

Wigton Motor Club Ltd

Start Line

Issue 12/20

www.wigtonmc.co.uk

December 2020

Happy Memories from 2017



Hopefully we will be back at Dalemain on August 22nd 2021!

Motorsport for All

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Talking Point

Topical Comment from the world of motoring

Reading through our archives of minutes and magazines, it is very evident that the social side of the Club has always been important although over the years, things like club nights and film shows have had falling attendances. We are not alone in that as just about every type of interest has seen a drop in attendees over the last 25 years or so. People don't go "out for a pint" as they did, and youngsters seem to socialise virtually via games pods and What's App.

We have long been told that this is detrimental to mental health, and this has been emphasised by the pandemic with people confined to home, working from home and seeing fewer people. Motorsport is a social activity in that for most disciplines you may be at the venue for a whole day but only compete for a few minutes during that time. The rest of the time you are in the company of like minded enthusiasts. Meeting up at events or club meets is also a great way to improve your knowledge as you are talking to actual competitors, organisers and marshals and not Terry or Katie on Face Book.

When things get back to some sort of normality when we can actually meet, we will start monthly Breakfast Meets at the Motor House. Hopefully, that will get people coming out again.

The longer the pandemic goes on and the longer people are away from car based activities, the chances of them returning decreases. I think we have all found other things to do in the absence of car sports, interestingly the sales of the Hornby group who make virtually all the classic model ranges (like Scalextric, Corgi, Hornby trains and Airfix) have gone up by 30% in the first half of the year, while garden centres have had a record year. For many people, the lack of holidays and normal recreation like motorsport, has meant there is more in their wallet. People who work from home have saved huge amounts each week which will be used in other ways. However unfortunately there are also those who have lost their jobs or have businesses that are struggling. Time will tell how things will pan out and I think that may well be the summer before we see any true normality.

There are around 130 heritage railways in the UK with 22,000 volunteers and around 2,000 staff and these attractions generate many millions for the local economy. However their representative body is concerned about the rising average age of the volunteers and the effect on their operations, along with the skill based need to keep the locos going. I can't help but feel there are a lot similar issues on the world of classic cars and motorsport

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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From Motorsport UK

From the CEO

Success at the very highest level of sport is always hard to achieve. Name your sport and your discipline - from badminton to boxing, skiing to surfing, we have all heard the stories of the battles against the odds, the 10,000 hours of practice and self-sacrifice, as well as the pure singled-minded determination to keep on coming back again and again to produce ever greater achievements. Here we are in November 2020, rising in unison to applaud our seven-time Formula One World Champion, Lewis Hamilton, who has reached glorious new heights, reset the bar and shows no sign of stopping there. And at the same time, we are looking back 25 years to an event that still resonates around the world – the crowning of Colin McRae as the WRC World Champion of 1995. It would be Colin's only drivers' title, and yet his legacy lives on undimmed, a true star.

I had the good fortune to work with Colin, as well as his World Champion peers, Richard Burns and Petter Solberg, and through that observed something of their makeup. Later on, in F1 I worked with Jacques Villeneuve at B. A. R and Jenson who was still several years away from his title winning year. They all had something in common, in that they didn't accept the conventional view of the world and were not afraid to upset a few people in their mission to succeed. Their method of execution was wide ranging, from the genial humour of Petter to the louche indifference of Jacques – but they all firmly believed that there was no one better than them at driving that car on that day. These drivers also have one other common measure – they were world champions but once – and without doubt most deserving of more crowns, with Colin probably top of my list.

To win for the first time must be a relief, but it spurs one on to reach that nirvana once more so that same win can also be agonising. At the risk of stating the obvious, you may well be the best athlete in a given sport, but you still have to beat the others. Doing that when you have a target on your back is even more difficult – and when it is perceived that you have the best car, an uncomfortable psychological catch-22.

For me the mark of greatness, beyond the statistics of wins and championships, is the display of resolve and commitment that is needed to keep striving for better when you have already won so much. "If anyone sees me go near a boat, you've got my permission to shoot me," Sir Steve Redgrave famously declared after winning his fourth Olympic gold in 1996, and then went on to win another one in Sydney four long years later. I got to know Steve quite well during the Olympic programme in 2008 -12 and he always had this agitated state that there was more to be done and things to be achieved.

Listening to Lewis on BBC Breakfast as he reflected briefly on his record breaking year and thanking all around who have helped him, his eyes really lit up at the thought of the future. He clearly plans to be racing again next year, and with the same gritty determination that has signified his career to date;

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who would bet against him taking an eighth title? And yet one feels that for Lewis racing is but one chapter in the book, with a lifetime of other off-track achievements yet to come.

There is no doubt his efforts are being recognised and applauded - being named the most influential black person in the UK, topping The Powerlist 2021. We are truly fortunate to have an ambassador for Britain who has the ambition to use his reach and influence to make change for the better.

Whilst Lewis grabs the global headlines, we have much more to celebrate right through the ranks of the sport, including new World Champions in Junior Karting with Freddie Slater, and in Senior Karting with Callum Bradshaw. Whilst in the World Endurance Championship Mike Conway lifted the crown with his teammates; and the British engineered Aston Martins led the field after taking victory at Le Mans. And we have one more major FIA title to decide in the form of the World Rally Championship. With one round to go, starting on the 3rd December, we have a nail-biting finish with our own Elfyn Evans holding a 14-point lead over Sébastien Ogier – a man with six WRC titles and, rather like Lewis, an unquenchable thirst for more. Let's hope Elfyn can complete the 2020 clean sweep of CIK, WEC, F1 and WRC for Britain.

Of course, all of these extraordinary achievements have been played out against the backdrop of the global coronavirus pandemic, and it is not over yet. It is the resilience of the UK motorsport community that not only produces more World Champions than any other country globally, but also has the determination to keep the sport running and growing. There are early signs to be optimistic for next year, and we will do all that we can to get us up and running and competing safely and securely. For the remainder of 2020, I hope that you and your families stay safe and healthy, and that we can all look forward to seeing friends and family before too long.

Take care. Best wishes,

Hugh Chambers

CEO, Motorsport UK

Rallying News

Currently MS UK are negotiating the separate agreements with the forestry authorities in England, Wales and Scotland. It is unlikely that we will see any events until the end of April due to the time it takes to organise events. At the moment there are just eleven applications for forests allocation in England.

ANECCC have sadly postponed the long standing S G Petch Stage Rally Championship (which Barry Lindsay has won several times) due to a lack of events.

The Jack Frost Rally at Croft will not take place as the cost of hiring the track and new restrictions on using other parts of the venue have made it unviable for organisers. The same has been paid to the annual sprint as well.

The Croft Nostalgia Weekend will also not re appear. Croft can make more money from other sorts of events.

Also **Autosport Show** and **Race Retro** postponed/cancelled.

PG Tips

Chairman Peter Reflects On His Month

Happy new year! It will be soon at any rate and I don't suppose many people will remember 2020 as anything other than a pain in the butt – or possibly worse. Not much motorsport, not many car shows or events, not much of anything other than boredom and misery. I am trying to think of my highlights in 2020 and there aren't many car ones really. The Astra (or Diastra as I called it) does at least seem to have redeemed itself after all the engine torture at the beginning of the year. Earlier this month I added a rear anti-roll bar which should help turn in and reduce understeer, although I've yet to try it as the thing is off the road for winter and just sits in the garage looking shiny! I don't think there are any other highlights.....not car ones anyway.

Last month I put the Merc in for a service and was advised that the front arms were all knackered. The new front arms that I'd fitted in August! The ball joints on them were damaged/seized causing creaking which came as a bit of a shock. When I carefully examined the advert of the place I'd bought them from that implied they were German, it became apparent that they weren't German but more likely Chinese and also not very good! I've replaced them with a proper set of arms from Eurocarparts and returned the Chinese arms to the company who say they will refund me. I am not holding my breath though but it was worth sending them back.

Electric cars are the future – there isn't much doubt about that, maybe not in exactly the form they currently are, but fossil fuels are out of fashion and running out so something else is needed. On an almost daily basis on the internet I see posts and memes (pictures with captions for those unfamiliar with the term) pointing out how dirty it is to make batteries, that the power stations generating the electricity aren't green and many others. These things are almost certainly true but mocking the whole concept of electric cars based on where they are now is a bit like the owners of horses seeing the first motor car and thinking – well that's not as fast or versatile as my horse, what a ridiculous idea. Everything has to start somewhere and the electric car industry is in its infancy so there is a long way to go on the journey. You only have to see how far mobile phones moved from 1995 to 2020 once the clever people and companies put their joint minds to the job of improving them. In 1995 a phone sent a text and rang people and had a basic game called Snake (it was lots of fun though!) whereas now you can virtually run your life from a phone. Having said all that I do have to question the wisdom of the government announcing they intend to ban all new petrol and diesel car sales after 2030. Even if electric cars do make phenomenal leaps forward in that time they still haven't taken into account how a significant portion of (possibly most) people will be able to charge their newly bought cars at home. If you live in a terraced house with no garden, how are you going to charge your car? Wires strung across the pavement? Similarly blocks of flats and any house with a pavement in front of it and no vehicular access to the rear. I suspect one of 2 things will happen – the regulations will be loosened to allow sales of hybrids to continue, or second hand diesel and petrol cars will suddenly become very desirable. I may buy up lots of new ones in 2029 and make a million!

Finally – horses. Yep motorists always moan about horses and cyclists, but I don't usually have a big problem with slowing down for horses and being courteous – if they choose to ride around the road risking their lives on a half a ton or raw meat then that's up to them, they have a right to be on the road I guess. I do object to being wildly gesticulated at and mouthed at when I am doing nothing wrong! Yesterday I came round a bend on a narrow but 2 way road doing under 40mph. Ahead of me was a horse with a 20 something woman on it and walking just behind it an older and much scarier looking woman. The woman on the horse was mouthing clearly angry things at me (I had music on so I couldn't hear if there was sound) and the scary woman was wildly waving and also mouthing. I slowed as soon as I saw them and I was already on my own side of the road so I was no danger to them anyway – unless they couldn't control the horse. Because I hadn't been going very quickly I was able to wind my window down next to the scary woman and I asked “is there a problem because you looked like you were shouting at me and I don't know why”. She replied “I was telling you to slow down because you were passing a big horse – really big”. I advised her that I had slowed down which is how I could stop and talk but she'd walked off by then. It's no wonder motorists get irate at some horse riders! Manners are a 2 way street.

Peter

From The Top

News from UK Motorsport, Regions and the WMC Committee

OFFICIALS' LEARNING AND DEVELOPMENT WEEK 2021

Online webinars confirmed for early 2021 to enable officials to keep up to date with grade maintenance Motorsport UK will be holding an Officials' Learning and Development Week in January, consisting of a series of interactive online sessions for Clerks, Stewards, Scrutineers, Timekeepers and Rescue & Recovery Officials. On Saturday 23rd and Sunday 24th January, and again on Saturday 30th and Sunday 31st January, Clerks, Stewards and Scrutineers will have the opportunity to attend a webinar in order to meet their grade maintenance requirement of attendance at a Licensed Officials' seminar. Two webinars will be held on each of these days, so there will be a total of eight opportunities to attend at a time and date that suits.

During the weekday evenings (25th-29th January), Motorsport UK will be holding a series of supplementary webinars, with guest speakers and the opportunity for Q&A sessions on selected topics. These sessions do not count towards grade maintenance requirements but are designed to support continued development in respective roles. For any queries or further information, please contact: training@motorsportuk.org



This is the sign which will go above the door of the Motor House.

Hopefully work parties can resume post lock down on Wednesdays. All the building work is completed and its mainly painting, fitting the kitchen units, snagging and then a thorough clean .

Volunteers are asked to contact David Agnew.



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FBHVC National Historic Vehicle Survey reveals significant contribution to UK economy

Published: 17/11/2020

- Number of historic vehicles on DVLA database has increased yet again to 1.5 million
- The historic movement now worth over £7.2 billion to UK economy
- 4,000 businesses employing over 34,000 people
- 700,000 enthusiasts – up from 500,000 in 2016
- Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK
- 35% of owners either already or are willing to contribute to a carbon reduction scheme
- 56% of historic vehicles are on SORN

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016. This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, *"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."*

Touring Events

Social Run:

Motorsport UK Definition:

A non-competitive run for likeminded participants where there is no other purpose than the camaraderie of motoring in company to a predetermined point and which is not within the jurisdiction of the Motorsport UK.

This type of event was created to help the one make car club's, who organise these type of activities and have their own insurance cover, they are more of a social meeting that involves driving to a location rather than a motoring event. They do not require a permit or exemption and are not covered by Motorsport UK insurance policies. You can include a route if you wish but the activity is more about where you are going / finishing, an example would be, trip to Haynes Motor Museum, meeting up at Clubhouse about 9am leaving 9.30 expect to arrive at museum 12.30 for lunch, everybody welcome. You can suggest a route but there is no: timing/ awards /penalties/treasure hunt problem solving/competition / requirement to visit controls. There is no requirement to contact the RLO as it is non Motorsport UK event but it maybe wise to notify them for information, if you are using narrow single track roads to avoid clash with other events etc. There is no limit on the number of vehicles as the use of the public highway is no different than any of use.

Touring Assembly

Touring Assemblies have more emphasis on the route /points to visit on the route than Social Runs, you may have a route and a road book. Touring Assemblies must comply with Motorsport UK regulations and require a Certificate of Exemption (permit) which includes the Insurance cover to protect the club, officials and Motorsports UK. Organisers will also have to consult the Motorsport UK RLO, who checks for clashes with other events and that the route does not infringe any recorded map sensitive areas.

Motorsport UK Definition:

An activity organised with the primary object of assembling tourists at a point determined beforehand.

In a Touring Assembly: (a) a prescribed route may have to be followed. (b) pre-arranged points may be provided for in the event's itinerary, (c) no limits of speed may be laid down, (d) no requirement to visit prearranged points, other than a requirement to report at a final point not later than a specified time, are permitted (e) no awards of any description, other than those in relation to activities arranged at the finishing point may be made or given. Where any or all of the above points become a mandatory part of the itinerary the Event will be subject to the requirements of Route Authorisation (Motor Vehicles (Competitions and Trials) Regulations). The Regulations for the event must be clearly endorsed 'Touring Assembly', and before publication the consent in writing of the MSA and its approval of the regulations for the Touring Assembly have first been obtained, by issue of a Certificate of Exemption, and where the route runs through the territory of an ASN other than Motorsport UK, that R.1.3 of these Regulations has been complied with. The programme of a Touring Assembly may include additional events (other than speed) provided that they are held only at the place of final assembly. No prize money may be allocated in respect of Touring Assemblies.

Events must comply with this to qualify for an exemption, if not a different type of permit may be required and or Route Authorisation. The RLO must be consulted in good time before the event, and if required by the RLO, contact the Police Authority. Contacting the Police is a courtesy, different areas have different requirements which the RLOs can advise on, it is mostly common sense, nobody is going to notice 20 cars driving along the A30, but 40 cars driving along narrow lanes might upset someone and its better that the Police know about it beforehand. There is no limit to the number of vehicles on

Touring Assemblies, subject to RLO approval. The fee for 2020 is £27.

The '12 cars' comes from the Motor Vehicles Competitions and Trials Regulations, 12 cars is only related to competitive events and has nothing to do with non competitive Social Runs or Touring Assemblies.

Touring Assemblies require drivers, passengers and officials to be 'signed on' the Motorsport UK signing on forms have to be used which are on the Motorsport UK website. Social runs do not require Motorsport UK signing on as they are not under Motorsport UK jurisdiction.

We have no issue for Touring Assemblies organisers using the word Entrant instead of Competitor on the signing on sheet or declarations.

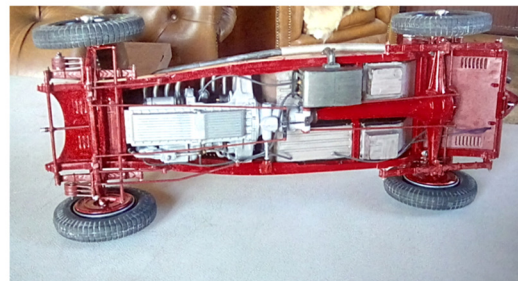
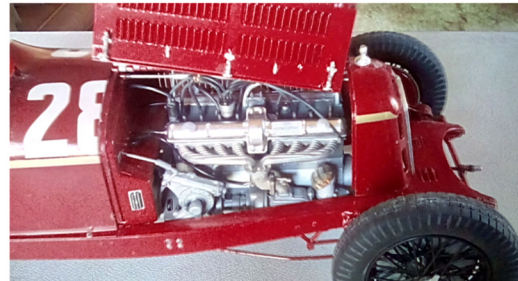
Motorsport UK permits cover the setting up of events, but please remember that on the public highway an individuals RTA insurance is in place, not the Motorsport UK policy.

Full details of Insurance cover can be found in Appendix 2 page 403 in the Yearbook.

The 'Exemption' is the exemption from the Motorsport UK judicial process, this indicates that there is no right of appeal to the Motor Sports Council. So, that is to say if there was a problem at an event, a protest was made by a driver, the driver cannot appeal to the MSC, the buck stops with the Clerk at the event (in the case of a Touring Assembly).

A Very Fine Model

Jim Hendry has been spending lockdown building this lovely 1/12 scale Alfa Romeo as driver by Tazio Nuvolari.



Devil's Lockdown Tests

The fact that KLMC managed to organise and run such a super event under the Covid 19 Government and Motorsport U.K. rules was a great achievement and they only just managed to squeak it in before the present, more stringent lockdown rules took hold. Well done to the KLMC team!

Interestingly, promoting the event was entirely done through Facebook and Twitter (whatever that is) which successfully tempted competitors from far and wide and filled entry list (plus reserves) within a few hours of entries being opened. All documentation was done online. Clearly this was to protect organisers and competitors by eliminating personal contact and it worked very well.

Perhaps there were two main reasons for attracting such enthusiasm for this event. Firstly, competitors had been starved of events this year and, secondly, there was the excitement that the prospect of driving on a totally new venue in Cumbria brought. Anyway I promptly submitted an entry for Robin Murray and myself using Robin's fabulous 1965 Austin Mini Cooper S. Jeez, what a car! It's the real deal!



Other Wigton Motor Club crews entered included Alex Willan and Glenn Fothergill in their rather quick BMW 325, the very confident and super cool pairing of David Agnew and Alan Jackson in their lovely 911, the ultra experienced and competitive crew of Charles Graves and Ron Palmer in their lovely Escort RS 2000, Malcolm Mackay and Mark Crack in their well sorted Mini Clubman 1275 GT and Paul and Esther Bowness in their slick handling Mazda MX5. The event was based at the Cocker-mouth Livestock Auction Mart which proved to be an excellent venue for the start, two time controls and finish. We felt very C19 safe at all times. Our rally pack included a road book and all necessary docu-

mentation, we were even provided with a Devil's Own face mask which had to be worn by competitors in order to be provided with lunch and refreshments.

At no point during the event did we have any physical contact with marshals or officials. All the timing was carried out remotely by RAB Timing Systems. At all timing points there were large electronic clocks which were connected directly to Rallyroots results team. I had a time card in the car onto which I wrote my times from the clock and compared them against my stopwatch. Results were posted almost instantly online so, like Mr Alan "Whiz Techo" Jackson you could monitor your progress on your phone as the event went on. I didn't. I waited until the next day before looking at them. May I say that until we get through this C19 stuff, other events might have to do something similar. I thought it worked very well.

The event consisted of a "jogularity" section held at the new venue, the Broughton Moor Munitions Dump. This was followed by twelve further tests, three of which were held at the Workington Speedway and a further two at Maryport. All the other tests were back at the Broughton Moor venue. It was a compact route.

> At this point I have to confess to being a novice when it comes to a Jogularity test. Any of you unfamiliar with navigation on a jogularity might sympathise. I also have to confess to enlisting pre-event help of rally navigation guru Ron Palmer to give me some advice. The average speed to be maintained over the section was just 30 mph. However, we ended up having to go like hell. The Mini went through deep muddy puddles which splashed over the roof, and then we were up in the air over the bumps. It was a wild ride.

As for the distance and timing to the various timing points, I planned to use the original Halda on the authentic Mini dash. However, not long after the start of the jogularity, I realised that the wheels on the Mini were not really in contact with the ground. They were spinning so hard that the inter mileage

was all to hell. I just had to focus on the route. It's fair to say that it was in the jogularity section that we picked up most of our penalties. Still, it was bloody good fun; I mean muddy good fun!

The rest of the route was fairly compact and involved three visits to the Workington Speedway and a further two in Maryport. The Workington test was very slippery and called for steady and neat progress. Judging by the many muddy tracks offline some drivers were having a real go. The test route varied each visit. We only messed up on one cone on the first Maryport test costing us a maximum on the first run but did the second test ok.

> All the other tests were back at Broughton Moor and largely re-used sections of the Jogularity route but with subtle differences. Once again, the tests were sloppy offline and challenging. I could not help thinking that this venue would be even better in the dry.

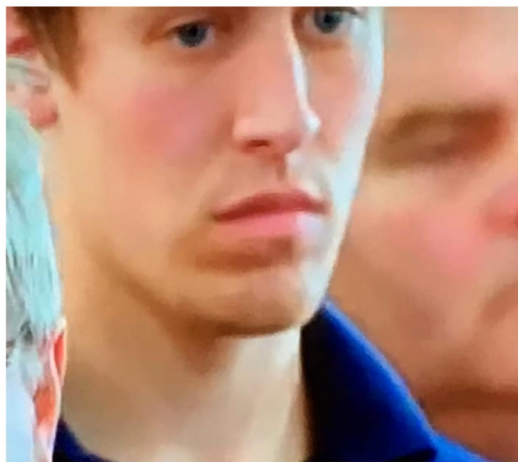
Although at the finish venue we were served tea and cakes, everyone had to remain distanced so there was none of the usual craic and banter with old mates and other crews.

All in all, we had a brilliant day's motorsport. I even got to drive the Cooper S home and smiled all the way. Thanks Robin.

At this point I should like to tell you that the weather during the event was absolutely terrible. Gale force winds and driving rain as a nasty storm blew through. So, if any of you reading this were out marshalling, a huge thank you. If it were allowed, I would give you a high five. That was marshalling above and beyond the call ...

Rob Grant

Snippets



Nicky Porter on the 1969 Scottish

Snapshot from a recent "Bangers & Cash" where WMC members are regularly seen.

What has this member just done or seen?

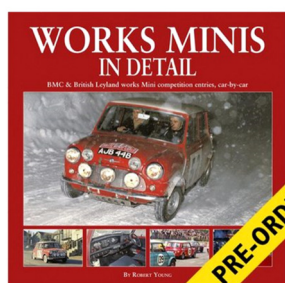
Photo courtesy of David Wiggins.



Snippets



Many years ago at some of the early shows there was a chap from Aspatria who came with this mid 20s Albert. I wonder what became of it.?



77 works Minis were built, competing in more than 300 events, most of them international rallies. The 1969 season, when the works Minis went racing, is also covered, along with the rally-cross events.

The book covers each one of those 77 cars which, in their distinctive red and white paintwork, were a force be reckoned with wherever they competed. Build details of every car are provided, drawn from factory build sheets, with information also on when cars were reshelled and identities swapped. The details of the events entered and the drivers are the result of analysing hundreds of contemporary race and rally reports.

<https://www.herridgeandsons.com/works-minis-in-detail>



RILEY ELF Mk 2

RILEY of old combined a sporting performance with luxury and elegance a cut above the average, being the B.M.C. Mini on which it is based. Certainly giving 4 h.p. extra over the former 440 c.c. unit performance as often associated with Rileys in the past. The extra power becomes apparent, not so much by an increased maximum speed (which is improved by about 4 m.p.h.) but in greater flexibility, making the Elf an frequent resort to the gear lever than the earlier model. At £117 more than the basic Morris or Austin Mini, the Riley is more fully equipped, with heater screen, extended luggage boot, better trim and carpeting, leather-faced seats, polished wood fascia, dustome finish and wheel embellishers. Whether these Riley are worth the extra outlay in these days of hard-pressed economy, depends on your approach to motoring: if you want Mini virtues coupled with superior comfort, trim, equipment and finish, you should consider the Elf seriously.

More power, less effort

WHATEVER the radiator, canopy and fittings, the Riley in today's conditions. It has the same upright driving position, same wide doors and easy entry, small pedals, simple the open parcel shelf below the central instrument panel, however, there is a polished wood fascia with sliding glove boxes to left and right, while the seating, trim and carpeting are more luxurious.

The changes, with the separate extended luggage boot, sound insulation and other de luxe fittings, add about 1 cwt. to the M5. 1 Elf. The larger engine of the M5. 2 costs out the overall running a welcome improvement in acceleration and on the M5. 1 (1100 and stroke from 61 to 64.56 mm. on a new crankshaft) produce 28 h.p. at 5,200 r.p.m. instead of

34 at 5,500 and an 18 per cent increase in maximum torque at 200 r.p.m. less engine speed—in short, more power with extra flexibility.

With this unit, and using *The Motor's* road test of the M5. 1 Elf's counterpart, the Vauxhall Humber M5. 1, as a yardstick, the 0 to 30 m.p.h. figures are improved from 5.9 to 5.4 sec., 0 to 40 m.p.h. from 10.6 to 9.4 sec., and 0 to 50 m.p.h. from 16.9 to 15.2 sec. The maximum speed is increased from 71.8 to 75.7 m.p.h., but the most noticeable advantage lies in the improved flexibility of the car: one can come down to speeds well below 30 m.p.h. in top gear, yet retain the ability to pass slower cars without too long a changing down.

Acceleration in top gear from 30 to 50 m.p.h. on the Humber took 12.9 sec., whereas the M5. 2 Elf needs 9.8 sec., and 20 the Elf. The third gear performance is equally good. Fuel consumption naturally proved higher, at 35.7 m.p.g. to 39.7 m.p.g. by the Humber's 1 in a test of over 1,000 miles; the M5. 2 Elf's touring consumption of 39.53 m.p.g. is some 41 m.p.g. higher than before.

Mini cornering magic

THE unique ADO 15 layout—transverse engine and gearbox, front-wheel drive, all-independent rubber cone suspension and rack and pinion steering—contributes to give cornering

In Brief

Price £475 plus purchase tax £39 10s. 5d. equals	
£514 10s. 5d.	
Capacity	980 c.c.
Unladen kerb weight	151 cwt.
Acceleration:	
0-30 m.p.h. in top gear	6.7 sec.
0-50 m.p.h. through gears	15.2 sec.
Maximum top gear gradient	1 in 11
Maximum speed	75.7 m.p.h.
Overall fuel consumption	39.53 m.p.g.
Touring fuel consumption	29.3 m.p.g.
Gearing: 14.68 m.p.h. in top gear at 1,000 r.p.m.	

Warwick Bailey send me this photocopy of a Riley Elf brochure.

A Conversation Starter:

Like everyone we have a collection of press cuttings gathered over the years, sadly we were never organised enough to date them, or even follow up with the results. The following is just a small example which raises more questions than I can answer. Who or what was the Cumberland Sporting Car Club? Was this the last single stage event on Hadrian's Camp before it became a housing estate? Many of those mentioned are still members of WMC today, there must be others, who else was there?

The attached photo is also an example of random cuttings, I can remember the event, short lived as we put the car off (luckily between 2 trees) in a forest somewhere in Kielder!

Eric Little

Extract from Cumberland News, sometime in the 1980's?

City event draws top rally crews, by Simon Wallace

Top rally crews will battle it out tomorrow on a former Carlisle Army camp.

Thirty-nine entries from as far afield as Edinburgh and Manchester have been attracted by the Mini Stages Rally at Hadrian's Camp near Houghton.

But it is the Cumbrian crews, such as number one seed Mike Gilligan who will draw the crowds. Other top locals include Tom Pearson/Eric Little, whose 1600 Escort is sure to give the RS2000 of Gilligan and co-driver Ken Ion a run for their money. And Rob Grant/Jim Stairs are bringing out their smart Twin Cam Escort for the Cumbria Sporting Car Club organised event.

The Mini brigade will be led by Brian Cowperthwaite/Lesley Hetherington with David Wilde and Chris Walker sharing a Cooper. One entry that always attracts attention is that of Ed and Stan Glaister in their immaculate Ford 100E.

The event begins at 10am and continues right through to 5pm. Spectators are asked not to park on the main Houghton Road unless they are well off the carriageway and should not park in Houghton village. Those arriving before 9.30 can park in the camp itself, but will not be allowed to leave until the rally is over.



Memories 1961-62

Some readers of start line may remember Malcolm Story who taught engineering at Carlisle Tech, drove an A.C. Aceca and was a near neighbour of G.T.F. at Bridekirk.

I first met Malcolm when, as a 4th year apprentice Fitter and Turner at Chapel Bank in Workington, I was put on the Vertical Boring Section for six months as part of my training. A Vertical Boring Machine is like a Turret Lathe stood up on its end with the table/chuck about waist height from the floor. The workpiece (always known as "The Job") revolves, with the cutting tools feeding down and across from above. The Apprentices' machine was just three or four steps from Malcolm's more modern one. When my machine was cutting, I could nip across to talk to Malcolm and still keep an eye on it. Inevitably, we talked about cars and I found out his interest was in older vehicles. About that time, he had an A.C. Saloon, a rather peculiar looking thing I thought but very well made.



I had a 1953 Ford Anglia, the tall one like the popular that my mam and I bought from J.R. Graham in Workington. Mungo Graham was the same age as me and as well as buying petrol at four shillings and 11 pence a gallon from him I used to hang around the garage a bit and give a hand if I could. I noticed an old car around the back of the building which turned out to be a 1935 four wheeled BSA Saloon with a Daimler Fluid Flywheel and a Wilson four speed pre-selector gearbox. I mentioned this car to Malcolm and he went to see it and bought it for £7.00. There had been no interest in it and it was going for scrap.

Malcolm was still living at Maryport then and had a pal with a garage in Wood Street. Between them, and over a few months they re-furbished and painted the car and got it on the road in time for Malcom and Sandra to go on their honeymoon to Scotland in it.



I drove the B.S.A. once or twice and was quite taken with pre-selector gear change and no clutch. I'm not sure if Malcom ever sold the car. We lost regular contact when we both left Chapel Bank but our paths crossed from time to time when he was out in the Aceca.

Frank Wilson

I passed info on to Malcolm's son Justin who lives in the same house and he sent me this photo of the car and his mother.

GTF

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Ten years ago I was reporting on our experiences on the 10th Rally of the Tests which had been a bit special with a planned start in Dublin and after 3 days in Ireland, a ferry across to Holyhead and a second 3 days section in the UK finished at Blackpool. It could have all been a disaster for us as on the first night section in the SE of Ireland we had an electrical failure on the XK150 and had to retire from the Irish section. However those were fixable problems and we marshalled some sections before catching the ferry to Holyhead where we were able to start the mainland section into Wales and England. We had a great run to the finish in Blackpool and had the consolation of winning the second separate section of the main event. Coming right up to date this year's RoTT has been a victim of the motorsport cancellations we have all endured and I only hope that now we have some good news from the vaccine developers we may get back to some motorsport by mid 2021.



Between lockdowns a number of our members were able to take part in the KLMC 'Devil's Lockdown Tests - Part Two' based mainly on the 'Dump' at Broughton Moor in West Cumbria a venue which had not been used for motorsport previously. A very wet windy day made for challenging conditions but it all went off well and Charles and I in the RS2000 can count it as a good days sport. Rob Grant will have penned a report elsewhere in Startline this month but our grateful thanks are due to the marshals whose commitment in the face of those dire conditions was total.

Adjacent to this page you will find the third of my monthly Tourally events which this month is on OS map 90 Penrith & Keswick. To remind those who have a spare hour or two for the run firstly you will have the opportunity to preplot the route in the comfort of your own homes. It will give a simple 43 mile route which can be driven or even cycled in convenient parts. There are no facilities at the start location but the finish is at Calbeck where two places are mentioned for refreshment but you must check opening times etc. The route includes a short double crossing of the new Pooley Bridge.

At the beginning of this year I expressed the hope that we were going to enjoy a memorable year similar to one from the roaring twenties with the club going from strength to strength and a great calendar of motoring fixtures. Instead we have what Her Majesty referred to in 1992 as an 'Annus Horribilis' – (note the double n!). The great success of 2020 for the club has been the Motor House at Moota now almost complete but delayed only by the occasional lockdowns. I know that David and his loyal team of club members are anxious to finish the work as soon as the law permits and then David will be able to fully focus on his latest motoring restoration project. While everyone will be looking forward to the availability of a vaccine, those of us of a certain age who have been very disciplined in observing the rules are certainly looking forward to getting our lives back.

A Happy Christmas to everyone and we look forward to seeing you all in 2021. Ron.

Ron's Routes Number 3

Location		Map Reference	Approach from	Depart to
START	Whelpo Junction Caldbeck	308396		SW
	via	339386	WSW	SSE
	via	352345	NW	SW
	via	368274	N	E
	via	390242	NNW	SW
	via	394224	S	NE
	via	416234	S	E
	via	448232	NW	NE
	via	475245	S	SW
	via	470257	SSW	WNW
	via	453278	SE	WSW
	via	440309	S	N
	via	442336	SE	NW
	via	399352	NE	W
	via	372368	NE	NW
Finish	Caldbeck	325398	E	
		43 Miles		
refreshments at finish.	Pub Coffee	Oddfellows Priests Mill		

Auto Jumble

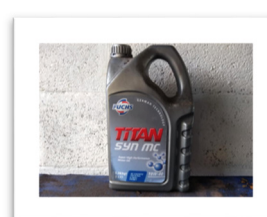
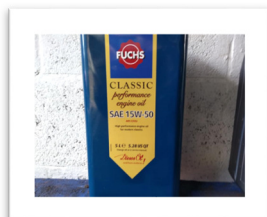
MG B Parts

2-off MGB 6-volt batteries. (I am told these were new last January when I bought the car and only used to bring it up the road.) £20 each

MX5 1.8 NB, Pipercross panel filter. (Approximately 1000 miles of use) £10

MX5 1.8 NB, Terratrip gearbox probe, unused, still in packaging. (I think this fits all MX5 and some other Japanese cars) £10 Ring Ian 07971274393

Oil for your winter service



4 litre cans just £15

5 litres for modern cars £15.

Contact Graeme on gtfmg@yahoo.co.uk

Motoring Moments Memories

Like many of us I started my driving adventures doing 12 car rallies and autotests with Spadeadam Motor Club. My wife (Lynn) navigated on many of these, but as I moved on to bigger events the cost meant I had to look for a navigator to share the expenses.

The Peak Revs was my first all night road rally, starting at Whitehaven, touring round the roads and lanes of West Cumbria and the edge of the Lakes. Driving my Mk1 Cortina GT, Billy Horne navigated us through the darkness to the finish at Whitehaven, we got to the end in one piece. While tucking in to a tasty breakfast the fatigue set in and I slumped over the table and into the plate – I really did have egg on my face!

Another first in 1975 was the Tour of Cumbria in the Cortina. A forest rally which used all the Lakes twice, then up to Kershope, and Tinnisburn, all those forest miles for £35, what a bargain, probably about my weekly wage at the time.

One claim to fame is beating Malcom Wilson in an autocross at Workington, mind you he was only 14 at the time and probably still learning, while I was an experienced 18.

One of my favourite cars was a 3 litre, Mk 1 Capri, it had no LSD and was a pig to drive but brilliant. I used it on the Lakeland Stages, forest and tarmac, finished in the top ten then got road time penalties which pushed us well down and out of the prizes. We also used a Mk 2 Cortina Estate with a 1600 X flow and twin 40s, it looked more like a service car, but it certainly went and took a lot of people by surprise.

One of the things we do forget it how isolated you could be back then. I navigated for Tom Pearson on the Galloway Hills Rally in early December. The day went well until we were on the way home when the diff seized in Dumfries, our service crew was long gone and there were no mobile phones then. I phoned Lynn who sped to our rescue, although she did drive past us twice as we stood waving on the side of the road. The car was dumped and we eventually got home about midnight.

The following is a true story, but I'm not saying who the navigator was. Speeding along with excellent pace notes and directions, "90 right, left, left over brow, right, right – we're off the map!"

Eric Little

Lakes & Dales Classic Car Hire

It is with a heavy heart that we at Lakes & Dales have decided not to continue with the Classic Car Hire into 2021. Having had close to 15 years offering customers the experience of both the range of sports cars and the fantastic routes and views around here it is time for us to change focus.

We have really enjoyed meeting a whole range of interesting people from all over the world as well as locally. In the coming years we will reflect on those encounters and the days at the Cumbria Classic car show at Dalemain where we have met and had many fun discussions with members of WMC and other associated clubs from Cumbria and neighbouring areas. We thank you for your support, encouragement and leg pulls. My favourite being the lady who longingly looked at the Frogeye Sprite and then explained her husband had one when they met. Then followed the punch line 'I think I conceived in that car!' Really??

As we now sell off some of our collection and associated spares via the normal media channels, we cannot help but wonder if there is someone out there looking to follow the path we took and offer classic cars for hire. We would happily provide guidance and support to encourage such thoughts. We have available the insurance contacts and web domains that cover a range of names that fit the area and follow our title as well. If interested, then contact us at info@lakesanddales.co.uk or talk to Rob or Kerry 01768 879091.

CA1 Sport Diversifies

Many forms associated with motorsport have had a tough year with now events and thus no customers. Many members will know Martin Wilkinson from his days competing on our stage rallies and servicing for various people. In 2006 he set up CA1 Sport to provide build and event servicing for competitors. The downturn this year has seen him diversify into making bespoke camper vans. Looks like a wise move from the number in build!

Martin started in professional motorsport in 1989 when he started working for Mike Little Preparations (MLP) after first becoming a qualified technician for a dealership. After gaining experience competing successfully himself as a driver in local and national events, also building and maintaining rally cars for MLP in the WRC, Italian Championship, Middle East Championship and other European events Martin was asked by Malcolm Wilson to help them when Malcolm took over the Official Ford team contract at the end of the 1996 season.

After several years building cars, engineering and eventually being Event Manager for M-Sport along with the responsibility of test driving each World Championship car before it departed to the events, Martin felt the time was right to start his own business.



After leaving M Sport, CA1 Sport was started and contracted by Martin's long time friend Colin McRae to help him develop a new class of affordable rally car to compete with the performance of the WRC cars, this car was to be known as the R4. Unfortunately the accident that claimed Colin's life was also to bring a halt to the development of the R4. After spending a year operating from the McRae workshops CA1 Sport moved premises to their hometown of Carlisle in Cumbria.

A new workshop was bought to continue working in motorsport. CA1 Sport now have a good customer base and all the equipment and experience needed

to compete at the very highest levels in Rallying, this facility has helped CA1 Sport run some of the best WRC cars in the UK and last year have won several events outright and also claimed the Irish Tarmac Rally Championship.

Martin is still contracted to M Sport as an event engineer for various teams in Europe but CA1 Sport have spread their knowledge to enable them to work on many types and makes of cars. Specialising in World Rally Cars they have also built many new cars including Fiesta R2s along with major rebuild and restorations of old and current Focus WRC cars. In their continuing programmes they have at the moment some of the cars are Mitsubishi WRC, Skoda Fabia WRC, Ford Focus WRC, Mitsubishi Evo X, Renault Clio R3 and Fiesta R2.

Many teams now use CA1 Sport Ltd to help with their own programmes, along with supplying experienced mechanics and engineering CA1 Sport also carry out rebuilds on components for customers own cars. Rebuilding these parts at their base in Cumbria before fitting the rebuilt parts in the customer's workshops prior to events.

Recently we've started building one off, bespoke camper vans for those looking to escape to the wilds and survive totally off grid.



From the Archives

Meeting places

Over the years the club has had a large number of meeting places. When I first joined, we met in the FE part of the Wigton secondary modern school. The lack of refreshments meant we moved on and looking through the minutes and magazines we must have met in just about every backroom of every pub in Wigton and there was a fair few! We also used the pubs at Bolton Low Houses and Red Dial but for a long time our main base was the White Heather Hotel at Kirkbride which was where most of our events were.

The Dixon family who owned the hotel and most of the airfield were always very welcoming and we also had our awards dinner dance there for many years. It was a great venue for the various forums and film shows that were very much of the social scene for motor clubs in those days. Typically, 70 people would turn out and if you had a top rally driver attending that could be a couple of hundred. A big number when you think about it, given that the hotel was fair distance from the likes of Carlisle or Workington.

The regular (nine a year) twelve car rallies always finished at a country pub where they had not heard of closing time! It's remarkable to think that all these little pubs in the middle of nowhere survived for so long, although most of have now gone. Sowerby Row, Sour Nook, Goose Green, Welton, Bromfield, Uldale, Little Bampton and some I can't remember the name of. Happy days!

We did also use the Moota Motel for meetings and event bases. I think the last time we used it was for the Allerdale Forest Stages in the early 90s. Strange though now that we have now built our base there!

Our meetings at the White Heather often coincided with the local YFC dance in the days when such events took place on a weekday evening. We were all younger then of course and there were a lot more young farmers as well as there were many more farms. One of the highlights was the Miss YFC competition, which was a big deal in those days as the prizes even at county level were pretty good and the national Miss Dairy Maid had a first prize of a Mini. I used it think it amusing that the one week the YFC members will be learning how to judge prize heifers and the next judging the beauty competition. Did they use the same criteria wonder?

We also did talks and film for the local YFC and there were quite a few members in common and we gained new members and importantly venues for events. The problem was that once you did the local one you got requests from all the other YFCs within about 30 miles! We just weren't able to cope and of course the availability of films and the 32mm projectors to play them was limited as well.

The oldest stage rally road book I've found is from the 1976 Derwent Stages run by Workington & DMC and starting in Workington. Sadly, all the stages are no longer available or indeed still exist.

Oldside
Stubsgill
Startoes
Acrewalls
Bowthorn Farm
Lowther Park Forest
Stargill
Hobcarton
Wythop
Setmurthy
Silloth

Kirkbride
 Hadrians
 Orton
 Kirkbride
 Silloth
 Greggains Quarry
 Wythop
 Setmurthy
 Ewanrigg
 Oldside

Quite some event! The remarkable thing was that that getting marshals was never an issue. You just asked a club to man it and they did. Not the scratching around and appeals that we have now.

How Many Left?

It might surprise you to know that that the number of most classics is increasing as you can see from the chart below created from data from the “How Many Left?” website.

		2010			2020			Percentage
Make & Model	Registered	Sorned	Total	Registered	Sorned	Total	Increase	Increase
MG B	11000	6000	17000	13000	5900	18900	1900	11%
Morris Minor	5000	1500	6500	5600	2700	8300	1800	28%
VW Golf	4400	2400	6800	1600	5600	7200	400	6%
Peugeot 205 Gti	2900	3800	6700	940	5500	6440	-260	-4%
Jaguar E type	3200	600	3800	4000	1300	5300	1500	39%
Triumph Spitfire	1600	1200	2800	1800	1700	3500	700	25%
Ford Cortina	1300	400	1700	1600	850	2450	750	44%
Mini Cooper	430	175	605	544	315	859	254	42%
MG 1300	83	51	134	105	59	164	30	22%
Austin Maxi 1500	36	17	53	36	22	58	5	9%
			46092			53171	7079	15%

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WWW.M-SPORT.CO.UK

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Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

The 29 October issue of Motorsport (Motoring) News was a special commemorative one celebrating 65 years since it was first published on that date in 1955. It really is well worth reading so if you don't buy it see if you can beg, borrow or steal it from someone who does, you won't be disappointed. Having said that there really is one glaring omission from its 70 interest packed pages. More of which later.

I think I was introduced to Motoring News in about 1965 when my passion for anything with wheels was so obvious that Eric Smith told my mother it was the publication I needed to have if my thirst for motorsport was to be quenched. She got it, I loved it, and from then on for fortyish years I never missed a week, she even picked it up at Smith's (order number 108) and posted it to me when I was away at college for three years. I did stop for a while after finishing competing but over the last five years or so have been back in the fold.

As Graeme has pointed out recently the circulation of this paper has declined drastically over recent years, largely I think, due to the loss of rallying in its various formats. There was a time from the 60's to the 80's when without doubt every member of Wigton Motor Club read it and that was mirrored in clubs throughout the country. Put bluntly if you didn't read MN you weren't a true enthusiast. Times have changed.

Anyway back to the omission mentioned above, and here a lot of the older members are already mentally travelling back to 0200 on a Sunday morning sitting in a queue of cars waiting to set off down some rough farm tracks and country lanes with only two intentions. One to go as quickly as humanly possible on the public highway and the other was not to end up with your, often everyday transport, car reduced to scrap. Of course I'm talking about the Motoring News rally championship, a legal, God knows how, road race round the country lanes of Cumbria, Wales, Yorkshire or Lancashire, and occasionally further south. I once remember a Rally Dubonnet starting in Rugby and using a "white" (farm track) which returned to the tarmac in a very urban area of Melton Mowbray, not to mention competitive mileage on the Leicester bypass.

These events started at 2300 Saturday and usually covered about 250 miles before breakfasting about 0600 on Sunday. Cars ranged from full works stage rally vehicles to everyday runabouts with a sump guard and a couple of Cibie Oscars screwed to the front. Usually the entry was about 90 cars and so there was a two hour window, (last car maximum lateness of 30 minutes), while cars, some with 6 forward facing lights and dubious silencers blasted passed country homes. Occasionally local residents got out the old 12 bore to make their point felt about disturbing their slumbers.

Routes were all pre plotted from 6 figure references with approaches and departs given and selectives (more or less special stages on a mixture of gravel and tarmac) were where events were won or lost. This championship was the most prestigious in club rallying and leading contenders were household names, Pierson, Bullough, Hill, Beecroft and Evans (senior) were to the clubman, right up there with Roger Clark, Makinen, Hopkirk etc and yet in the commemorative issue, Motorsport News has ignored their own publications greatest championship and claim to fame. Shame on you!

Ends

AA.