Keith Grant penned the narrative.

The MCC (Motorcycling Club organisers of the Exeter, Land's End and Edinburgh Trials) run what they call a "testing trial" each summer and in 2010 it was on 13th July. In 2009 Phil Hyde had passengered for Arthur Jones in his Liege trials car and enjoyed his day out. So in 2010 he entered the event with his own Liege and won his class. The Testing Trial seems to be a peculiar animal, this one having 75 competitors, 28 on two wheels, 11 on three, 14 on four with a roof and 22 on four wheels without a roof! Some sections are timed, others have reversing, and yet on others you just follow the cones!

Phil also wrote a report on the North Bowood Car / 4X4 Trial organised by Peter Chantler and having the added attraction of cows sharing the venue and finding the number cards quite tasty! No 4X4s had entered and only a handful of cars so it was a very busy driving day for all those that had come along.

Pirates of La Sarthe was an excellent report by Geoff Pickett on the Le Mans 24 Hour Race 2010 which finished with a 1, 2, 3 win for Audi. It ran to 4 pages including an interesting selection of black & white photographs. One of these showed Le Mans veteran Harold Sibley modelling his new L.E.D. headgear, ideal, it was said, for those security checks during the dark hours!

Marshals Coordinator was Damian Evans who wrote Marshals Mouthpiece dealing with safety guidelines for those doing essential work at our speed events.

In the Committee Report it was noted that a site meeting had taken place at Manor Farm, Charmouth to discuss a possible new Hillclimb venue for the club. Tony Freeman would draft a risk assessment.

A Karting evening at Clay Pigeon was to be organised for a Friday in September.

All club equipment had been removed from the now dilapidated storage area at the Mill, Warmwell and speed equipment relocated to Wiscombe. Two committee members were to look after trials and autotest items separately until new suitable facilities were located. Discussion took place concerning acquisition of a shipping container for club storage use.

That concluded the August 2010 magazine.

Next month I will look at September 1979 . . . I feel *old* already! Colin Pook.

Woolbridge Motor Club Child & Vulnerable Adult Protection Policy

In line with MSA guidance and under new legislation the club has appointed a Safeguarding contact. That individual is Rory Wheeler and his mobile number is 07592014645.

Motorsport has a very good record for behaviour in general but there are isolated occasions when everything does not necessarily go to plan. If a problem arises relating to safeguarding please contact Rory and he will do his utmost to mediate and, if at all possible, resolve the matter. At all of our events a poster will be displayed with this contact information.

We all thoroughly enjoy our motorsport and it is in our interests for us all to do our utmost to keep calm, cool and cooperative. This would be an opportune moment to remind us all that it is very easy to get wound up by the stress of the occasion and say things in front of children or vulnerable adults that we would not normally say. But times are changing and this is no longer acceptable. Not necessarily an easy task but we should set an example to our peers.

Also, be aware that children in particular are very inquisitive and motorsport by its very nature is a potentially dangerous activity and in the excitement of the moment they are not necessarily aware of the dangers. We need to nurture their interest to safeguard both them and the future of motorsport.

Rory Wheeler

Grass autotest - Crewkerne

A small but select entry made its way for the first grass autotest of the season. We used a new venue for autotests, our championship trial venue, at Woolminstone near Crewkerne. A different challenge on very dry grass on a slope!

3 tests were set out and 2 attempts in each of the 4 rounds meant 24 tests were delivered to each competitor in just over 2 hrs. We even had chance to let everybody have a practice run !

When the clocks started it was Mark Hoppe and Tully Butler in the Saxo leading the way from Merv Brake in his MX5. Most flamboyant drivers were Will Lawrence and daughter Gemma getting the regular trials Saxo at some very sideways angles.

Mike and Keryn Collins turned up in their Yaris and worked it hard but with plenty of in car competition between the husband and wife team. Mike Dore brought his trials AX and got quicker and quicker during the evening. Final entrant was Chris Pickering in his 306, who put in some good drives....when he didn't go the wrong way...

When the times were added up it was Hoppe with a comfortable overall win with class wins going to Will, Tully and Merv. Best novice was Keryn.

All in all an enjoyable event that could've done with a few more competitors. Thanks to our wonderful marshals and officials:

C of C: Graham Blake

Marshals: Colin Rolls, Colin Cheffey, Tim Gray and Dave Hiscock

Secretary: Michelle Hoppe

For those who couldn't make it.....a note for your diary:

Saturday August 18th 4pm Grass Autotest 2
Manston Nr. Sturminster Newton

Look out for regs on the website

Marshals and competitors wanted !

Bits and Pieces

It's quite some time since I last contributed to the magazine so I cover a few things that have been happening over the last few months, in which I have been involved and other random thoughts.

Due to moving to Malvern we have said 'goodbye' to Christine and Bob Blackstock. They have been involved in helping with the running of our Club for many years. Bob's particular interests were in the rallying world, but that didn't stop him getting involved in all sorts of other things within the Club, in fact for the last few years he has successfully run the social side of the Club. He masterminded the Echo/Channon rallies, which were regularity road rallies and these events were very well received by competitors gaining the Club a high reputation for running good quality events.

Throughout all his years with the Club he was heavily involved in running of the Navigational Challenge (12 Car events) and each year he organised one of the rounds, always needing careful attention by competitors to successfully negotiate his route! When it was decided to run a Tour to celebrate the Club's 50th anniversary the committee looked to Bob to run it and so with help from Christine, Dave Hiscock, Tony Freeman and others a very well-supported event was run starting at Wiscombe and finishing at the Tank Museum, Bovington. Since then Bob has organised two more tours, one finishing at Athelhampton House and one at the Fleet Air Arm Museum at Yeovilton. We wish them both well in their new home and hope very much that they will come back to Dorset for a visit from time to time. Their work on behalf of the Club has been outstanding.

I was of course at Wiscombe for the April Woolbridge events, the running of which were in doubt until the last moment because of the very wet weather during the spring (boy couldn't we do with some of that rain now!). However, despite more rain on the Friday both the competition days were dry, if very cold. The other two weekends at Wiscombe in May enjoyed much better weather and we are looking forward to the 'National' at the end of this month. The Club are also partly involved in

the 3 Clubs hillclimb run by Torbay, Taunton and Burnham in June and that meeting had very warm weather. Club member Andrew Forsyth is to be congratulated for setting a new hill record at that meeting in his OMS.

As usual we were in France for most of June and attended the Test weekend for the 24 hours of Le Mans. It was interesting to see the new LMP 1 cars, although it was pretty obvious that none of them were likely to challenge the hybrid-engined Toyotas, who as long as they kept reliability, were certain to win, something they had been trying to do now for several years. We did not attend the race, but had some very pleasant days in the northern Auvergne.

Last week, the second one in July, turned out to be a bit of a motor sport week for me. On Monday, with Chairman Vic and about 10 other Club members we were at Clay Pigeon Raceway to run one of the Tests on the 1000 Mile Trial, organised by HERO (Historic Endurance Rally Organisation). Cars were of the period between the two World Wars (1918 to 1939) and included Bentleys, Frazer Nash's, M.G.'s and even a very nice Bugatti. I must say that for the most part the drivers were really trying and there was much hanging out of tails all the way around the track!

On Wednesday I was at Wiscombe getting the hill ready for our event in a couple of week's time. The WIMPS have been unable to do any preparation work until now because of a family event happening on the first weekend in July. Like everywhere else it is all very dry, but this has perhaps slowed down the growth of some of the vegetation that tries to take over in between hillclimbs. Then on Friday evening I was marshalling at the Club's first Grass Autotest of the season, run at the same venue west of Crewkerne that is used for trials during the winter. Only about 10 entries, but nonetheless a very enjoyable evening masterminded by Mark Hoppe and clerked by Graham Blake.

Colin Rolls

Thruxton 50th Anniversary Meeting, June 2nd and 3rd 2018

On the 2nd and 3rd of June, some members of the Imp club Hampshire Area centre attended the 50th anniversary celebrations that the BARC had organised at Thruxton race circuit, with the official opening of the new Thruxton Centre by Murray Walker and Nigel Mansell on the 3rd.

The invite for the Imp club came via Gary Hughes from the Davrian.net forum. On the Saturday there were 6 Davrian's, 3 Mk5's, 1 Mk 6, 1 Mk6A and a full modsport specification Mk7. As well as 3 Imps from the Hampshire Area centre as it's also the 55th anniversary of the Imp this year. Apart from Gary's Yamaha R1 powered car the Davrians were all Imp powered apart from mine which hasn't got an engine fitted.

The meeting had a good variety of cars on display, we were on the outfield side of the track next to the Ferrari's from the Haynes Museum and just past the GT40's. The infield area had a Le-Mans winning Porsche 919 c/w Le-Mans dirt, the new Ecoboost Ford GT and a selection of Williams GP cars and lots of others as well.

It was a good race meeting over the two days, with Minis, Historic Touring and Sports cars as well as single seaters and circuit track displays with Karun Chandok in the ex-Keke Rosberg Williams Formula 1, FW08C from 1983, some current touring cars from Rob Austin and Rob Collard, a Lola T70 and some older touring cars and as historic single seaters.

We had a good weekend, on the Sunday although we lost the One Imp and the Californian Imps and Dave Cooper's Blue Mk6 Davrian, but Pete Stride came along with the Hartwell Imp and that was quite a surprise for Andrew Hartwell when he walked past the cars.

I think the public, some who had watched a lot of racing recognised them as Davrian's, but those that didn't know were generally fascinated by the cars and most of them I spoke to couldn't really believe that they were based on Hillman Imp's.

www.thruxtonracing.co.uk/news/803/50th-anniversary-review

Steve Mundy (Imp Club Hants ACO)

Thruxton 50th Anniversary Meeting



Thruxton 50th Anniversary Meeting



Thruxton 50th Anniversary Meeting



Thruxton 50th Anniversary Meeting



Thruxton 50th Anniversary Meeting





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DRAFT TIMETABLE

THRUXTON CIRCUIT

SAT / SUN 02 - 03 JUNE 2018

V7 - FINAL



SATURDAY

QUALIFYING		GROUP	SIGN ON		SCRUTINEERING	
09:00	09:20	MINI SE7EN	07:30	07:45	07:45	08:45
09:30	10:00	HIST TOURING CAR / TONY DRON TROPHY	08:00	08:15	08:15	09:15
10:10	10:50	GUARDS TROPHY	08:40	08:55	08:55	09:55
11:00	11:25	SPIRIT OF THRUXTON SINGLE SEATER	09:30	09:45	09:45	10:45
11:35	12:10	RAC WOODCOTE / STIRLING MOSS TROPHY	10:05	10:20	10:20	11:20
12:20	12:40	HISTORIC FORMULA FORD	10:50	11:05	11:05	12:05
12:50	13:10	MINI MIGLIA	11:20	11:35	11:35	12:35

13:15	13:45	LUNCH BREAK				
13:20	13:35	BSB SUPERBIKE DEMONSTRATION				

RACE	TITLE	DURATION	TIME
1	M7RC MINI SE7EN CHAMPIONSHIP	20min	14:00
2	HISTORIC TOURING CAR CHALLENGE / TONY DRON TROPHY	30min	14:35
	HIGH SPEED DEMONSTRATIONS F1'S, SPORTS CARS, TOURING CARS etc	60min	15:20
3	SPIRIT OF THRUXTON S SEATER RACE for the JOCHEN RINDT MEMORIAL TROPHY	20min	16:45
4	RAC WOODCOTE TROPHY / STIRLING MOSS TROPHY	30min	17:20

17:45	18:25	COACH RIDES AROUND THRUXTON CIRCUIT			
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SUNDAY

RACE	TITLE	DURATION	TIME
5	IAN TAYLOR TROPHY RACE for HSCC HISTORIC FORMULA FORD 1600 C'SHIP	20min	08:55

09:20	10:40	CHURCH BREAK			
09:30	10:30	COACH RIDES AROUND THRUXTON CIRCUIT			

6	M7RC MINI MIGLIA CHAMPIONSHIP	20min	10:45
7	HISTORIC TOURING CAR CHALLENGE / TONY DRON TROPHY	30min	11:20

11:55	12:35	LUNCH BREAK			
12:00	12:10	OFICIAL OPENING OF NEW HOSPITALITY BUILDING			
12:20	12:35	BSB SUPERBIKE DEMONSTRATION			

8	HSCC GUARDS TROPHY GT & SPORTS CAR CHAMPIONSHIP	40min	12:50
9	M7RC MINI SE7EN CHAMPIONSHIP	20min	13:45
10	SPIRIT OF THRUXTON S SEATER RACE for the JOCHEN RINDT MEMORIAL TROPHY	20min	14:20
11	RAC WOODCOTE TROPHY / STIRLING MOSS TROPHY	30min	14:55
	HIGH SPEED DEMONSTRATIONS F1'S, SPORTS CARS, TOURING CARS etc	60min	15:40
12	IAN TAYLOR TROPHY RACE for HSCC HISTORIC FORMULA FORD 1600 C'SHIP	20min	17:15
13	M7RC MINI MIGLIA CHAMPIONSHIP	20min	17:50

PIT GARAGE ALLOCATION:	SPIRIT OF THRUXTON SINGLE SEATERS			
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PLEASE NOTE!

ALL TIMES ARE PROVISIONAL & MAY BE CHANGED WITHOUT NOTICE. IT IS THE COMPETITORS RESPONSIBILITY TO WATCH THE PROGRESS OF THE MEETING & TO BE IN THE RACE ASSEMBLY AREA NO LATER THAN 20 MINUTES PRIOR TO THE START OF THE RACE. FAILURE TO COMPLY MAY RESULT IN SPACE BEING GIVEN TO RESERVES.



AUXILLIARY TIMETABLE

THRUXTON CIRCUIT

SAT / SUN 02 - 03 JUNE 2018

SATURDAY

ON TRACK		GROUP	SIGN ON		SCRUTINEERING	
13:20	13:35	(B5) SUPERBIKES	11:50	12:05	12:05	13:05
15:40	15:50	(B1) WILLIAMS FW08C	14:10	14:25	14:25	14:35
16:00	16:10	(B2) SPORTS & SINGLE SEATERS	14:30	14:45	14:45	15:45
16:20	16:30	(B3) SALOONS	14:50	15:05	15:05	16:05
16:40	16:50	(B4) SUPER TOURERS	15:10	15:25	15:25	16:25
09:30	10:30	COACH RIDES AROUND CIRCUIT				
17:45	18:25	COACH RIDES AROUND CIRCUIT				

SUNDAY

09:30	10:30	COACH RIDES AROUND CIRCUIT				
13:20	13:35	(B5) SUPERBIKES				
15:55	16:10	(B1) WILLIAMS FW08C				
16:15	16:25	(B2) SPORTS & SINGLE SEATERS				
16:30	16:40	(B3) SALOONS				
16:50	17:00	(B4) SUPER TOURERS				



AUXILLIARY INFORMATION

THRUXTON CIRCUIT

SAT / SUN 02 - 03 JUNE 2018

CONFIRMED CIRCUIT DEMONSTRATIONS

BATCH 1	WILLIAMS FW08C
BATCH 2	MARCH 701 LOLA T70
BATCH 3	CHEVROLET CAMARO BMW M4 GT4 BMW 125i M SPORT MINI CHALLENGE FORD GT
BATCH 4	ALFA ROMEO BTCC
BATCH 5	DUCATI 1199 PANIGALE R DUCATI V4 PANIGALE

DRIVERS

KARUN CHANDHOK
MATTHEW WIGLEY MICHAEL DONOVAN
NIGEL GARRATT (Sa) STUART GRAHAM (Su) NATHAN FREKE ROB COLLARD JORDAN COLLARD SEB PRIAULX
ROB AUSTIN
TAYLOR MACKENZIE IAIN HOPCROFT

CONFIRMED STATIC DISPLAYS

WILLIAMS FW14B WILLIAMS FW08B LOTUS 87B FORD GT40 ASTON MARTIN GTE FORD GT40	JONATHAN WILLIAMS JONATHAN WILLIAMS MATTHEW WIGLEY FORD MOTOR Co SIMON DRABBLE SIMON DRABBLE
PORSCHE 919 (To be confirmed) FORMULA 3 (To be confirmed) FORMULA 2 (To be confirmed)	CARLO WIGGERS Ex Senna Car CARLIN MOTORSPORT

**Victor Ludorum*
Championship
2017-18**

21 Mar 18
25 Mar 18
15 Apr 18
15 Apr 18
28 Apr 18
29 Apr 18
20 May 18
09 Jul 18
13 Jul 18
15 Jul 18
28 Jul 18
29 Jul 18
28-29 Nat A
10 Aug 18
09 Sep 18
22 Sep 18
23 Sep 18

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

** Eligible for under 23 award

Pos	Name	b/f	12 car	Trial	4x4	Trial	HC	HC	4x4	1000m	A'test	4x4	HC	HC	HC	A'test	Karts	HC	HC	Bonus	Total	Types	Marshal	M count
107	Alex Harmer	2																			2	1		0
108	Louis Yeeles	0		2																	2	1		0
109	Luke Dale	2																			2	1		0
110	Peter Caward	0	2																		2	1		0
111	Colin Rolls	0				1				M	M										1	1	Yes	4
112	George Koopman	0					1	0													1	1		0
113	Helen Pitt	0					1	0													1	1		0
114	Keith Dodsworth	0					1	0													1	1		0
115	Mike Ford	0					0	1													1	1		0
116	Alistair Moss	0				1															1	1		0
117	Martin Simmons	1																			1	1		0
118	Tim Fry	0	M				M	M													0	1	Yes	9
119	Mike Boisse	0				0															0	1		0
120	Simon Thomlinson	0																			0	1		0
121	Derek Harris	0		M	0																0	1	Yes	2
122	Keith Hayman	0		M																	0	1	Yes	1
123	Nigel Hodson	0					0	0													0	1	Yes	1
124	Peter Hodson	0					0	0													0	1	Yes	1
125	Colin Thomlinson	0																			0	1		0
126	Jamie Fisher-Pearson	0					0	0													0	1		0
127	John Le Poidevin	0					0	0													0	1		0
128	Jonathan Williamson	0					0	0													0	1		0
129	Martin Moore	0																			0	1		0
130	Vincent Hayman	0																			0	1		0
131	Sharon Kirby	0			M				M												0	1	Yes	6
132	Alan Atkins	0																			0	1		0
133	Andy Donovan	0																			0	1		0
134	Barry Cheffey	0																			0	1		0
135	Chris Hellings	0																			0	1		0
136	Dan Castro	0																			0	1		0
137	Debbie Blake	0						0													0	1		0
138	Gill Cotton	0																			0	1		0
139	Graeme Wills	0																			0	1		0
140	Ioan Griffiths	0																			0	1		0
141	James Ockendon	0				0															0	1		0
142	Jamie Lawrence	0																			0	1		0
143	Jill Woodhams	0																			0	1		0
144	John Cotton	0																			0	1		0
145	John Sherman	0		0																	0	1		0
146	L Dixon	0			0																0	1		0
147	Mark Moss	0																			0	1		0
148	Mark Satchwell	0																			0	1		0
149	N Sperring	0																			0	1		0
150	Oliver Sherman	0			0																0	1		0
151	Peter York	0																			0	1		0
152	Richard Barnes	0					0														0	1		0
153	Ross Watkins	0																			0	1		0
154	S Cullem	0																			0	1		0
155	S Marshall	0																			0	1		0
156	Steve Woodhams	0																			0	1		0
157	Dick Nadin	0					M	M															Yes	6
158	Jacqui Fry	0	M																				Yes	6
159	Emma Kirby	0			M				M														Yes	5

**Victor Ludorum*
Championship
2017-18**

21 Mar 18
25 Mar 18
15 Apr 18
15 Apr 18
28 Apr 18
29 Apr 18
20 May 18
09 Jul 18
13 Jul 18
15 Jul 18
28 Jul 18
29 Jul 18
28-29 Nat A
10 Aug 18
09 Sep 18
22 Sep 18
23 Sep 18

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

** Eligible for under 23 award

Pos	Name	b/f	12 car	Trial	4x4	Trial	HC	HC	4x4	1000m	A'test	4x4	HC	HC	HC	A'test	Karts	HC	HC	Bonus	Total	Types	Marshal	M count
160	Vic Fancy	0								M													Yes	5
161	Tim Walker	0																					Yes	4
162	Tim Gray	0								M	M												Yes	3
163	Geoff Pickett	0		M																			Yes	2
164	Hayley Thorne	0					M	M															Yes	2
165	Jes Side	0																					Yes	2
166	John Guy	0		M																			Yes	2
167	John Howard	0					M	M															Yes	2
168	Phil Gale	0																					Yes	2
169	Alan Foster	0		M																			Yes	1
170	Andrew Forsyth	0																					Yes	1
171	Charles Barter	0																					Yes	1
172	Christine Blackstock	0																					Yes	1
173	Craig Strong	0																					Yes	1
174	Heather Gale	0																					Yes	1
175	Jaxson Marsh	0																					Yes	1
176	Jim Forsyth	0		M																			Yes	1
177	Nathan Dixon	0		M																			Yes	1
178	Pete Gill	0		M																			Yes	1
179	Richard Turner	0																					Yes	1
180	Rory Weaver	0								M													Yes	1
181	Sadie Freeman	0								M													Yes	1
182	Sarah Forsyth	0																					Yes	1
183	Sophie Franklin	0																					Yes	1
184	Stuart Tucker	0																					Yes	1

That's All Folks!

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

**FINAL CLOSING DATE
FOR THE SEPTEMBER 2018
EDITION OF THE MAGAZINE
WILL BE
WEDNESDAY 22nd AUGUST**

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Email: magazine@woolbridge.co.uk

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