

Wigton Motor Club Ltd

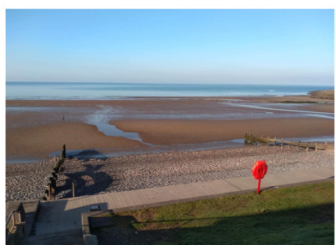
# Start Line

Issue 10/19

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

October 2019

## Our First Coast to Coast!



**Our first Coast to Coast saw some 32 cars set off from St Bees for the 200 mile route to Robin Hood's Bay in wonderful weather. Ron and Christine put on a perfect route with regular stops for food. The overnight halt at Raven Hall with superb vistas over the Bay. On Saturday, we all took our own route home although some stopped off at Mathewson's Auction so there might be some new additions to some collections!**

# Motorsport for All

# Club Officials

## OFFICIALS

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[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

# *Talking Point*

## *Topical Comment from the world of motoring*

The early days of motorsport in the UK was very much something for the nobility and gentry as they were the only people who could afford these new playthings.. With the support of the then prince of Wales the Royal Automobile Club was formed and it's not surprising that the rules of motorsport were based on the rules of horse racing, hence the use of "clerk of the course", "steward" and "paddock" etc. The "right" sort of people ran the sport.

Although between the wars car ownership rose hugely, motorsport remained exclusive with the Brooklands Racing Drivers Club had the slogan, "The right crowd and no crowding", and a members enclosure where the plebs were not allowed, rather like horse racing. This has actually continued at Silverstone where the BRDC have their own stand at Luffield.

WW2 saw huge social change and motorsport motor sport became much more accessible and affordable. Motor Clubs sprang up everywhere and it was possible to actually do three events in a weekend if you were really keen and fit! People like Cooper, Chapman and Broadley made racing cars affordable and the rise of UK drivers was remarkable. However the sport was still run by the now very stuffy RAC and the non elected "Blazers" who were not really in touch with the grass roots.

The 80's were probably the peak time for club level sport with lots of venues for events, relatively simple rules and even stage rallying and racing was affordable for young professionals and mechanics, which is where many of us came in.

However things have changed over the past twenty years or so. Venues are much rarer and thus more costly and the cost of competing has gone through the roof. I read that the Fiesta R1 is an ideal beginners rally car- but at £55k ! Rally and race entry fees have gone through the roof while the new breeds of our sport, historic endurance rallies and arrive and drive racing have costs that are not for ordinary people. The cost of the cars have also rocketed. In a sense this has put the sport back a hundred years as it's only the rich that can do the big events. They are no longer the gentry but the new rich and generally just want to come out and play and go home, with no contact with the clubs and marshals who actually run the events for their pleasure. Is this sustainable?

Well at least Motorsport UK have put the last of the Blazers out to grass!

GTF

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**The opinions expressed in Start Line are those of the contributors and not necessarily those of the Club**

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# Forthcoming Club Events

## Cumbrian Canter

**Saturday October 5th**

A gentle tour in the Eden Valley

Entry forms are on the website

Contact Ron Palmer on [ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)

## Solway Historic and Targa Rallies

**October 13th**

Entry forms on the website.

Marshals needed

## Autotests

We currently need organisers to run the Maryport Autotest on October 27th and the autosolo November 24th. If there are no volunteers they won't run sadly.

**HAGERTY**  
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844 824 1135 and don't forget to mention your club when you do!



# PG Tips



I will start with an update on the RBS8 single seater I bought to replace Snotty which turns out to have been a great idea and not nearly as worrying as I thought. Jonathon at JDM successfully recommissioned it for me and the engine is in rude health. He also replaced the rear rubber band suspension units because we found a snapped band in one of them. They aren't exactly made from rubber bands either – it's Pirelli seat webbing, used by upholsterers all over the world it seems. On the morning of its one and only event this

year at Harewood hillclimb (last weekend) I still hadn't driven it other than out of the garage to wash it!

It's fair to say I was not as well prepared as I should have been for the event, particularly as Eve Whitehead (the creator of the car's daughter) was coming to watch. I had fellow committee member and hillclimb fan David Wiggins with me and after setting off in good time arrived without any stress.....and then got into trouble with the paddock marshal for having our trailer AND tow car in the paddock. Scrutineering was fairly straight forward until the scrutineer asked where my Hans posts were for the helmet....the answer to that one was – on my other helmet in Cumbria! After a bit of blind panic and running round the paddock I found a man in a saloon car who didn't need them and he kindly removed them and lent me them for the day. Big relief!

My first run of the day should have been a tentative run up the hill, but that would have been no fun, so I went hell for leather and oh my gosh the car was fast – everything happened at a million miles an hour and everything was a blur. I spent a fair bit of time on the grass but survived and put in a half reasonable time. On my 2<sup>nd</sup> run up the hill I improved significantly despite missing a gear and receiving a warning from one of the officials for not closing my visor when I set off – as I pointed out to him, I hadn't done it on purpose I just wasn't used to having a visor! For my third run I managed to leave my gloves in the paddock and had to sit and wait for someone to bring them to me (it's a long hard walk to the paddock from the start line) adding to the overall aura of total incompetence on my part. That 3<sup>rd</sup> run though was pretty good – I managed to put in a 58.58 second run – nearly 2 seconds quicker than Eve had managed previously in the car and just outside the top 10 overall for the event. I clocked 89mph through the speed trap which isn't too shabby.

I wasn't able to better that time despite continuing to try very hard, but I calculated that if I'd done all my best sector times on the same run I'd have made up nearly another second. I have a list of changes to make over the winter including a lighter rear wing and new sump system to replace the hefty looking dry sump set up. Roll on spring when I can go out to play in it again.

I mentioned in last month's ramble that I'd bought a Citroen BX – to replace the Alfa GTV V6 which was frankly just too fast for me on the road.....I could see it interfering with my job and driving licence so it had to go. I saw the BX on Ebay and it was a very nice shade of pale gold with a 1.6 petrol engine and seemingly in great condition. Having agreed a price - that was based on me assessing the car and hoping that the seller was honest and reliable (first mistake) I then told him I wasn't going to

collect but I would organise someone to get it and he would have the money before I had it collected. At that point he replied saying he would deliver it for the cost of the diesel for the truck he could borrow for free through work. That worked out at £100 and seemed like a bargain compared to the Shiply quotes of £230 ish.

He assured me he would turn up at 1030 with the car (I had work at 1300). At 0800 he messaged me to say he was stopping for breakfast and that all seemed to be about right. An hour later he announced his mate who was with him had another car to drop off at Huddersfield – which is at least 2.5 hours away. At that point I realised 1030 was now out of the window and told him that. He assured me he would be there not long after. At 1200 I contacted him and found out he was still 1 ½ hours away!!!! At 1300 he rang to say he was at the postcode location I'd given him and began to describe the ATS Euromaster in Wigton and then swore blind I'd given him that postcode (because obviously I don't know my own postcode).

He eventually arrived at 1330 driving the Citroen and appeared in convoy with a BMW X5.....given that I live in a small village in the middle of nowhere it was pretty bloody obvious they were together, particularly as the BMW parked up nearby and the driver stayed in it. Citroen man proceeded to give me a tale about how the guy in the truck that my car had been on had stopped to get some food so he'd decided to carry on and the man in the truck would pick him up later. I even asked if the BMW was with him and he denied it.

I didn't have time to hang about and bunged the BX in the garage and then went to work. Your man with the car then walked off supposedly to be collected by the (imaginary) man with the truck. The Citroen wasn't as bad as you might now be thinking given the previous owner – it has a few things to do that I am working on but it is rust free and all the hydraulics work. More on all of this next month.

Peter



# Team Wigton

## Toby Cook – Autotest – Update no. 2



Well, ..... a lot has happened since my last report. I've been away a lot with work, including a week in New York for the final round of the Jaguar I-PACE eTrophy – a double header, which proved very busy fixing Celia Martin, and Simon Evan's cars after heavy contact with the wall ! Anyway – I have managed to do some BTRDA/MSUK Championship Autotests, as promised.

We've made no real progress with the mini special so it was back out with the trusty Micra; first

event was Knutsford and District Motor Club 'Tim Sargeant Autotest' held at Demon Tweeks, Wrexham on 7<sup>th</sup> July. This is always a top event and Clerk of the Course, Duncan Wild, always designs great tests. It's also great to support the event at the Championship Sponsor's venue (Demon Tweeks).

This was my first event since Loughborough in September 2018, the last round of the Championship ! So, the plan was to take things steady and get back into the rhythm of top Autotesting – "Yeah, right !" Flat out from the start – had a penalty on the first test, but apart from a few 'rusty' (the driver that is) errors I ended the day 2<sup>nd</sup> in class with some fastest times.

Two days later I was off to New York. Three days after returning, my next event was South of Scotland Car Club Autotest at Lockerbie Truck Stop. The Championship round was on Saturday 20<sup>th</sup> July with a club event on Sunday 21<sup>st</sup> July at the same venue. Now, the South of Scotland Car Club lads are keen Autotesters (as I'm sure you know) and again the tests were going to be good – even if a bit biased to rear wheel drive cars. There had been rain earlier, and a shower during the morning made the surface slippery – great for my 1275 Micra but once things dried out in the afternoon Murray Walker, 1800 Nova, was making the most of the grippy tarmac and more power. However, the gap was too big and I managed to stay in front for 1<sup>st</sup> in Class. Fellow Wigton member, Jack Palmer, finishing 3<sup>rd</sup> in Class.



Then it was back to work and off to the South of France for a week tyre testing, leaving Dovenby at 0230 hours Monday morning! (the day after the Autotest !). We got back at 1800 hours the following Friday, then it was off to WRC Rally Finland at 0530 hours Saturday morning (the next day!).

It's great to be back out competing and I've also done the Caernarvonshire & Anglesey Motor Club Autotest at Trac Mon on Sunday 1<sup>st</sup> September. But you'll have to wait till the next report for an update on that, and I've also entered Hartlepool, and Whitchurch Autotests as well.

The car is going well and being as reliable as ever – thanks Dad, but logistics are proving to be interesting at the moment. I'm living in Cumbria and the car is still based at my parents in Kent! So, Dad now has to do all the work on his own, and bring the car to events so I just "Arrive 'n' Drive" ! Probably the main reason why no progress on the special !

TC.

# Championship News

WMC PROTYRE CHAMPIONSHIP – after Doonhamer

## Historics Overall

### Drivers

1	David Marsden	155
2	Brian Bradley	140
3	Malcolm Mackay	87
4	John Sloan	74
5	David Agnew	67
6	Ian Dixon	66
7	David Alexander	44
8	Tom Pearson	43
9	Paul Slingsby	42
10=	David Short	25

### Navigators

Michael Marsland	140
Mike Garstang	131
Marc Crack	90
Marian Sloan	74
Jim Stairs	43
Michael Fox	43
Alan Jackson	35
Bob Hargreaves	25
Ben Jude	25
Roy Heath	24
Callum Alexander	21

## Targa Overall

### Drivers

1	Phil Hodgson	136
2	Robert Short	90
3	Quentin James	71
4	Liam Charlton	69
5	Stephen Short	48
6	Bob Hargreaves	47
7	Richard Whittaker	22

### Navigators

Ian Giles	138
Kirsty Thompson	90
Tom Howe	73
Clive White	72
James Greenhough	68
Fiona Tyson	50
Geoff Fletcher	47
Andrew Whittaker	44
Bob Hargreaves	21

## HISTORICS

### Class H

1	David Agnew	30
2=	Paul Slingsby	19
2=	David Alexander	19

### Class H

Michael Fox	20
Alan Jackson	20
Callum Alexander	9

### Class P

1	David Marsden	69
2	John Sloan	29
3	Ian Dixon	27

### Class P

Mike Garstang	59
Marian Sloan	29
Bob Hargreaves	10

### Class C

1	Malcolm Mackay	39
2	Tom Pearson	20
3=	David Short	10
3=	Ray Jude	10

### Class C

Marc Crack	39
Jim Stairs	20
Roy Heath	10
Ben Jude	10

### Class D

1	Brian Bradley	60
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### Class D

Michael Marsland	60
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## TARGA

### Class T1F

### Class T1F

1	Geoff Fletcher	19
2	Bob Hargreaves	10
3	Andrew Whittaker	9

### Class T2F

1	Robert Short	32
2	Quentin James	27
3	Liam Charlton	25
4	Stephen Short	18
5	Richard Whittaker	8

### Class T2F

1	Kirsty Thompson	33
2	Tom Howe	29
3	Clive White	27
4	James Greenhough	25
5	Andrew Whittaker	8



### Class T2R

1	Phil Hodgson
2	Bob Hargreaves

### Class T2R

60	1	Ian Giles	54
17	2	Fiona Tyson	20

Next Round. Solway Historic & Targa October 13th



# Classic Show 2020

Next August may seem a long way away but we are already thinking about next year's show. We will have a full debrief later this year of course so we are keen to hear your comments. Obviously we had a bad years this year weather wise with gate takings well down. We always have some featured marque or model of the year. In the past these have celebrated anniversaries but of course other shows do the same so for example Mini owners had a huge choice of events this year. It may be that we feature marques that are not having anniversaries and get a bigger turn out?



Photo by Pam Frankland

# From The Top

## News from UK Motorsport, Regions and the WMC Committee

### WMC Committee:

Championships: Bob Hargreaves has taken over the scoring of the Protyre series and Chris Leece will score the Club Championships.

We are looking for organisers for the two remaining autotest events.

Steve Palmer is making good progress with the Solway. Wiggy reported that the standard of filling in of entry forms was dreadful

We are already planning next year's events. Major dates like the Sow, Drive it Day and the LDC are already booked.

The Road and Thistle Challenge had been very successful with a big entry. The Classic Show had been hit by heavy rain and that reduced spectator income drastically.

The did however take 38 new memberships.

It was agreed to increase the cost of membership to £20 for families or individuals. This works out at just £1.66 a month for a couple and just 84p per person which is remarkable value for what the club offers.

David updated us on progress with the Motor House and we are now able to store the caravan and equipment here. We are currently awaiting the electricity supply being connected. Then the internal walls, toilets and kitchen can be installed. We are currently looking for a plumber.

We currently need a new membership secretary. An email has been sent to members.

We are always pleased to have new committee members. We meet at the Greyhound at Bothel once a month.



**Recognised  
Club**

## *Message from Hugh Chambers to SACC Clubs*

Arriving in post late last year to re-join forces with David Richards – who I was partner with at Prodrive for ten years – I was struck by the challenge of ensuring the long term viability and sustainability of motorsport in the UK. The facts are stark and show that we have been experiencing a decline in licence holders for many years, and linked to that a drop in entries. This is further compounded by a fact that we have an ageing membership base, both with competitors, volunteers and officials. We have become too inwardly focused on the governance aspects of the sport – the rules and regulations – all of which are essential, but they are the foundation of a sport, not the superstructure and architecture of a successful modern enterprise.

People ask me what business we are in – and I think that we have to think of ourselves as being in the entertainment business, not just the motorsport business – by that I mean we need to fight for the right to be people's entertainment choice and with that one that fits with their lifestyles. We need the right products in the right place at the right time and at the right price – basic rules of marketing.

That required a complete culture shift at what has been the MSA, and a small symbol of change was the name to Motorsport UK – more user friendly, more open and accessible than a three letter acronym. But that is just the start. We are building a new marketing and communications team at Motorsport UK that will be launching promotional campaigns to engage with new audiences and re-engage with old ones that we can welcome back. We need to appeal to younger audiences, not just to get them in, but to keep them, and that requires a different approach to training and education, both for competitors and officials.

There is too much red tape in certain areas and we need to try and reduce bureaucracy. For 2020 we have some exciting changes that will achieve some of these targets. We need to work better with the club network and although we have disbanded the RDO network that grew up around Go Motorsport, we are planning a new raft of club based initiatives for 2020, to help you reach new audiences and retain your valued members. I have seen many great things happening in Scotland that the rest of the UK can learn from.

But even in the past nine months we have not stood still. Membership licences are actually up for the first time in nearly ten years, and across the board entries have shown growth. We have made it better value to be a member with benefits that can amortise the cost of your licence in a few transactions – money off at high street stores like Halfords and discounts on motorsport consumables like tyres. There are many further innovations we are working on and will be announced in the coming months.

Hugh Chambers

Motorsport UK CEO



# Writing about Motorsport

As quite a few members said they enjoyed my reminisces about writing about cars, I will add a few more.

The newspaper industry has changed massively in the past 25 years as sales of local papers have declined and amalgamation and staff cutbacks take hold. Apparently, few people under 40 read a local paper now.

Pre internet reports would ring contacts to write a story, now there are few reported, and they rely on people emails content in. When a reporter rang me for a piece for motorsport or anything else, I was involved with they ask questions based on Who, What, Why, when and Where. At the end of the interview they made sure they had your name spelt correctly and then said, “May I ask your age?” Now this must be all part of the course at journalism school as they all do it, but I’ve always thought it a personal intrusion and not relevant to the story. It doesn’t happen in other types of media so by in the press?

Thus, you get a conversation like this:

May I ask your age?

**No**

Stunned silence

***Why do you need to know it?***

Our readers like to know.

***How many readers have you asked?***

Well they just do.

You know these questions are coming and on one occasion back in the 80s I was ready withy a flip-pant answer which resulted in a bemused young reporter.

May I ask how old you are?

***Well I’m 95.***

Gasp, you must have been in motorsport for a long time

***Yes, when we started rallying, we had men walking with red flags in front of the cars.***

Wow! When did they stop having the men with flags?

***When the cars went faster than the men could run.***

That is really interesting, can I come and see you and do a full piece about your rallying life?

I had to let her down gently!

While I wrote the articles it was the sun editors who added the headlines which were sometimes cringe worthy and even caused upset. Sometimes they would “correct” names or spelling which they though I had got wrong. Once SoSCC’s Doonhamer Rally was called the Door Hammer Rally! I kept having to explain to fellow enthusiasts that it wasn’t me—I am capable of making my own spelling mistakes in pre world processing days!



# Welcome

**Welcome to the following new members and we hope that you will enjoy our events and social activities.**

**Mark & Mandy Watters of Cockermouth**

**Myke Pocock of Carlisle**

For most of you this will be your first magazine and we really hope that you will enjoy reading it.

**For any changes or queries about membership please contact**

**Graeme Forrester 01900 825642**

**or by email at [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)**

## Marshal Force

**Marshals are the life blood of our activities**

**Marshals needed for the Solway Rally on October 13th**

**Please contact Steve Fishwick**

**You get a roast dinner at the finish!**

# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

It was indeed an honour to be invited as club representative to attend the official opening by Sir Jackie Stewart of the Jim Clark Motorsport Museum at Duns. Chris Leece and I headed north on 29<sup>th</sup> August for a memorable occasion with many motorsport notables sprinkled about on the day. Chris has written a piece elsewhere in Startline and recorded the day with photographs so I will leave it there other than to recommend that everyone should put a Museum visit on their to do list. Whilst the new Museum utilises the former building with external additions the interior is a credit to architects with imagination and vision the whole being so different from what was there before. From a club perspective it was nice to see 'Wigton Motor Club' on the permanent display listing benefactors to the Jim Clark Trust.

By the time you read this the 'Coast to Coast' will have run with 31 entries on a route from St Bees in the west to Raven Hall on the Yorkshire coast between Whitby and Scarborough. A report will appear next month.

Our next one day tour will be the **Cumbrian Canter** which takes place on Saturday 5<sup>th</sup> October. Entries will close on 1<sup>st</sup> October so there is still time to download the details from the events section of the WMC website and get an entry to me. Start and finish at Penrith and the 100 mile route includes lunch.

I have been doing some research recently on my past events and in particular my International Rallies from days of yore. The very title conjures up visions of continental passes and snow bound winter roads in Europe, days without sleep and cars suffering untold punishment. In my case some of that was true but I never ventured into Europe for rallies and instead enjoyed many tough events in the UK. My first International was the Scottish in 1964 with Irving Oglanby in his 998 Mini Cooper and the last the 1979 RAC with Yorkshireman Chris Lord in his ex works Chevette, a 15 year spread but one which I will never forget. When I've finished my fact finding I will add some detail whilst remembering that my last International was 40 years ago, before some readers were born and may therefore have limited interest.

The live streaming from The Goodwood Revival helped to make up for not being there in person. I spent a few hours on the Saturday watching on my lap top and it was compelling with a minimum of advertising breaks and it was possible to walk the dog and do some gardening between races and importantly no cost involved. Some modern technology gets my vote and can be managed by the older generation. After frequent appearances in the earlier Revivals Ed Glaister hasn't taken part recently but this year we had David Rushton in his 1924 three litre WO Bentley in the Bentleys only race which was great viewing. Just driving these projectiles on the public road is challenging enough but racing alongside 30 odd others all leaning at frightening angles must have certainly got the adrenaline flowing. Talk about a schooner in a force ten gale.

Peter and Marian kindly staffed the kitchen producing coffee and bacon rolls at Gilcrux village hall on the 15<sup>th</sup>. As the weather was kind we did some tyre kicking on the 16 cars assembled and there were two or three potential new members also present.

As the competitive year draws to a close I've managed to hijack David Agnew into giving me a seat in his 911 for the Solway. We will see how we get on as my cogs are a little rusty these days.

Ron.

## Jim Clark Museum official opening 29 August 2019

When I was 9, I remember watching the 1967 British Grand Prix on my parents 14 inch black and white television and crying at the newflash when he was killed on 8 April 1968 at Hockenheim I was aware of the Jim Clark Rooms and had read an article a few years ago about when Professor Sid Watkins and Ayrton Senna had made a pilgrimage to Duns but shamefully I had never been myself

Fast forward to August 2017, the Rose and Thistle visited the Jim Clark Rooms, unfortunately, my Honda was in for repairs and I was reluctant to take the car that Lloyds had loaned me so I missed out.

After this visit, Wigton Motor Club donated £1000 towards the creation of the new museum



August 2019 and I was honoured to receive an email from Ron Palmer asking if I would accompany him as one of the representative of the club at the official opening of the Jim Clark Museum which was to be conducted by Sir Jackie Stewart OBE on Thursday 29 August 2019

On arrival in Duns, the main street was sealed off and there were Lotus cars of various ages together with an Ultima racing car and a Lotus Cortina parked on the street and outside the museum were 2 Lotus Elans

Inside were 2 cars, a Lotus 25 R6 which he raced between 1962 and 1964 and a Lotus Cortina, raced by Jim and now owned and loaned to the museum by Dario Franchitti which he had personally delivered to Duns

Items on display included all his trophies from 1956 to 1968, all in date and chronological order, photos from his career, a race suit and the rookie of the year jacket from Indianapolis, together with interactive touch screens and an area showing an ITV documentary.

Video screens cover aspects of his career, of particular interest to me being the ones of Indianapolis, being that I had attended the race in 2018

Inspecting the trophies, it is interesting to note that he would sometimes race in different classes of car over the same Grand Prix weekend and frequently win both races



Whilst we were there, Sir Jackie was being given a guided tour by Doug Niven who apart from being Jim's cousin, is a trustee of the Museum

In need of sustenance, we enjoyed an excellent buffet and awaited the official opening ceremony

Sir Jackie was at his eloquent best.

Watched by a large crowd including Sally Stokes who was Jim's girlfriend, Ian Scott-Watson who had loaned his DKW to Jim for his first race, John Cleland, Andrew Cowan and renowned author Graham Gauld, he spoke of his friendship with Jim, that they shared a flat together in London and stated that Jim was the best that he had ever raced against.





He recalled the 1965 Belgian Grand Prix which was held at Spa in atrocious conditions. Jim disappeared into the distance and won the race with Jackie second with them both lapping the entire field

He joked that whilst Jim was so precise and decisive behind the wheel, in other ways he was very indecisive. He struggled to decide what to eat at a restaurant or which movie to watch

Part of his legacy was that he brought motor racing to the masses in a dangerous era due to his skill behind the wheel

Alan McNish spoke in appreciation of the influence that Jim had on him, as well as other Scottish drivers including David Coul-

thard and Dario Franchitti

Both men were in appreciation of the refurbishment and redevelopment which is a fitting tribute to a humble but truly gifted and talented individual

51 years have passed since his untimely death, this museum is well overdue but well worth a visit and don't forget to look at the list of supporters and donor's in the entrance where Wigton Motor Club's name sits proudly

Chris Leece

### **Jim Clark OBE 1936-1968**

F1 World Champion 1963 and 1965  
Indianapolis 500 winner 1965  
Tasman Series winner 1965 1967 1968  
British F2 champion 1965  
French F2 champion 1965  
British Formula Junior Champ 1960  
Le Mans 1960, 3rd overall  
British Saloon Car Champion 1964  
British Sports Car Champion 1959  
Scottish Speed Champion 1958 1959

Winner 25 Formula 1 Grand Prix  
19 Non championship F1 races  
2 USAC Championship races  
15 Formula Tasman races  
13 Formula 2 Races  
9 Formula Junior races  
17 British and 2 American saloon car races





## BONESS REVIVAL, A BRILLIANT EVENT AND AN ORGANISATIONAL SUCCESS STORY

By far the biggest motor sporting event in Scotland these days is the Boness Revival, it consists of a speed hill climb, classic car show and a classic tour, it was held on 31st Aug/1st Sept a few miles west of Edinburgh and was a triumph over adversity for organisers, competitors and even the spectators. Despite everything thrown at the organisers all the obstacles were overcome and the event was a resounding success.



Like so many outdoor events in this country the weather is generally the key to success, well we certainly had the weather, not what anyone asked for because even ducks would probably have declined to race in the conditions on Saturday morning, however this was Scotland where the people have to contend with adverse conditions throughout the year, they are a very determined race so they overcame the adverse conditions and just like show business the show went on. Not only did it go on but it was an event of the very highest standard a credit to everyone involved.

Setting up in the days prior to the event had been a nightmare due to torrential rain, it continued to plague Saturdays hill climb but those taking part in the touring run to the Jim Clark museum opening at Duns ran out of the bad weather they had some glorious sunshine, it was a day greatly enjoyed by all who visited Duns and showcased the lowlands of Scotland to a great many people for the first time.

The Bo'ness Revival Classic car show had an entry of 509 cars representing 41 clubs, included in this were 42 individual entries plus an additional 30 plus motorcycles and scooters, 113 vehicles entered for the Saturday Jim Clark road tour plus a further 13 cars competing on the Bo'ness Saltire trophy rally, this was an historic type rally with auto tests, regularity sections and observations as part of the tests.



The speed hill climb was in addition to the touring events mentioned and took place over Saturday and Sunday as two separate events, this was so that almost 120 competitors each day had the option to compete on one or both days as their individual circumstances permitted.

Running all these events required a tremendous amount of work from the volunteer organisers and because this is not a permanent venue all the timing gear, grandstands, toilets, safety bales, signage, fire points, matting and decking to allow cars to access areas over wet ground have to be positioned then re



moderation was at a premium at the local hotels, Travel Lodges, Premier Inns etc, restaurants were really busy and other businesses were also reporting a tremendous boost in footfall greatly benefiting the local economy.

Many people stayed in the area prior to the events and were staying afterwards to visit local attractions they had never ever considered visiting before, it brought people from all over the country as far afield as Lymington on the south coast to the Orkneys off the north of Scotland and unbelievably from America specifically to drive in the Revival.



publicity for the local area as the film has since been released along with appropriate press release less than a week after it was completed.

A number of local Cumbrians were taking part, Adam and Dick Smith entered both their Frazer Nash's but father Dick trapped a nerve in his back opening his large garage doors so couldn't compete, when you've had your 80th birthday things like this seem to happen. Ian Wozencroft & Ian Smith shared Ian's Alvis 12/70, William Irving too brought his Alvis, John Hunter his Riley TT special, Mark Milne Lotus 6, myself in the Buckler MK5, Chris Spencer Scarab Formula Vee, David Smith his rapid Mini Marcos and Markus Bewley had his GT6. Competition very close in every class in fact some positions were decided by margins as close as one hundredth of a second.

Weather wise Saturday gradually improved but mud in the paddock was a problem all day not least because racing cars with virtually slick tyres although granted special permission to spin the rear

moved before and after each event. This creates far more work than most permanent venues need to do to put on events of this calibre.

Local firm Tunnock's known worldwide for their famous caramel wafers and teacake biscuits were one of the very welcome sponsors and their biscuit products in the welcome pack were very well received by competitors.

There should definitely be some sort of civic award for the organisers as the amount of money that poured into the local area because of the Revival was fantastic. Accom-

It's 60 years since Jim Clark drove at Boness so to mark the occasion one class was given over to cars of the type driven by Jim which provided an unbelievable and unusual variety of cars tackling the short but very twisty and testing hill. A Goggomobile, 2 DKW 2 strokes, Triumph TR3As, Porsche 356s several Lotuses in the form of models 21,23, 23B, 35, Elite, various Elans, Cortina plus a Tojeiro Jaguar. Jim's own Lotus Elite and Elans took part and Lotus themselves sent one of their brand new Exige Sport 350 cars up on the Friday and made a film of it doing a run up the track, all this of course is great



wheels to clean them the front tyres were still coated with mud which caused a few hairy moments for many, it was rather like racing on a track then coming across a skid pan that wasn't visible.

Sunday was a much better day, straw was spread over the paddock to soak up the mud, the rain God likely decided he couldn't win against such a determined lot but with the track still treacherous in parts coupled to intensive rivalry and competition there were quite a few dramatic incidents putting pressure on the marshals and medical teams that were first on the scene but they did a superb job. Fortunately everyone was ok after being checked out some cars re- entered the fray, some would almost have qualified to take part in an aerobatic display rather than a hill climb although the strategically placed straw bales generally came off rather better than the cars. Most incidents were caused because the track conditions changed suddenly on parts of the track between runs due to run off from the surrounding higher ground or from the movement of vehicles such as the free shuttle bus unknowingly carrying mud onto the track.

I like many others have competed at all the meetings since the first one in 2008, we have all become great friends, each year more and more people have made their way to Bo'ness it is now a permanent fixture in our calendar and we still plan to visit this lovely area this for many years to come, will you be there next year too?

Thank you to Falkirk council owners of the venue and to everyone that helped in any way make Bo'ness the success story it has now become.

Keith Thomas.

## Heading for Prescott?



Situated between the villages of Gotherington and Winchcombe in the lovely Cotswolds lies the world famous Prescott speed hill climb venue that was bought by the Bugatti Owners Club in 1937, they held their first event there on Sunday 15<sup>th</sup> May 1938 and since then the venue has been constantly improved to the superb standard that it is today. Unlike most motorsport venues this is not all modern, ultra- modern or brash looking but rather in a time warp with traditional wooden buildings, mature orchards used as the paddock just like the 1930s and even a wooden footbridge that allows spectators to cross from one side of the track to the other.

Being owned by the Bugatti Owners Club as one might guess there are loads of glori-

ous Bugatti's competing at most of the events here, the cars are exquisitely designed, superbly crafted, of colossal value yet still driven to the very limit by enthusiastic owners or very fortunate drivers who have been loaned one of the priceless cars.

Not only is there a superb track here with first class facilities, clubhouse, restaurant, bars and toilets but it is also the home of the Bugatti Trust that houses not only the spare parts department, the superb Bugatti museum but there is an educational centre that is available for research on the Bugatti family members who were designers of not only cars but furniture and many other industrial and artistic products.

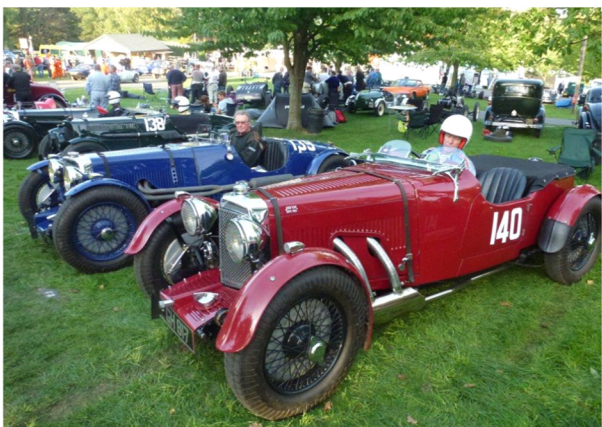


The title, Anglo American Classic describes exactly the sort of cars that will be either competing, taking part in the cavalcade or doing demo runs at specified times during the day on 5/6<sup>th</sup> October. Many others will be on display in the adjacent picturesque surroundings with many occupants really dressing up to suit their vehicles, lots of people you may recognise as Elvis, Beach Boys, American cops or leather jacketed owners of Custom cars and similar street rods.

Variety is the spice of life they say, well for variety that you won't see a bigger variety at any other event make your way to GL52 9RD where unlike Goodwood and other similar prestige happenings you can wander freely around the paddock, chat to drivers and see the on track action in convivial surroundings with a crowd of lovely people, tickets purchased prior to the event cost £15 per day saving £5 per ticket, children 14 and under gain free access with a paying adult or for £25 prior purchase gets you a weekend ticket, camping is available very cheaply just across the road, fantastic value indeed.

For UK residents you can even join the Bugatti Owners Club for a year to test the water for only £50 for an individual or £70 for joint associate membership, that allows you free access to all BOC Prescott events and you do not have to own a Bugatti to join, there cannot be any better value in any sport than that anywhere in the UK, ring 01452 260063 or better still contact membership secretary Emily Wells on [emily@bugatti.co.uk](mailto:emily@bugatti.co.uk) you will not be disappointed I'm sure.

Keith Thomas





## NEW SECTIONS FOR THE VSCC LAKELAND TRIAL.

Exciting news this week is that David Rushton who paid a visit to our house in his wonderful vintage Bentley a couple of days ago confirms that as the VSCC Lakeland trial Clerk of Course he has secured permission to use some superb wooded area of land near Buttermere which should be capable of allowing three brand new sections to be included in the trial without requiring any additional road miles to be added to the route.

To make these sections viable and useable will require a bit of work by a few volunteers over a couple of days clearing a couple of trees, pruning branches etc so David would like people who could help possibly on the first or second weekend in October to get in touch and he will organise work parties to get on with the job. If you can't do weekends but can do weekdays still get in touch and he will see what response we get.

The farmer has kindly agreed to provide the tractor, trailer and any heavy equipment, David and myself have chainsaws, bowsaw etc but if you have any similar equipment or spades, shovels, pick axe saws or pruners etc bring them along in case they are needed.

I have seen some photos of the terrain which is in lovely woodland and it looks fabulous, David says one section is definitely a "stopper" so that is a challenge to those drivers doing the Lakeland who are ultra competitive, mmm thinking about that statement it covers everyone in the VSCC trials community doesn't it.

To volunteer, contact David Rushton directly or myself and I will pass details on. E mail is best but if you don't have e mail facilities you could text my mobile or ring me I will do my best to get your details correct but I will send a reply to confirm I have passed your details to David, if no confirmation in a day or so then contact me again please.

I was chatting to Jock McKinnon organiser of the Scottish trial as he too was competing at Boness Revival meeting last weekend although he was in his vintage Bentley I was in my Buckler, he and his pals are planning a Border Reivers style raid to attempt to plunder the trophies on the Lakeland and hurry back across the border with their spoils. Will they succeed ? we will know by late evening on 9th November at the Wheatsheaf Inn, Lorton Cumbria.

Keith Thomas

01900 603073

## Autojumble

### FOR SALE

#### Mazda MX5 HARD TOP

from W reg Mk2 (2000my), Black with heated screen, Some paint blemishes round rear edge otherwise good condition

Must be collected from Wigton area

Offers IRO £200. Ring Eddie on: 07947 606222



# Rallying Call

## County Motor Stage Championship

Although stage rallying as part of our current programme of events has lost most of its interest, we still have plenty of members who competed in our County Motor Clubman's Stage Championship back in the 80s and early 90s. In those days we often ran five rallies including a forest one and got full entries mostly from our own members! How times have changed!

I am looking to organise a reunion of competitors and organisers from the series. If you would like to attend please drop me an email on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

# Social Scene

*Charles Graves reports*

## *Annual Awards Dinner 2019*

*Skiddaw Hotel, Keswick*

*Saturday, February 8th*

*Put it in your diary!*



# Inside The Industry

## Paul Gilligan has his say

### Frankfurt Show Brings At Least 3 Important New Car Launches

There are now only two important car shows in Europe, Geneva in the spring and Frankfurt in early autumn. This year Frankfurt seems to have hosted the most important new model launches.

First VW pulled the covers of their ID 3 pure electric car. The 3 by the way denotes that this is one of the 3 most important cars ever launched by VW, the other two being the Beetle and the original Golf. So a couple of hard acts to follow! The cheapest version will have 148 bhp and a range of 205 miles, then 201 bhp with a choice of 260 or 341 miles range. Prices are said to start at £27500 before the current £3500 Government Grant is deducted. Batteries are guaranteed for 8 years. If all these figures are borne out in reality VW have a very powerful proposition for private and business users alike. 35000 have been ordered already with deliveries due to start in the middle of next year.

To coincide with the launch of this new car VW have updated their famous “V over W” logo. Which means that 10000 dealer worldwide have to pay for new signage before they get to make a penny from selling an ID 3.

Next must be the long awaited Land Rover Defender. It’s been nearly 3 years since it was no longer possible to buy a new Defender. The old model was selling in tiny numbers, only 5000 a year to retail customers with another 10000 going to armed forces, police and so on. To be sustainable the new model must sell at least 5 times that number, so has to appeal to a much broader audience. Also it’s been engineered to be legal for sale all over the world whereas the old one didn’t meet the laws in many markets, China and the US being most important.

Replacing an automotive icon like the old Defender was never going to be easy and I think it’s fair to say opinions are divided. No surprise that the died in the wool Defender enthusiasts seem least impressed, unless the new one was simply a rehashed old one I think that was always going to be the case. However it seems to have hit the spot with owners of old model Discovery's who don’t regard the new Discovery as robust enough for their requirements. And there’s no doubt that as the latest 4x4 fashion accessory the new Defender will for a while at least be in demand for shopping and school run duties in the demanding terrains of Knightsbridge and Hampstead.

That sort of demand will be useful given the pricing stance LR have adopted. This was no surprise to me but quite a shock to those who expected it to cost about the same as the old model. First to launch is the long wheelbase five door where prices will start at around £45000 with deliveries beginning early next year. Then a shorter 3 door version will follow quickly at around £40000 upwards, with Commercial models in both lengths from £35000 + VAT. There will be endless opportunities to spend more money by buying options and packs – you can spend £100,000 if you want to! So whether LR can achieve the volume they want at the price they want is the big question. And of course to achieve real success they need to do this by selling to new customers, if they simply sell to existing LR owners who choose a Defender rather than another model in the range that’s a net gain of zero.

Finally I can’t help thinking Land Rover are crowding the same area of the market with lots of different models. If you want to spend between £40000 and £100000 on a 4x4 SUV you can choose between Evoque, Defender, Discovery Sport, Discovery, Velar, Range Rover Sport and “proper” Range Rover. That’s seven models plus two similar cars that wear Jaguar badges?

Finally Frankfurt saw the reveal of what is currently the World’s fastest and best handling electric car. No surprise it comes from Porsche, it’s been christened Taycan. Key performance and handling benefits come from the decision to use a different type of electric motor, lighter and higher performing than the ones used by competitors like Tesla. Although like every electric car the Taycan is heavier (2.2 tonnes) than a petrol equivalent careful positioning of the batteries results in a lower centre of gravity than any Porsche available today and near ideal weight distribution. The car is already faster

around the Nürburgring than any other 4 door electric car. Faster charging than anything else as well takes the battery from 5% to 80% charge in 20 minutes and range is around 250 miles. All very impressive, only snag is £120,000 for the “base” version and £140,000 for the Turbo S, all before any options are added!

### **Aston Martin Calls For Bond**

But not James this time. I mentioned last month that Aston were running short of that vital lubricant, not oil but money. Now they are planning to issue bonds to raise the cash they need until sales of the new DBX SUV start to bring some money into the kitty. Problem is previous bond issues have been secured on AM assets. In simple terms all the family silver has been hocked, there’s nothing left in the cupboard, and now the new bonds will be unsecured so a far higher interest rate will be payable. Not ideal but they have no choice. Aston Martin have gone bankrupt seven times in their history. Let’s hope they can raise the necessary cash and get the SUVs rolling out to avoid No 8.

### **Spot The 69 Plate Car**

Have you? It’s more than half way through September as I write and deliveries of the new plate (69) started more than two weeks ago. I’ve seen two, one on the 1<sup>st</sup> in Cockerthorpe and one on the hard shoulder of the M6 a few days ago (it seems Kias aren’t all as reliable as they say). Anyone else seen lots? Certainly the dealers I talk to are hardly awash with new car business.

Selling brand new cars isn’t made any easier by the big volumes of pre registered delivery miles vehicles about. This has been caused partly by dealers and manufacturers registering unsold cars to meet previous sales targets, then there were a lot of cars around that didn’t meet the latest emissions targets which became law on September 1<sup>st</sup> so had to be registered in August – or scrapped. Pre registration has been around for a long time now but I’ve never seen it to the current extent. Not just the volumes, but the resulting discounts. We put together a list for our business customers today of 19 plate zero miles cars and vans. We had almost 10000 to choose from. Discounts range up to 40% on a £77000 Audi Q8 down by £30600, even 30% off a £12200 Fiat 500. And percentage discounts are even higher on 19 plate vans.

No wonder we see so few 69 plates around?

### **Pendragon Bites The Bullet**

I’ve reported before on the problems of this dealer group, until recently the largest such organisation in the UK measured by annual turnover. Their long term CEO retired as planned early this year and it seem he may have left a can of worms behind. A new boss was appointed but he disagreed with the Board on future strategy and therefore left quickly!

It seems many of the problems come from the last boss’s decision to establish a chain of used car supermarkets branded “Car Stores”. A total 34 were opened making a vast investment in property before you get into the vehicle stocks. 22 of the 34 are now to be closed, and one wonders about the future of the remaining 12? Insiders say 1300 job losses already, perhaps more to come? Pendragon are seeking to refine their new car operations and have reduced their exposure to Jaguar Land Rover where they judge the property investments required unsustainable. Rumour has it they feel the same about BMW/Mini?

Result is that Pendragon have just announced a loss for the first half of this year of £32.2M, not a small sum! First half last year was a profit of almost as much! Bad news indeed.

### **Be Careful Where You Drive**

Last month I reported on the deaths on UK roads caused by not wearing seat belts. Now it seems best to consider where you drive. 75 of all the A roads in the country covering only 900 miles are considered “dangerous”. These were responsible for 60% of fatal accidents. I don’t have space to detail the findings, and I have no prejudice against those who enjoy their motoring on two wheels, but most of the routes mentioned are well known as “biker roads”.

Paul Gilligan

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# Andy's Armchair

## Andy Armstrong takes an irreverent look at motoring and motorsport

We recently had a few days away.

Left Carlisle Friday am and drove via Keele services to Cosford aircraft museum on the M54 heading towards Telford. From there it was a quick hop to a Premier Inn near Stafford.

Saturday dawned, so off down the M6 via Hilton Park services (to buy picnic provisions), and on to the Alexander stadium Birmingham for the British Athletics Championships. Next it was another Premier Inn in Wolverhampton before athletics again on the Sunday and after one and a half hours queuing to leave the stadium car park we drove straight back home. Total mileage of 507 and we saw a total of 2 charging points for electric vehicles at I think Keele, but it might have been Hilton Park. Enough said!

Continuing the weekend away theme. I don't like Smart motorways. According to Highways England they are SAFER than the older type, which can only be described as a lie. Let's say you have a cam belt snap just as you pass refuge area you have zero chance of getting to the next one before you stop so there you are in the inside lane, "ex hard shoulder" with 40 tons of artic bearing down on you at 56 mph. Who are they trying to kid? Apparently there are CCTV operators watching over what goes on but if statistics are to be believed (doubtful I know) they, on average, take 17 minutes to put a little red lane closed cross up on the overhead gantry sign. I suspect the ambulance would be well on the way before the lane was shut.

Come on, admit the truth, it's cheaper. It's still a whole lot better than the old A6 which was two way with a central overtaking lane especially designed to encourage high speed head on collisions but to say it's better than a continuous hard shoulder is so blatantly wrong it's simply an insult to the intelligence of a very average 5 year old. A disgrace!

It was bad news that we'd had a fatality at Spa over the Grand Prix weekend, and also sad that such occurrences are the only time the non specialist media deign to mention motor sport. It brings out the health and safety brigade, and in a modern world where you even get instructions printed on the side of a 4 tread step ladder it makes you wonder where things could end up. Whatever happens I really hope the Eau Rouge / Raidillon area where the accident happened isn't messed about with as it really is one of the few remaining recognisable sections of track anywhere that you can still see when looking at pictures from the 50's and 60's, or even pre war come to think of it. It was also the area of track where one of the most promising drivers of his era met his end. I often wonder how far Stefan Bellof would have gone. He really did seem a prodigious talent. The circuit has claimed others as well with Richard Seaman in 1939 and Archie Scott Brown in 1958. Both these occurred on the left hand bend where the modern F1 pit entry road begins (you can see the Scott Brown crash on You Tube). 1960 was also a bad year when both Alan Stacey and Chris Bristowe crashed on the old much longer circuit, Stacey being reported as being hit in the face by a bird which caused the ensuing accident.

A sad track but nevertheless a great one, even in it's modern form.

Ends AA.

# What's On

## WMC events and other events of interest

### October

4/5/6		Rally GB	Somewhere in Wales!
5th	Sa	Cumbrian Canter	WMC
5/6		Prescott Classic & American HC	BOC
13th	Su	Solway Historic & Targa Rallies	WMC (Gates/Protyre)
27th	Su	Autotest (subject to organiser)	

### November

7-10		Rally of the Tests	HERO
9th	Sa	Lakeland Trial	VSCC
21-25		Roger Clark Rally	RACMC
24th	S	Autosolo at Maryport (subject to organisers)	

Visit the Facebook page for the latest news or the webpage at  
[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

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