

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

August 2012

Simmonds Conquer Lake District Classic



A bumper entry of almost 50 classic cars, nearly twice the previous years attendance, descended on Penrith last Sunday (July 15th) for the Lake District Classic Rally, organised by Wigton Motor Club and sponsored by Lake District Hotels, which saw a wide variety of makes from yesteryear including MG, Triumph, Rover, Austin Healey and Hillman. The rally is one of the most popular in the rally calendar and drivers came from all over the North of England, joined by a strong contingent from North of the Border. They were treated to an excellent

Always in the lead!

Diary

Club events over the next month or so

Cumbria Classic Weekend

August 18/18th 2012

Rose & Thistle Challenge

Saturday, August 18th

Touring event in north Cumbria and the Borders

Starts and finishes near Carlisle

Cumbria Classic Car Show

At Dalemain

Sunday August 19th

Celebrating 50 years of the MG B with special classes for them!

Entry forms now available: Vehicles forms; Traders Forms; Club Displays

At

www.wigtonmc.co.uk

WIGTON MOTOR CLUB LTD

Officials

President:	Stuart Turnbull		
Vice Pres.	Stan Glaister, Ron Palmer & David Turnbull,		
Chairman	Jim O'Neill	01768 870236	elizabeth-oneill@sky.com
Vice Chair	Graeme Mactavish	016973 44542	graeme@pcxinternet.com
Sec/Editor	Graeme Forrester	01900 825642	gtfmg@yahoo.co.uk
Treasurer	Debbie Rushton	01900 824831	derdar@talktalk.net
Memb. Sec.	Liz O'Neill	01768 870236	elizabeth-oneill@sky.com
Social Sec.:	David Agnew	01946 841455	DAVIDWAGNEW@aol.com
Child Protect.	Alan Jackson	01900 828428	bigwalk1@gmail.com

COMMITTEE MEMBERS

John Graham	01228 534483	
Lynda Graham.	01228 534483	
Andrew Graham	01228 534483	andy-lake3rec@hotmail.co.uk
Ron Palmer	01228 575153	ronpalmer777@hotmail.com
Charles Graves	01768 776551	charles.graves@armathwaite-hall.com
David Wiggins	016973 49488	michellewiggins137@btinternet.com
Peter Garforth	016973 21762	petergarforth@btinternet.com
Chris Leece	01768 867576	chris_1lowtherview@yahoo.co.uk
David Rushton	01900 824831	derdar@talktalk.net
Roger Pope	01900 827181	rcpope@btinternet.com

Talking Point

Topical comment from the world of motoring

Any one who has organised, or been to, an event this year will know how much the weather has effected things. The British GP had yet more chaos due to the long periods of rain the weeks leading up to the event. It just proves that while Bernie can control most things he has yet to influence the Almighty! Many millions were spent on the "Silverstone" wing building at Bernie's bidding but for most of the year it is a huge white elephant while facilities for spectators at the GP are really quite poor. The problem is that there only huge crowds for the car and bike GPs and for the rest of the year the facilities are adequate. Increasingly the changes at Silverstone have meant that more and more of the area inside the track is covered with tarmac and concrete and the small areas of grass that remain have to soak up a huge amount of water.

The other problem arising from the changes demanded by Bernie is that the GP track is now really too long for club level cars and of course for spectators the cars come round fewer times than when we had the old Bridge GP track. The other two circuits, effectively half the full Arena GP track, are really too short for most events. Bernie has a lot to answer for!

This month we have our biggest "public" event and entries are already up on last year for both the Show and the Rose & Thistle. You will find more details on how you can help on another page but I would ask that if you can help in some way please do. We have a reputation for running a well organised show and that relies on helpers. If you do marshal you do of course get plenty of time off to enjoy the show as a whole.

It seems to be a constant plea these days from the Membership Sec. and the event entries secretaries but please do make the effort to complete entry forms etc carefully and completely so that they can be read. If possible please type in the information or print clearly. Emails addresses are very important, if you don't get them completely right then they don't go. How many times do we get calls from entrants saying they have not had their final instructions and yet the reason is that the email address is poorly written on the from and then does not transmit. Even on the forms for the classic show we get folk entering the wrong class. Fortunately John Graham is able to correct this because it is impossible to start re arranging classes on the day.

So please just take that little extra time to complete those forms

GTF



**Editor: Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth,
Cumbria, CA13 0QP. 01900 825642**

Email: gtfmg@yahoo.co.uk

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Lake District Classic Rally:

event featuring a mix of driving tests and navigation sections run over the tight twisty lanes in the Eden Valley, Crosby Ravensworth Fell and Bretherdale Common.

The action started with a test round the lorry park at Penrith Truckstop, one of a wide variety of venues which included the Redhills Auction Mart, Frank Birds Poultry farm at Langwathby, Highfield and Yanwath farms on the Lowther Estate, the quarry tracks at Oddendale and the incredibly twisty road past Waters Farm , just South of Shap. A pattern soon developed with the MG Midget of Duns duo Archie and Richard Simmonds battling for the lead with the 44 year old Mini of Steve Entwistle/ Bob Hargreaves. This first test spelled disaster for Neil Campbell when his Escort ground to a halt with a defunct fuel pump. Having made the long journey from Pitlochry to Penrith, he was distraught but some fiddling with the cars fuses got it going again and he managed to stay in the event, albeit almost half an hour behind schedule.

Many crews arrived at the lunch halt at Tebay Services with tales of being baulked by agricultural machinery on the Bretherdale loop although Brian and Jane Dwelly had more pressing problems , their pristine Morris Minor having a loose engine mounting. Amazingly they were carrying a spare and managed to fit it during the lunch halt and continue to the finish.

The afternoon session featured a re-run of the morning's tests and a navigation section in the Strickland area which had several navigators puzzled. The Simmonds eased out a clear lead at the head of the pack but behind them Entwistle/ Hargreaves were pushed hard by the very rapid Ford Escort of Bertram/ Thompson, the margin at the finish being a mere second. The verdict from all the competing crews was that the Lake District Classic had been an excellent event and the organisers must have been encouraged by the many shouts of "See You Next Year" as competitors were heading for home.

Ed Graham



**Brockbanks
Solicitors**

Whitehaven, Cockermouth, Maryport, Workington and Keswick (as Oglethorpe & Broatch)

Lake District Classic Photos



Photos by Tony North & Phil Thompson



National Motorsport Week



As part of National Motorsport Week **Wigton Motor Club** has been at the forefront of promoting the sport in Cumbria. They have a number of on going projects such as the “Kids Go Karting” with the Cumbria Kart Club and during NMW they organised a visit to St Cuthbert’s Primary School in Wigton with the M Sport Ford World Rally Team. Leading WRC drivers Matthew Wilson and Ott Tanak came along with a brand new Fiesta WRC car bearing the livery the FIA road safety campaign. They took part in a road safety assembly with the children and judged a poster competition before the children were allowed to examine the rally car and sit in it.

David Wiggins from **Wigton Motor Club** said; “We are delighted that Matt, Ott and the M Sport team were able to support this as we feel it is vital to sell our sport to youngsters at the earliest possible age. It is also important to get the road safety message across to children. We hope to do further events for children over the next few months.”

Ken Wilson

One of the best known people in West Cumbrian motorsport, Ken Wilson father of Malcolm Wilson died on 3rd July in the RVI Newcastle after losing his battle with cancer.

Well known vehicle dismantler and tyre dealer at Branthwaite for many years, competitor in many international rallies, the man who backed Malcolm until Malcolm became an established works driver, joint founder of Teviot Motor Factors and later TMS motor spares as well as other businesses. Ken was heavily involved in Workington Town Rugby league club as a long time supporter, director, financial backer, and latterly president and had lots of involvement with many other clubs and charities.

His service at Moresby church was attended by several hundred people and motorsport and rugby people came from far and wide to attend the funeral.

Lake District Hotels
LIMITED

www.lakedistricthotels.net

PG Tips

After the dilemma of whether or not to buy the ex-works Skoda Cylinder head I am pleased to say that I took the plunge and went for it and will probably now regret it for many a year to come. The head has one recessed valve that now needs un-recessing and is missing things like valves that aren't worn and a set of rockers that fit! I did manage to get some discount off the original price and everything is solvable but this set up had better generate some decent power or Snotty might get pushed into the docks at Maryport (where the wheels will no doubt be stolen). The over optimistic aim is to have it up and running for the August show, so feel free to come over and ask me about it when you see me at the show on a Skoda owners stand devoid of bright green Estelles (and risk a torrent of abuse!). The first competitive, or probably uncompetitive, event is likely to be the Kames classic at the end of September once I've had a chance to run the engine in...that's assuming I manage to get it put back together in the right order and in a condition to run!

I know one of the other regulars was bemoaning the state of touring cars in the magazine a few months back but I have to say I love the series. ITV4 (yes it's hard to find down there at channel 24 but it's worth it) dedicates just about a whole day to it whenever there is an event on. The cars closely resemble currently available models and the racing is tight with several drivers having won rounds this year. Yes there are some drivers at the back of the grid who probably aren't that great and barely feature, but the first 8 -10 cars are often only a few seconds apart at the finish. The bumper to bumper rough and tumble style makes for great viewing and it's not the demolition derby it's sometimes described as by critics. In between the main touring car races you get a variety of one make support races which also feature close racing. I think the biggest surprise for me was when the winner of one of the support races took off his helmet to be interviewed and he was about 14 years old. Oh to have had rich parents or connections to firms willing to sponsor national club motorsport when I was 14.

I missed the coverage of the Goodwood Festival of speed this year but from what I've seen in magazines it looked like another great year for the event and something I intend to go to at some point. What I can't fathom is why so many of the cars don't actually try and put in a competitive time on the hillclimb. All the formula 1 teams that attend seem to go for wheel spins and generally messing about rather than going for it and I may be wrong here but I can't imagine they are much quicker than some of the real hillclimb single seaters at the front of the British Hillclimb Championship that regularly go hell for leather up seriously dangerous places like Doune. It would be good to see some of the BHC lot having a crack at the hill, but I suspect they would be so much quicker than anything else it probably wouldn't be good for event publicity, because the general public don't seem that interested in the specialist world of hill climbing.

Chris Evans is going to be running a similar event which has a more, shall we say, mass market appeal name of 'Carfest' which will have a hillclimb, various bands playing and massed ranks of cars and all things automotive. Its being held at 2 venues, one in Cheshire and one somewhere down south and looks to be quite an entertaining event, the only problem being its been planned for a weekend when I am on nightshift and can't get the time off and there are no tickets currently available (although more are due to be released) so I won't be going to that event either.

Peter

Adverts

Used tyres for Sale

Yokohama A035	195x65x15	A30 compound	2 x 3mm
		A30 compound	1 x 6mm
		A50 compound	2 x 3mm
	185/65/14	SS/TU	3 x 4mm
		SS/TU	1 x 5mm
		SS/TU	1 x 8mm
Michelin L40	15/65-15		2 x 11mm

All tyres have been used when marking out and tidying on the Grizedale Stages over the years.

£10/tyre or £100 the lot. Contact Bob Hargreaves: 01229 587777 or 07742 313602

Welcome to the following new members:

We have pleasure in welcoming the following new members to the Club and we hope that you all enjoy our events and social activities.

Ian Mitchell	of Wetherby	Paul Hargreaves	of Thirsk
James Hopkinson	of Maltham	Paul Threlfall	of Clitheroe
Ralph Miller	of Cockburnspath	Scott Clements	of Uphall
John Ingham	of Chaigley	Norrie Campbell	of Ardgualich
Jackie Wood	of Ardgualich	Neil Campbell	of Pitlochry
Sandy Woof	of Fincastle	Alan Wilson	of Gateshead
Tom Douglas	of Galasheils	Tony & Alistair Colling	of Sunderland
Trevor Barnes	of Stroud	Andrew Shelley	of London
Paddy Jones	of Cleveland	Tony Longstaff	of North Yorks
Clive Baty	of Stoke	Peter Scott	of Leeds
Ross Butterworth	of Nelson	Nathan Derbyshire	of God Knows
Richard & Archie Simmonds	of Duns		

For most of you this will be your first magazine and we hope that you enjoy it and that you will take part in many of our activities

For Sale



MG Midget Rally Car 1972

Build by Archie Simmonds, only 3000 miles, Heritage shell, 1293cc Cooper S high comp pistons, stage 3 head, vernier cam, balanced and lightened. AS 125 cam, 10" clutch and cop fly-wheel.. Comp exhaust. SC box and LSD, frontline suspension. Brantz and stop watches.

Ready to rally, Parts valued at £20k

Offers to Andy Baillie on 01314400799. Mobile 07762718361

Branthwaite Autotest Photos





Inside the Industry

Paul Gilligan keeps us up to date

Bad News for European Manufacturers

Last month I was pleased to be able to report various bits of good news for the British motor industry, and this has continued since with BMW announcing a big further investment in the Mini plant near Oxford and their related engine plant near Birmingham. However there seems little good news in the rest of Europe just now. With the economic situation within the Eurozone, and in Southern Europe in particular, going from bad to worse, European manufacturers are suffering badly.

Peugeot/Citroen

It was announced recently that Peugeot/Citroen will cut 8000 jobs in France in the next two years including closing one French factory and reducing headcount at others. Whilst their sales are up about 3% in the UK so far this year, European total sales are 13% down for them and their plants are operating at about 75% of capacity. France and Spain are the most important markets for these manufacturers and both are well down on last year. France's new President has said the Peugeot plan is "unacceptable" and it seems state aid may be forthcoming.

Citroen has said that their WRC programme will carry on but they are looking to spend less money there. Rumour has it that they would actually like Sebastian Loeb to retire at the end of this year so they can save his rather large salary. I'm sure there are people in Dovenby who would Loeb to retire too.....

Opel / Vauxhall

The Chief Executive of General Motors Europe has just been relieved of that position and moved to "take on special assignments". GME lost \$747M last year and a further \$256M in the first quarter of this year, eye-watering numbers. Having emerged from bankruptcy GM is now profitable in the US but the word on the street is that the Detroit suits have no wish to see these hard-earned dollars poured down a drain in Europe. The new Chief Exec for Europe is said to be under orders to cut costs faster and deeper or the business may be sold (to whom?) or even closed.

Fiat

Whilst most manufacturers have maintained new product development in spite of tough times, reasoning that only fresh quality products will bring increased future sales, Fiat is an exception. Whilst big investments continue at Ferrari (see below) Fiat have cancelled or delayed most of their new product plans. Fiat sales in Europe are now sliding, not helped by the economic conditions in Italy and Spain which are their most important markets. Of course Fiat are saving millions of Euros by cutting back on product development, but one has to wonder where that will leave them in a few years time.

Ferrari On The Up

Ferrari have continued to invest heavily in new products, and have benefitted as a result. In 2011 7195 lucky people took delivery of a new Ferrari worldwide. That was almost 10% up on 2010. The biggest increase was (no surprise) in China, but strong sales increases were reported in the USA, Germany and the UK also. Ferrari made a profit of £240M (see GM loss above!) and now has £565M cash in the bank.

Volvo To Reduce UK Dealers

Volvo UK announced recently that they intended to reduce the number of dealers they have in the UK from 110 to 90 over the next few years. The objective is that the remaining dealers will be more profitable. As ever it will be the smaller more rural dealers who are likely to feel the axe. Some may be retained as service only dealers. Whilst being required to invest millions to gain or retain a new car franchise dealerships can have that franchise agreement terminated at two year's notice, which can create very difficult business situations.

More European Cars Coming to the UK?

So far this year UK new car sales are just over 3% up on last year, European sales are 8% down and sliding. As the Euro weakens against the Pound it becomes ever more profitable to sell European-built cars in the UK. These two facts combine to make it likely that European manufacturers will seek to move more of the cars they can't sell in Europe to the UK. A lot more cars chasing just a few more customers means more bargains for people to buy and me to sell. It's an ill wind.....

Rally Fatalities

Like everyone else who loves the sport I was shocked by the tragic accident that claimed the life of young Welsh co-driver Gareth Roberts on the Targa Florio Rally recently. Then last week Czech co-driver Bohuslav Cepelcha was killed on the Bohemia Rally. Whilst rallying will never be a 100% safe sport I have to fear that we are entering a period where something needs to be done. Earlier this year spectators were killed and injured in an accident on a French event.

If this is allowed to continue not only will young lives continue to be lost, but sooner or later the authorities will take action. Motor racing is still banned in Switzerland as a result of the 1955 Le Mans disaster.

There are many far more qualified than me to suggest what might be done. It appears to me that the cars have simply got too fast for the roads they are on. This happened to the Mille Miglia which stopped after an accident in 1957 involving several spectator deaths. The Targa Florio itself was stopped when it was no longer deemed safe to race two seater Formula One cars on narrow bumpy Sicilian roads. Those same Sicilian roads on which Gareth Roberts lost his life.

The roads won't change although they may be very gradually improved. I think the cars must. As I say I am not clever enough to say how (although narrower tyres seems an obvious start), but there are those who can answer these questions. I just hope they do before the all-powerful Eurocrats decide we should all be taking up tiddlywinks instead.

Just a Thought

There were more 60000 Euro Porsche Cayennes sold in Greece last year than there are Greek high rate tax payers. That's a fact!

Paul Gilligan
pg@gvcontracts.co.uk

What A Way To Go!



The 24th Classic Marathon

Belfast to Kilkenny – anticlockwise!

Day 1

The sun was shining at the start, a day later and Belfast would have severe floods! Thirty three cars were due to start, a very small entry list for the Marathon and a sign of the times

Locals Kit and Charles were in the Sunbeam Tiger, Susan and Robert Maclean (from Barrow, well I know it used to be Lancashire but it is now Cumbria) in a Ford Anglia with ourselves in the Healey 3000.

The tension eased as we sped away to our first test, we had two tigers, another Healey 3000, Reliant Scimitar Coupe and Mercedes Benz 250SL in our class so the competition on the tests was very hot!

After the coffee break we discovered the Brantz trip was not working, nor the speedo, so regularities were a bit of guesswork but we did OK following the route was the biggest problem and having tried at lunch-time to do a fix (but were unable to jack the Healey high enough to get under it) we rang the Sweep team for help. Unfortunately, they were nursing along a very sick Austin 1800 which was short of hydrolastic, no surprise there, driven by Harvey and Jan du Cros. We made the decision not to wait and lose time/loads of penalties and carried on without the trip/speedo. On one very tricky regularity we followed the car in front from the self start and started our clock 30 secs later, dropping back gradually after the first few k's, this seemed to work until we were all bunched up due to sheep it was then guesswork but we only lost a few seconds. Into the overnight stop at Enniskillen (the Queen would visit the next day and do the much photographed

handshake, boringly played out many times.) Charles had problems with the Tiger and we also needed to fix the trip/speedo another job for Peter Banham. It was 9pm when they finished, Kit and I having downed a few glasses of wine and popped out to see them from time to time, relaying the news that they were in 9th place and we were in 12th and generally keeping them in good spirits! At the end of Leg 1 there was only 32 seconds separating the top 10 crews but many ups and downs were to come!

Day 2

Having checked out in age order the first day (we were car 5) for the remainder of the rally start time would be on performance and then in reverse ie most points, out first, least points last!

The hood on the car stayed on from this day until we finished, we dodged the showers, the roads were very rough and there was lots of water and obstacles to negotiate. We had a reasonable run and on the last test of the second day we encountered Charles coming off the Kart track looking very unhappy. After completing the test we stopped to ask ? and were told that the steering wishbone had gone. Catching up later we discovered that there was full welding gear at the track so another problem solved but they had missed the best part of the afternoon regs and tests. Retirement was decided as this car had proved to be very unreliable, Kit said it was jinxed, they would stay the next day and then head for home on Thursday fingers crossed for getting there. I did suggest a burial at sea! At the end of this leg we were Running 9th!

Day 3

Back to the rally, it was now by the third day quite obvious that we had a split in the results table, Dermot Carnegie and Paul Bosdet in the lead, Howard & Matt Warren, second and Mark & Sue Godfrey third place, followed closely by Charles Colton/Guy Woodcock and Graham Walker/Sean Toohey but the gaps were starting to grow with over two minutes now separating the top ten from the rest. The only female crew of Barbara Morris and Sylvia McCrae driving a Volvo P1800S had been in front of Frank Fennell and Martyn Taylor and would remain so until Leg 5 but then Frank had encountered a lot of car problems from Day 1. It was also good to see so many young navigators in the top ten. Martyn had done a lot of stage rallying and was eager to do well in the classic field and was a lovely, chatty young man. At the end of this leg we were in 10th place.

Day 4

Day 4 and Howard and Matt were in the lead with a 19 second advantage over Dermot Carnegie and Paul Bosdet, one second behind them were Mark & Sue Godfrey, all still very close at the top. Experienced

navigator Tony Davies clocked in late at the lunch time control – he was busy doing his homework for the afternoon and thought he had 30 mins lateness penalty free! Luckily, it only cost him four minutes and he was able to laugh at himself!

The day seemed to pass in a haze of regularities! We had one hiccup when the car suddenly stopped but it was on a road section albeit at the top of a misty mountain and ten mins later we were on our way again having swapped the coil to the spare one sitting alongside ready for such an emergency. Still 9th but not for long!

Day 5

We had another problem when our car suddenly stopped just before the start of a test. This time it was the condenser but it always takes a little time to pin down the cause of the problem. 15 to 20 minutes later we were starting the test and then had to race to make our final time control of the day. The Marshalls at the test were very patient, particularly as the rain came down and a couple of them kept the boredom at bay by doing the test in their modern car! We were not so lucky on one of the regularity timing points of the day, we had zeroed the first two and then we missed a tricky loop (along with six other crews), started to reverse but the Godfreys came up behind and it was a single track road with no passing/turning, we stopped at the top to let them through but with all the leaders behind us the thought of meeting all those 911's was akin to committing hari kari! It cost us maximum points 2 mins 30 secs! Just before the last timing point on this reg we rounded a corner to find half a dozen stationary rally cars, poor John Abel in a Tiger was turning right at a T junction with high hedges and no viz so out went the bonnet and into it ran a car driven by an elderly lady who was somewhat shocked and shaken. On ascertaining that no-one was injured, someone produced a crow bar and levered the wheel arch off the Tiger to make it drivable and we then managed to squeeze past to the final control of the reg which was later cancelled (however not our 2.5 mins on the previous T.P.!!) John Abel was left to deal with the police and arrived back at the hotel later, continuing to the end of the rally but missing the rest of the days competition.

Another casualty of the day was Bob Price, he'd slipped off the road on the Blarney test, was pulled out by the sweep crew and then he slid off again, he was presented with a pair of spoons at dinner so he could dig himself out next time. Someone commented that he maybe should get rid of the deck chair from the boot and replace it with a shovel! We had now dropped to 11th place!

Day 6

The end is in sight but for me as the navigator not my finest hour! I totally messed up on one regularity not once but twice! Almost impossible to do and I totally blame my driver who asks silly questions always at the wrong moment thereby losing my concentration! Having missed a cross roads right and retracing and getting into the control well overdue, I then did it again missing another junction and throwing down my lap full of navigating "bits" in total frustration I managed to zero the trip so totally lost the plot! That regularity was 1 minute on two timing points, pushing us down to a final 12th position! I did manage to regain both my confidence and little dignity on the last reg of the day only losing a second or two – but too late cried Keith!

So, we finished 12th with a third in class award! Susan & Robert MaClean were seventh. We had been very close to them for most of the week swapping back and forth our places in the top dozen and enjoying a chat at the main time controls, lunch etc.

We drove into Kilkenny Castle for the finish, Howard Warren and his son Matt were winners with Charles Colton and Guy Woodcock in aother Porsche 911 in second place, joint third were Sue & Mark and Dermot Carnegie with his navigator Paul Bosdet. Graham Walker and Sean Toohey had finished in second place on time but unfortunately as the Lotus Elan Sprint is a post 72 car they are only eligible for Class Awards.

The Spirit of the Rally was awarded to Arthur Senior and Chris Sheridan in a Mini. Chris reckons that this car has been in continuous rally use for over 30 years and Arthur himself has been rallying for over 60 years! Having watched him drive on the test whilst we were under repair, he certainly doesn't hang about and finished to all round applause from the Marshalls and bystanders!

The Awards dinner was in the beautiful setting of Kilkenny Castle. This impressive building in the

heart of the city was the Irish residence of the powerful Butler family for nearly 600 years before being handed over to the people of Kilkenny in 1967 for a token payment of £50. The award ceremony was held in the stunning long gallery of the castle.

Next year the Classic Marathon celebrates its 25th year and plans are being made for September 2013 running from Ypres to Cortina d'Ampezzo – the destination of the first Classic Marathon in 1988 – will we be entering? Can't wait!

Full results and reports are available on the Classic Marathon Rally site.

Sue Hoffmann

PS We returned via Belfast to Cairnryan and can highly recommend a visit to the Titanic exhibition just five minutes from the ferry terminal, a fascinating insight into the city of Belfast and the Titanic. Suggest you book your ticket ahead.

PPS Yellow Sunbeam Tiger for sale, new clutch! Contact Kit Graves

Cumbria Classic Car Show



Dalemain on Sunday August 19th

We really do need your help!

**Friday Aug 17th. Setting up at Dalemain from 1 pm for about 3 hours.
Can you join us?**

**Sunday Aug 19th. From 08.30. Class marshals, or can you take a turn
on the gate?**

**All volunteers welcome: You will have at least half the day to yourself
and you will get a souvenir of the day!**

Please ring Graeme on 01900 825642

Barbon – Saturday 16/06/2012

Ronnie MacGregor

The third WMC speed event of the year was very nearly a washout. Several people had decided that the weather forecast was so bad that they would forego the event. Mr Sutherland had played the master stroke of being unavoidably “on call” for the weekend which simultaneously provided an air of importance and a much reduced risk of comments containing the four letters - w, l, m, and p. Brilliant !!! Some people had arrived at the event, only to make a very early individual decision not to run, and I have to say that given the conditions, that was entirely understandable. It is only a pity that some of those early retirees did not consider the “big picture”, and tried to leave the event straight away. With the very narrow single track access to the event, this produced a couple of major jams at the entrance to the event as individuals tried to move against the flow. A twenty minute coffee break would have avoided these problems.

Kevin H was there, ready to run regardless of conditions, unable to sleep at night for the fear of somebody picking up championship points in his absence !!! Dave Exteen was there, still with unresolved head gasket problems, and having stopped en-route for a cooling down period as other competitors sailed (literally) by, giving him a friendly wave. There have been varying reports as to the number of fingers used !!!

Waterproofs and wellies were the order of the day for unloading the trailer in torrential rain, and at this stage it really did look unlikely that the event would run. The track was literally a river, and the marshals were working hard to cut turf and provide run-offs and soak away points for surface running water. A delay was announced, pending a final decision being made, and a leisurely breakfast with the usual banter maintained the entertainment level, with an R2 decision for a group pub lunch somewhere should the event be cancelled.

An eleven am briefing, the weather having eased to light rain, was to the effect that the event would proceed, with words of caution, and the understanding that the event could still be brought to a halt at any time dependent on weather. By eleven thirty the first cars were on the track for the first practice runs, with extreme caution being the order of the day.

*He'd go down to the river, and into the river he'd dive,
To fill another bottle, to keep his MR2 alive.*

The second practice run took place on a less wet track. For most people, having established an estimate of the level of grip, this meant a significant improvement in times, but still nowhere near what might have been wished for. Any hope of improving personal bests having been long since discarded.

*He'd go down to the river, and into the river he'd dive,
To fill another bottle, to keep his MR2 alive.*

A shortened lunch break was designed to get the cars back on the track to take advantage of a gap in the weather, and most people got a “damp” first timed run. The later running cars probably saw the worst of the conditions as more significant rain started again, ironic when a good number of cars had decided to risk running on slicks.

*He'd go down to the river, and into the river he'd dive,
To fill another bottle, to keep his MR2 alive.*

The second timed run started in deteriorating weather conditions, and the internal conflict between pushing for an improved time, and keeping the car on the track, and in one piece came to the fore. Half way through the list, the heavens opened once more with torrential rain, and very quickly the track had turned back into a lethal river. Our very own Harry Moody was the last car to run, in car 36 of around 80 entries, and sensibly, at this point the event was brought to a close.

*He'd go down to the river, and into the river he'd dive,
To fill another bottle, to keep his MR2 alive.*

Despite the vast quantities of rain-water everywhere, it seemed bizarre that the water level in the river had still dropped, until it was realised that most of the rainfall had subsequently been re-evaporated by Mr Exteen's planet dryer. Anyone wondering why we have hose pipe bans at the same time as copious rainfall need look no further !!!

Paddock conditions had held up remarkably well considering the weather, and any accusations of a mud-bath were unfounded. This was helped by widening the paddock exit and spreading traffic impact over a greater area.

It was decided by the officials that timed run two results would be discarded for scoring purposes, so that everything hinged on a good first run time. This was unfortunate for those that had defied the elements to turn in a faster run two time. Only three people managed to do this, and they were all Wigton nutters !!! Dave Exteen (0.24), David Wiggins (0.49), and William Jarman (0.01) were the culprits, and this really says more about sanity levels than anything else !!!

Seriously though, this is one of these unfortunate situations where it really doesn't matter what decision is made, someone is going to think that it is unfair. But as I frequently tell my kids, "*Life is unfair, . . . Get used to it !!!*" Closer examination shows that none of these lunatic improvements would have changed class position for anyone on the day, and certainly no grumbling was heard. I think everyone, especially those who had travelled a distance, was grateful to have salvaged something out of the day.

And so to the results . . . Robert Iveson romped home in 37.13 to scoop a [first](#) on the day in class SA.

In class SB Alex Thornton continued to practice the "head slightly down" despondent head shaking disappointed demeanour, as he popped a 33.04 out of the hat to take second in class on the day. Good acting Alex !!! Ronnie MacGregor slotted in behind with a 33.76, and third in class on the day. Followers were Dave Exteen (34.52), Mike Thornton (34.72), and Paul Norris, sans les chevaux, in a Peugeot 205 (35.90).

Class 1A saw Mr "*I know why I did such a poor time up Barbon, yes it was because I was so slow off the start and into the hairpin*" Wiggins, produced a 34.43 result. From his description it is clear that he includes all the bits between the start and the hairpin, and his rocket launcher exit from the hairpin to the finish line that he was happy with, just wasn't enough to compensate !!! Despite his misgivings, he took first in class on the day, and comfortably led Robert Iveson in our R1 class.

In class 1B, Kevin "*I notice that I have actually entered the correct class for my car*" Hamilton, produced a 33.57 to take a third in class on the day. That slotted him into the R2 gang in second place behind Alex, with Ronnie MacGregor snapping away just 0.19 from his heels. (Oh how I didn't want to have to say that !!!)

In class 2A, Les Golding produced a 34.64 to take third in class on the day, and in class 3B we have an interesting result. "*Driving like a girl*" used to be slightly sexist derogatory comment, most recently reported to have been heard escaping the lips of a certain Mr Jarman, in the direction of a certain Ms Jones. Well would you believe it, Angela has turned it into a compliment to which we all aspire, producing a 33.40 to take second in class on the day. Ian Scott rolled in behind with a time of 38.19 seconds.

Well it seems that Angela is closing the timing gap on worried Willie to such an extent that he has decided to play with a bigger boy's toy, in the shape of an Escort Cosworth, and used this in class 3C to good effect to gain a stomping 29.37 and first in class on the day. Stephen Hemingway followed with a 34.38 to take a third in class on the day.

In class 3G, despite electrical problems due to water penetration, and with one of his twin throttle cables lethargic and sticky, Mark Purdham still produced a tremendous 29.23 to take first in class and more notably, second fastest time of the day. With memories of twin SU carburettor balance problems, and the loss of power which that incurred, I can't help but think that once the throttle cable problems are resolved so that each carburettor is open by the same amount, there is more to come from this car and driver !!

In class 3H, Chris Boyd produced a very good 30.28, taking first in class on the day, with Harry Moody soaring in behind with a 32.63 which gave him a third in class. I believe that Harry was the last car to run in the abandoned second timed run, and in heavy rain he was only 3.4 seconds slower, which is a very commendable performance in the conditions.

In class 5D, Colin Birkbeck rocketed home in 27.89 to take FTD. Interesting to note that his 64' time of 3.42 seconds is really not much better than many of the road cars, and there was much R2 gang discussion once more of the relative merits of Granny Starts as we watched many of the single seaters spin wheels for around two seconds as they covered perhaps only twenty feet of track. I'm sure that at this point Kevin would wish me to mention his remarkable 64' time of 3.37 seconds, and it was mainly the 4WD Subaru contingent who were able to break the 3 second threshold.

In class 6C, Peter Sewell managed a 38.99 to take second in class on the day, and in class 6D Peter Keen took a first in class with a time of 36.24 seconds.

Other Wigton members noted at the event were Edward Farrell achieving a 41.08 in his Austin 7 Ulster, and Robert Gate managing a 38.38 in a tremendous six litre Bentley Special.

One of the most interesting effects of atrocious wet track conditions is the effect on the times of cars which are normally much faster. If we look at the fastest time of the day (27.89), and compare this with the mean R2 time of (34.21), we find that the difference is only 6.32 seconds. At this event in 2011 the FTD was 10.91 seconds faster than the mean Wigton R2 gang time. To look at this another way, this year the FTD was 5.89 seconds slower, and yet the R2 mean time was only 1.3 seconds slower. How should we interpret this ? Single seaters are rubbish in the wet ? R2 drivers are superb in the wet ? No ? Are you sure ? Ah well I suppose it shows that grip is required to successfully transfer power to the ground, and that grip is simply not there in the wet.

Plugging everybody's times into a spreadsheet which automatically allocates ranks and points, my unofficial reckoning of

the day, and the championship to date is as follows. If there are any errors or omissions, please let me know.

Colour Key - Championship Column Data				Kames			Teeside			Barbon			Marshalling Bonus		Championship Points			Class Points				
Colour Key - Class Column Data				Sunday 15/04/2012			Monday 04/06/2012			Saturday 16/06/2012			Date		Total			Total				
Driver	Car	CC	Class	Time	Ranks	Points	Time	Ranks	Points	Time	Ranks	Points	Date	Points	Total	Top 6	Rank	Total	Top 6	Rank		
Robert Ineson	Morris Mini	1275	R1	111.94	15	1	11	10	58.78	18	2	8	8	37.13	17	2	9	8	28	28	14	
David Wiggins	Peugeot 205R	1294	R1						52.48	8	1	18	10	33.94	10	1	16	10	34	34	10	
David Exton	Toyota MR2	1998	R2						54.84	14	3	12	6	34.28	11	4	15	4	37	37	9	
Kevin Hamilton	Citroen Saxo	1598	R2	99.97	9	2	17	8	53.95	12	2	14	8	33.57	8	2	18	8	49	49	3	
Ronnie MacGregor	Honda S2000	1997	R2	101.25	11	3	15	6	53.74	11	1	15	10	33.76	9	3	17	6	47	47	5	
Alex Thornton	Honda Integra Type R	1797	R2	98.81	8	1	18	10					33.04	6	1	20	10	38	38	8		
Mike Thornton	Honda Integra Type R	1797	R2	102.33	12	4	14	4					34.72	14	5	12	3	26	26	16		
Paul Norris	Peugeot 205 GTI	1600	R2										35.90	15	6	11	2	11	11	28	2	
Richard Shaw	Subaru Impreza WRX Sti	1998	T	116.03	16	1	10	10	58.98	19	1	7	10					17	17	24	20	
Les Golding	Caterham 7	1588	RS2	98.06	7	1	19	10					34.64	13	1	13	10	32	32	11	20	
Colin Sutherland	Triumph Spitfire	1296	C1	100.31	10	1	16	10	55.09	15	1	11	10					27	27	15	20	
Peter Keen	Triumph TR6	2500	C2	108.48	14	1	12	10					36.24	16	1	10	10	22	22	19	20	
Peter Sewell	MG B	1800	C2						56.19	17	2	9	8	38.99	19	2	7	8	16	16	26	16
Stewart Middleton	Datsun 240Z	2800	C2						55.30	16	1	10	10					10	10	29	10	
Paul Norris	Sunbeam Cosworth	1935	M2						52.04	7	2	19	8					19	19	23	8	
Angela Jones	Peugot 205 GTI	1905	M2						54.65	13	4	13	4	33.40	7	1	19	10	32	32	11	14
William Jarman	Peugot 205 GTI	1905	M2						52.69	9	3	17	6					17	17	24	6	
Les Golding	Caterham 7	1588	M2						51.24	6	1	20	10					20	20	22	10	
Ian Scott	Lotus Cortina	1670	M2										38.19	18	2	8	8	8	8	30	8	
William Jarman	Ford Escort Cosworth	1998	T										29.37	3	1	23	10	23	23	18	10	
Stephen Hemmingway	Peugeot 205 GTI	1998	T										34.38	12	2	14	8	14	14	27	8	
Harry Moody	Westfield Megabusa	1298	M4	89.96	6	1	20	10	46.45	3	1	23	10	32.63	5	2	21	8	64	64	2	28
Chris Boyd	Sylva Riot (Bingley Special)	1298	M4										30.28	4	1	22	10	22	22	19	10	
Darren Coleman	Sylva Striker	2000	T	86.99	5	4	21	4	46.50	4	2	22	8					43	43	7	12	
Garath Coleman	Sylva Striker	2000	T	107.39	13	5	13	3	53.13	10	4	16	4					29	29	13	7	
Melwyn Hartley	Autotune Gemini	1997	M5	86.91	3	2	23	8	46.64	5	3	21	6					44	44	6	14	
Alistair Jackson	MJ Eng Hosson-Bouler	2300	M5	86.94	4	3	22	6										22	22	19	6	
Mark Purdham	MJ Eng Hosson-Bouler	2298	M5	83.82	1	1	25	10	44.82	1	1	25	10	29.23	2	1	24	10	74	74	1	30
Alastair Fraser	OMS PR	1052	S1															0	0	31	0	
Angus Reid Buchan	Radical Clubsport	1352	S1	84.28	2	1	24	10	45.89	2	1	24	10					48	48	4	20	
Roy Munro	OMS 2000M	999	S1															0	0	31	0	
Colin Birbeck	Dallara F301	1999	S2										27.89	1	1	25	10	25	25	17	10	

Working through the event results sheets for this event I initially thought “*what a tremendous turnout of lurking Wigton members*”, until Mr Wiggins gently pointed out that “WMC” in this event probably stands for “Westmorland Motor Club”. Oh the humiliation !!! However on a practical note, it would be really great if all our Wigton members would identify themselves on all event entry forms as “Wigton”, and the same also for participation in championships if they wish their times to be noted for this purpose.

So we can only hope that this will prove to have been the wettest event of the year, but for those that chose to run, good experience in hostile conditions, and a good day’s sport plucked from mother nature’s hands.

Ronnie

Photos from the 2011 Show





Andy's Armchair

**Andy Armstrong takes an irrelevant look at
motoring and motorsport**

You couldn't help feeling sorry for the organizers of the British Grand Prix and the way they got a really good kicking from mother nature and the deluges she inflicted on them for the first couple of days of their big week-end. I know it must have been awful for those queued up trying to get in, or those told to stay away altogether on the Saturday but realistically, there wasn't much they could do about it, after all's said and done they still managed to keep the show on the road which is more than can be said for umpteen other events which have "drowned" without trace during the course of this so-called summer.

If my memory serves me correctly the last time such things happened the powers that be really laid into the BRDC and more or less threatened them with hanging, drawing and quartering yet this time it's just a bit unfortunate and they've done their very best to put on an excellent show. Now maybe I'm a bit cynical but is this change in attitude due to the fact there's a long contract in place to run the race so there's no point in making an issue of it. Let's face it the huddled masses suffered just the same as last time which was the main argument used to get the boot in. Seems strange to me!

I recently read somewhere that Ford were thinking of pulling out of the WRC and putting all their efforts into running more cars in the Inter-continental Rally Challenge. Apparently the thinking behind this is that the latter championship is better supported and it also has guaranteed television coverage from Sky whereas the WRC has got itself into a financial mess so the TV companies don't want to know. You can't blame any company for pulling out if the millions they are pumping in to a so-called world championship isn't bringing in any profits for them. I suppose another issue is that by changing series Ford would also get rid of the need to beat their nemesis, that pesky Citroen of Mr. Loeb, something they've failed to do with any consistency for longer than they'd care to be reminded about. We'll wait and see what happens but you've got to say things don't look good for a once great championship.

Finally I've got no great love of motorbikes but I stumbled across a one hour programme on ITV 4 which I really thought made excellent viewing. There was a bit of everything including re-building some sort of classic trials bike, looking at modern machines and some sporting activity, even the lad fronting the show was a genuine enthusiast. You couldn't help thinking that if we could dispense with the infantile rantings of "Top Gear" and have something similar for cars it would be well worth watching.

Ends

AA

What's On

WMC events and other events we are invited to

August

1st	WMC	Pub Run
5th	L&DMC	Three Sisters Sprint (BSCBSC)
11th	BDC	Racing at Silverstone
12th	KLMC	Devils Own Rally (TJSNHRA)
12th	T&DMC	Tyneside Stages (Otterburn)
18/19th	WMC	Cumbrian Classic Weekend

September

2nd	DAC	Durham Dales Classic (TJSNHRA)
15th	ADMC	Lindisfarne Rally (Otterburn)
23rd	KLMC	Pendragon Stages
29 th	WMC	Kames Classic Sprint

*I used to be with it, until they changed what it is.
Now what I'm with is no longer it*

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