



# *Woolbridge Motor Club*



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**October 2021**



# WOOLBRIDGE MOTOR CLUB MAGAZINE

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

## BOARD / COMMITTEE MEMBERS:

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# Editorial

Welcome to the October issue of the Woolbridge Motor Club magazine. This month's issue is a little earlier than normal due to the fact that I will be going on holiday at the end of next week. The earlier deadline is probably the reason for the smaller than usual number of pages but thanks to those that contributed. Colin Pook didn't have time to pen the next instalment of his "Life in Motorsport" but has promised this for the November issue.

This month's cover star is club member Olivia Cooper (photo by Geoff Pickett) who has been selected to represent the UK at Hillclimb Masters in Braga, Portugal in October (more on this later).

Another club member who has done rather well for himself this year is Wallace Menzies who clinched the British Hillclimb Championship crown at Craigantlet in Northern Ireland. Congratulations to both Olivia and Wallace.

While my own speed event season has come to an end, there are still a few more events to go. As I write this, the Watergate Bay Sprint is taking place down in Newquay in Cornwall. This is a temporary event due to the normal Watergate Bay Hillclimb unable to take place due to works taking place at Watergate Bay. Hopefully the hillclimb will be back again next year. Also, to look forward to is the Wildlife Wiscombe weekend at the end of September which replaces the Manor Farm weekend. On top of that there are still some sprints taking place in October, including the B&DCC event at Clay Pigeon.

Apart from a few weeks at the end of May/beginning of June, we've been very lucky with the weather at Wiscombe, lets hope it continues for the final weekend. It's been great to be back at such a fantastic hill.

In a few days' time, my wife and I will be heading through the Eurotunnel to France. Initially we'll be heading down to Annecy in the Alps for a week's family holiday. At the end of that week we will be making our way across to Braga in Portugal where we will be watching Hillclimb Masters where the very best hillclimb competitors from all over Europe will be competing at the Rampa da Falperra course.

Hillclimb Masters is a fairly recent event which takes place every two years at a different hill each time. The inaugural event took place in 2014 at Eschdorf in Luxembourg (a hill I've spectated at before). This was followed by the 2016 edition at Sternberk in Czechoslovakia. The last event took place in 2018 at Gubbio in Italy where my friend Dara Fay from Ireland competed in his Mk1 Suzuki Swift GTi, a car previously owned by another friend of mine, John White from Roche in Cornwall. The 2020 event due to take place in Braga was cancelled due to Covid but the long wait is finally over as the postponed event will take place on the weekend of 9<sup>th</sup> and 10<sup>th</sup> October. Dara Fay has once again been selected to represent Ireland in his Swift GTi and I'll be there to cheer him on.

Braga is the 3<sup>rd</sup> largest city in Portugal and is situated in the North of the country, less than an hour North of Porto. After the hillclimb weekend we are heading to Porto for a couple of nights followed by a night on the coast, before heading across Spain to Salou. In Salou we are staying a stone's throw from the Spanish theme park Portaventura which, purely by coincidence you understand..., is the base for the RACC WRC Rallye Spain. We will be watching the Friday action of this all tarmac WRC round before heading back up through France to the Eurotunnel.

I will of course write about our adventures in a future issue of this magazine.

If you'd like more information on Hillclimb Masters then the official web site can be found at [hcmasters2021.com](http://hcmasters2021.com)

As we move into the Autumn the club's Navigational series will be starting soon (more info later in this issue) as will the trials season (both car and 4x4).

That about wraps it up for this month. You have an extra week in which to write something for the November issue!

Steve Chaloner

# Woolbridge Calendar of Events

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

## SEPTEMBER 2021

- 25<sup>th</sup> Wildlife Hillclimb Wisombe Park
- 26<sup>th</sup> Wildlife Hillclimb Wisombe Park

## OCTOBER 2021

- 3<sup>rd</sup> Hogcliff Trial Trophy - Hogcliff
- 24<sup>th</sup> Woolbridge 4x4 Trial – Holywell

## NOVEMBER 2021

- 3<sup>rd</sup> Woolbridge Navigational Challenge
- 7<sup>th</sup> Reg Paull Trophy Trial - Hogcliff

## DECEMBER 2021

- 1<sup>st</sup> Woolbridge Navigational Challenge
- 4<sup>th</sup> WMC Awards Lunch
- 5<sup>th</sup> Autotechnics Trophy Car Trial
- 12<sup>th</sup> Woolbridge 4x4 Trial

**PLEASE CHECK THE CLUB WEB SITE  
FOR THE LATEST INFORMATION  
ABOUT CLUB EVENTS**

## CHAIRMAN'S CHAT – OCTOBER 2021

Next weekend sees the end of the hillclimb season with the last event at Wiscombe promoted by Wildlife Autosport. As I am fortunate enough to be writing this whilst sat in the sun, I am hoping that this good weather will last for one more weekend at least! On the subject of hillclimbs, our congratulations to Wallace Menzies on winning the British Hillclimb Championship at Craigantlet last weekend and good luck to those travelling to Portugal for the Hillclimb Masters event at the beginning of October.

Before I move away from hillclimbs, we have recently heard from the landowner at Charmouth who seems happy for us to resume the Manor Farm hillclimbs there in June and September next year. We hope to arrange a track inspection and confirm the finer details in the coming weeks and we will keep you posted on progress.

As the hillclimb season draws to a close, this is followed immediately by the start of the Trials season with a Car Trial on 3rd October at Hogcliff and then a 4X4 Trial on 24th October.

Unfortunately, the club hasn't been able to put a team together to run the Hardy Classic Trial this year, which was scheduled to run in November. It is likely that we will hold a meeting one evening in November to discuss the future of this event, so please do look out for details of that and come along if you are able to assist in the future running of it.

The start of the autumn months also sees the beginning of the 12 Car Navigational Series. This will be preceded by a meeting to discuss this winter's series at Frampton Village Hall on Thursday 14th October at 7:30pm. Do go along if you are interested in learning more about these events. Dad and I always had great fun doing these (without too many arguments!!) and they are a great way to spend a Wednesday evening in the winter.

We are still hopeful that we will be able to hold our Awards Lunch in Frampton on Saturday 4th December. Please put the date in your diaries and look out for more details in the magazine next month. It would be great to have a large turnout at our first social event in a couple of years.

Sarah Forsyth - Chairman - [chairman@woolbridge.co.uk](mailto:chairman@woolbridge.co.uk)

# *President's Ponderings*

Here we are into October and the trials season is unfolding before us. This is very much due to our Car Trials enthusiasts getting together under the leadership of our "Trials Maestro", Mark Hoppe, and formulating a workable plan for the season.

However, our Hardy Classic Trial will not run this year due to an absence of organisers who have the time to spend organising this type of event. Over the past few years, we have seen a tremendous amount of work put into The Hardy by a small number of dedicated enthusiasts wanting to carry on the WMC Classic Trial tradition that Alastair Stevenson and I launched 50 years ago!

We who were involved then are, perhaps, just as enthusiastic in spirit about having a WMC Classic Trial now as we were then but the years tell.....need I say more? I am perfectly happy to be involved but what we need is a "new person on the block" who will take overall control of the planning of the event and lead the team.

Your Committee are planning to discuss The Hardy at the meeting on the 7th October where I am going to propose that a meeting be convened of all those in the Club who are in any way interested in helping run the Hardy Classic Trial in November 2022. If that proposal, or indeed the meeting fails, then so be it, but somehow, I think we might succeed. I certainly hope so.

Colin Pook

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Meeting Due 2nd September 2021			
			There were not enough committee members available to form a quorum so the meeting was abandoned. Normal monthly reports were submitted as below.
Finance	<b>MB</b>	<b>Finance</b>	Current A/C £2210.60, PayPal £173.88, Business Reserve £57252.77 incl. 51p August interest.
Membership	<b>WB</b>	<b>Membership</b>	502 members comprising 369 full members, 118 family members, 9 honorary and 6 life members incl. During August there were 7 renewals plus 3 new members.
Competition Secretary	<b>GB</b>	<b>Events</b>	GB reported that no events had run since last meeting Permits received for 4x4 and taster trials at Hogcliff, both on 19th September. He has also received requests for next year's hill climb dates.



# *Nigeria News*

Following on from the previous tale of woe!

BARC Curbro 1<sup>st</sup> practice got around without engine problem but driver errors made me go the wrong way on the figure of 8 course - Doh!

2<sup>nd</sup> time out planning to give it a few more beans and go the right way this time only to hear a loud bang from behind me just as I was entering the finish straight from the 8 loop, broken chain again!

Back to paddock and try to fit the spare chain, but just not possible without removing/adjusting the packing shims under the engine mountings, so back onto the trailer and leave Sunday just as the meeting was starting and head back to Northants base to remove the Rotax/Aprilia combo and refit the Kawasaki.

Tuesday loaded up all the Rotax bits into the Land Rover to deliver to Peter in Norwich and return with the Kawasaki still in his workshop. A few minutes along the road just as I got to Wellingborough the Landie became "Bar Lafia" and felt like it was running on 3-1/2 cylinders, so turned around and chugged back to Gogenhoe, prodded and poked about, but apart from injectors or fuel starvation not a lot I could do apart from transfer all the bits to deliver to a rented Caddy van, and book the Landie into a local L-R specialist.

Set off again for Norwich but again turned around when I got to Wellingborough as I could not read the road signs due to the start of migraine affecting my eyesight, crashed out in the back of the Landie for a couple of hours after taking a couple of pills, 2 of us Bah Lafia.

The L-R specialist said fuel pump needs replacing, something I could not have done as the tank has to come out and needs the truck to be on a lift to do it. They doubted it would be done till after the bank holiday weekend, so I cancelled my Loton Park entry as without a running race car or tow barge I was going nowhere!

Next morning set off early to deliver the Rotax/Aprilia and Kawasaki engine collected, now to start installing into what was now a bare chassis, the only common part between the 2 installations was the radiator. It's a tight fit in my engine bay, I had not realized how little room until you discover some things must be in place before others or you cannot get access.

The Thursday before the Wiscombe 5 Clubs weekend I had completed the installation but could not get it to fire up, spent hours going through wiring and electrical information, more than 600 pages in the Kawasaki manual!

On the Friday (loading up day) phoned John at Track Electronics who did my electrical installation, hoping he could have a look and possibly sort it before heading off to Devon, but he was full of bikes and could not see it until the following Monday, so I promised to be there when he opened at 8.30.

As the Landie was fuelled up and stocked with food for the weekend, I thought I could have a weekend off and head down to Wis, at least to chill out and say hello to friends I had not seen in a long while. The 1<sup>st</sup> break I had in 11 or 12 hour working days since 6<sup>th</sup> August!

Monday early start and off to Norwich to Track Electronics. Within 15 minutes John had it firing and within 30 minutes it was a runner, so back onto the trailer to Northants. Now to sort out its many dribbles of water and fuel leaks and tie

wrap things into place, ready for the Wis MGCC event the next weekend, hoping it to be my 1<sup>st</sup> competitive run in 2 years!

Sadly not to be as I had a misfire above 9500 revs, not even into the power band. I had something similar before with a loose connection on wheel speed sensors, so spent time during the day checking connectors and sensor air gaps for speed discs. Whatever the cause, it's into "limp home mode" so although I went to Curborough straight after leaving Wis decided not to run but had a little spectating before heading home for an early bath. Put the car into the shipping container up on chassis stands, tyre covers on and a dustsheet over the car.

Next job to start installing an electric winch I had bought off UHR, S/H but brand new and unused.

Had my pre travel PCR test done on 14<sup>th</sup> and fingers crossed for a negative result. Results given on the evening 15<sup>th</sup>, so mailed a copy of the test certificate off to the Nigerian travel agent used in Kano to buy tickets, for them to arrange the Nigerian health authority passenger declaration and trace form, more complicated than the UK Gov form!! The Nigerian permission to travel certificate was received on the afternoon of 16<sup>th</sup> and printed off, just before I headed off to catch my train into London to go to the airport! All cutting it a bit fine to add to the last minute worry. Left Heathrow at 10.30 arriving in Abuja just before 5am, again impressed by the Nigerian very thorough and polite system, check all documents if in order and correct you are free to go. 5.30 and outside with a long wait till 4pm for my domestic flight to (the only flight that day) Kano, so went off to a local hotel, had breakfast and booked a room for a snooze till 2pm. Ready to go back to the airport, checked in boarding card in hand and waited the boarding call, which should have been at 3.30, which passed, eventually announced a 1 hour delay, which turned out to be 2.20 hours, so eventually got home just before 8pm, a long day and shattered.

John.

# WOOLBRIDGE NAVIGATIONAL CHALLENGE 2021 / 22

PRE SEASON MEETING on THURSDAY 14th OCTOBER . 7.30pm at  
FRAMPTON VILLAGE HALL. DT2 9NF.

All are welcome to attend, from any interested newcomers, to regular competitors and marshals.

Plans are already in place to run our opening Round 1 on 3rd NOVEMBER based at The Windwhistle Inn. TA20 4DG (firm details to follow).

We will discuss any minor rule amendments for the new season

Arrange/confirm dates and organisers for rounds 2-6.

Followed by: **'Table Top'** refresher map exercises suitable for **all** classes, with expert help for newcomers, to demonstrate different forms of navigation used on our events.

Current OS LANDRANGER MAP 194 will be required by attendees.

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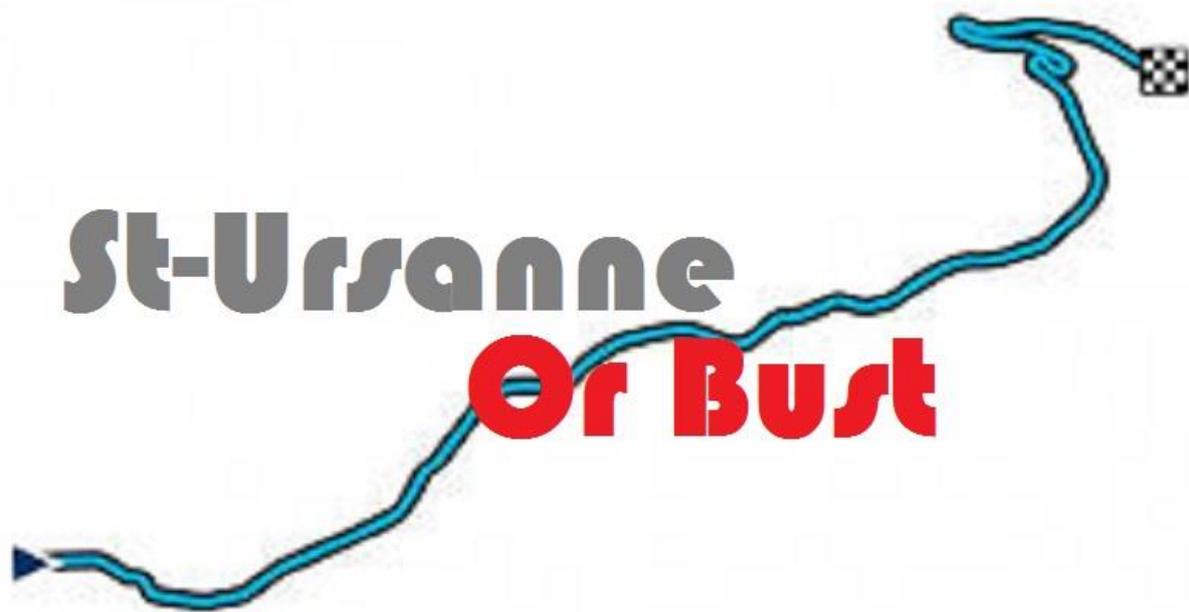
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The final event of my season was the Saturday Five Clubs Wiscombe event on 4<sup>th</sup> September. The event was blessed with excellent dry weather and my goal for the day was to get the little C1 under 55 seconds. On my last timed run at the June event I had got my C1 pb down to 55.27s. Now equipped with the wider and stickier Nankang NS-2Rs I was confident I'd be able to achieve this goal.

The popular A1 class for roadgoing cars of 1400cc or less seems to have three separate groups: Out in front in a group of his own is Stephen Wareham in his very quick Mini, then comes the chasing group including the likes of Pete Stiles, Julian Rinaldi and Allen Sydenham, while lagging behind are the standard and standardish cars of myself and Matt and Stirling Hannon.

First practice saw the C1 reach the top in 55.54s which was a little disappointing. However, on my first timed event run I managed to achieve my goal with a 54.94s run. However, despite trying my absolute hardest, my afternoon runs were both slower than my June event best on the standard rubbish tyres (55.31s and 55.46s).

The next day I decided to weigh the wider wheel/tyre combination and compare with the standard ones that I'd been running in June. It turned out that they were nearly 2kg heavier per corner: a total of nearly 8kg of extra unsprung weight. So, I think any advantage from the better tyres was outweighed by the extra weight which, in the low powered C1, obviously had an effect. I have now

sourced a set of Peugeot 107 XS alloys which are the same 4.5Jx14 size as the standard steel wheels but are 300g lighter each. I will get the Nankangs moved onto these rims and this combination should weigh roughly the same as the standard steel and skinny tyre combination but be 1 cm wider and stickier rubber. But I'll have to wait until next April to find out.

In the meantime, during the Winter I'm going to carry out some modifications to the C1 in an attempt to make it a bit more competitive. I write about these in future editions of this column.



Steve Chaloner

# “AS IT WAS”

## OCTOBER 2005.

I was President, with Peter Chantler in the Chair and looking after equipment whilst Heather Gale was Vice Chairman and Social Co-ordinator. Sarah Forsyth was Secretary and Merv Brake, Treasurer. Comp. Sec. was Dave Hiscock, helped by Vic Fancy (Autotests), Kerrie Tizzard (4x4 Trials), Pam Gardner (Speed Events), and Clive Edwards (Rallies). He was also Club Archivist. (I wonder where the Archives went?) Our PRO was Geoff Pickett, Myrtle Moxom, Membership Sec and Colin Rolls, Editor. The Internet was in Tony Freeman’s domain, Awards in Cliff England’s and Phil Gabe was Marshals Co-ordinator. Committee members were John Forsyth and Chris David.

We were told by Phil Gabe that our Editor had “scarpered abroad” and invited him to write an Editorial which he did and it was a very readable one dealing with the pressures of modern family life on things like clubs and particularly volunteering to help in such organisations. We were actively looking for a new Editor and it seems Steve Challoner’s help was on the horizon!

1<sup>st</sup> October was the day for dismantling the Armco barrier at our Longleat Hillclimb and a good team had volunteered. On the 9<sup>th</sup> we had a Dyke Type Grass Autotest at Beaminster, and a 12 Car Rally on the 14<sup>th</sup>. Natter n’ noggins were to be at the New Inn, West Knighton on the 12<sup>th</sup> and 26<sup>th</sup>. We were reminded that the Hardy Classic Trial was coming up on the 20th November.

In my “Ponderings” I said that using Rodney Thorne’s 5 litre Westfield at Wiscombe on 4/5<sup>th</sup> September was somewhat of a culture shock having spent the past month “pussy footing about in unexceptional cars” in Malta. We equipped ourselves well with Rodney’s Class Win and my 2<sup>nd</sup>.

Colin Pook

## **Woolbridge Motor Club**

### **Membership Report as at 31<sup>st</sup> August 2021**

The fully paid-up membership at the end of this month stands at 502  
This comprises 369 full members, 118 family members, 9 honorary members and 6 life members.

During August there were 7 renewals plus 3 new members.

Jason & Emily Crombleholme  
Peter Lyons

Titinhull  
Newton Abbot

Trackdays  
Speed events

A warm welcome to you all.

*Tim Gray*

Membership Secretary

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## **Membership Renewal**

A few years ago we changed the membership rule so that your membership runs for a full year from the date of joining, so keep an eye on the expiry date on your membership card. The membership secretary also sends reminders. Longer standing members will still be on the original renewal date of 1st October, so they are due now. You can renew by completing the online form at <https://woolbridge.co.uk/join-woolbridge-motor-club/> (useful to keep track of any changes now that over half the membership take the e-version of the magazine) and using PayPal or your own debit or credit card, or send a cheque to the membership secretary at the address on the inside rear cover of the magazine. Those who pay by standing order needn't take any action.

There is no change in the subscription levels - full member (age 24+) £15, full member (age 18 -23) £5, participating family members from the same address £2.50 each (family members include your spouse, partner, or children from age 14 - 18 who can drive in trials subject to parental consent and supervision by a full driving licence holder.



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OF THE MAGAZINE

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FINAL CLOSING DATE  
FOR THE ***November 2021***  
EDITION OF THE MAGAZINE

WILL BE  
**Friday 22<sup>nd</sup> October 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

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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

If you do not wish to receive club information by e-mail, please tick here

Post this completed form to the membership secretary at the address shown above.

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**Kitchens | Living Spaces | Bathrooms | Studies**