

Wigton Motor Club Ltd

Start Line

Issue 07/21

www.wigtonmc.co.uk

July 2021



Motor House Completion

The culmination of three years work creating the Motor House was celebrated with a buffet for the 29 volunteers who had work so hard over the months.

Key to this has been our team leader David Agnew who was presented with a award with a Porsche 911 on it and also a Porsche 911 weather vane.

An official opening will be held later in the year.

For Members, By Members!

Club Officials

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Visit the Facebook page for the latest news, or the webpage at
www.wigtonmc.co.uk

Talking Point

Topical Comment from the world of motoring

March 14th, 2018, was a very significant day for the Club as that was the date on which the committee decided to buy the land at Moota and build a club HQ and base. That was the start of the Motor House journey! I am delighted to say that it's now up and running with just a few things like getting more photos etc to decorate the place.

It would probably been completed in two years, but the dreaded COVID stopped work for along periods and then any work had to be done with social distancing. Some twenty seven members put in time and expertise at different times with a core group that attended most Wednesdays. Some 20 came to a buffet that we put on for them to mark the completion.

It would not have happened without the dedication and expertise of David Agnew. David was there every workday and had all the jobs lined up for us. As a mark of thanks we arranged a presentation to him of an inscribed mounted Porsche 911 and a 911 weathervane. Thanks you David!

We now have all the club's equipment (other than timing gear and radios), in one place for the first time and it is being gradually cleaned and sorted. It will certainly make running events a lot easier from now on!

Upstairs we have the office and meeting room where the committee meetings are now held, and it can be used for our groups as well.

We have the first "Cars and Coffee" meeting coming up in August and these will take place each month into the autumn. Some will be "Breakfast Meets" with bacon butties and in due course the Great Escape Café at the Garden Centre next door will be open for those who want a light lunch after the natter. A Club is all about people and meeting up to share an interest so we hop these meets will be well supported.

The Club caravan has been thoroughly cleaned and now has WMC stickers on it.

Well done all!

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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Club News & Events

Race and Rally Numbers:

The club has a large stock of MSUK size numbers for race, rally and speed events. 50p per digit.

Manuals:

There are over a hundred Haynes manuals for cars that have been donated. These can be bought for a small donation.

Garage clearance:

In addition there are a table full of tools, additives and accessories which can be taken for a small donation.

Magazines:

We have just had several boxes of Autosport, Motor and other magazines from the 60s to 80s . These are free to anyone who would like them.

All these can be seen at the Coffee and Cars morning, or by appointment.

Coffee & Cars

10-12, Sunday August 8th

The Motor House

Moota, CA13 0QE

For those waiting lunch afterwards the Great Escape café next door will be open.

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!

Classic Show News

Hopefully everyone will have got their entries in, if not please do so, so that we can order the correct number of attendance awards.

A couple of changes by requests from members.

- 1) There will now be a WMC Members parking area on the field that is not part of the WMC Club display. This is for members who don't wish to enter them in a class and are not competition cars as on the WMC display. To be in this area please send your entry from as usual to John Graham and in the class write **"WMC Enthusiast"**.
- 2) For race/rally and other competition cars please email your details directly to David Wiggins on: michellewiggins137@btinternet.com;



We still need about a dozen marshals please contact Graeme on gtfmg@yahoo.co.uk if you can help.

The usual grass autotest will be taking place and entries for cars on the field will be welcome.



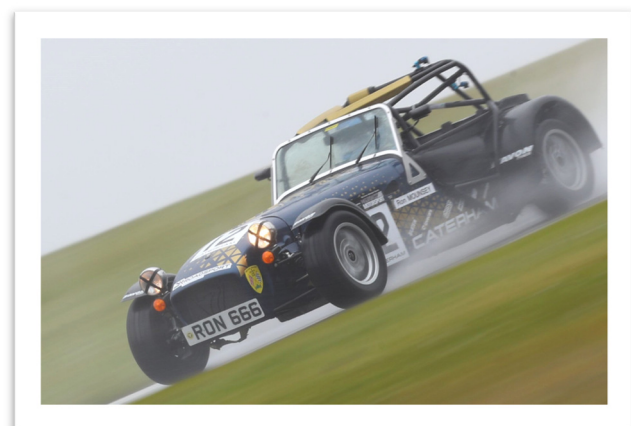
Racing Update from Ron Mounsey

Having recently had my 67th birthday I moved into my second year as a Race Driver.

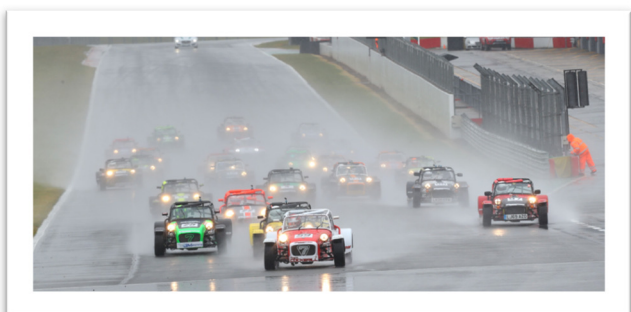


Donnington National of 1.24. Knockhill was in the 59 seconds. I have also adjusted the castor and rear camber. All round a much more drivable car.

Onto the racing.



ship competitors deciding Knockhill was too far from sunny Surrey and the other southeast counties, so a reduced grid. Was an 8-hour non-stop drive from my Carmarthen home.



Thought I would give the club an update on my racing exploits in my Caterham 7. I am now in my second year of racing and having completed the Caterham Academy Championship in 2020 and removed my yellow novice sticker from my car and moved up to the Caterham Roadsport Championship for 2021. A few modifications are allowed in this move, larger brake cylinder, brake balance bar, Avon ZZS tyres, larger front anti-roll bar and anti-roll bar on the rear. These changes make the car much more stable and quicker through the corners.

Giving Brands Indy laps of around 56 seconds and

There have been two race weekends. A very wet race at Donnington on Saturday 8th May qualified 13th and a dry race on the Sunday. Finished 17th on the Saturday and 13th on the Sunday.

Last weekend 12th/13th June was the long trip from South Wales to Knockhill, was good to see brother Malcolm up there supporting. Had a good qualifying with 10th on the grid, unfortunately had a tangle with another car and a DNF, putting me at the back of the grid for the Sunday race. Had a decent race gaining 5 places to finish 13th, several champion-

I am currently equal 18th in the Championship courtesy of my DNF and looking forward to our next weekend on the Silverstone GP circuit the weekend before the British GP, they must want us to rubber up the track!! Did a track day there recently doing a 2.34 lap, more than double what Lewis will be doing the week after, mind blowing!! I lack a bit of downforce and about 900hp, I wish.

Further weekends follow at Brands, Croft, Snetterton and Cadwell Park.

Having a great deal of fun and meeting many like minded people from around the country, I'm old enough to be Father to most of the grid and Grandfather to a few.

PG Tips

Peter Reflects On His Month



My first event at Barbon for 2 years went like a dream. The June clubman event could not have gone better. The weather was perfect – wall to wall sunshine all day and unlike most years there was no sheep or cow crap in the paddock! The only fly in the ointment was that when I arrived, the usual paddock chaos had already played out and my place next to car 84 (I was 85) had been taken by car 86. He could have left a space for me but seemingly at Barbon the paddock plan is more of an idea as to where people ought to park rather than definite guidance. Fortunately I wasn't so late

as to not able to grab a space on the flat where I could unload Barry and get onto the hardcore road that leads to the track. It was pretty much the last suitable place because Barry is very low to the ground and Barbon is a bit of a rough old venue in places.

First run up the hill was more of a blur as I remembered how fast the car was on a smooth track with a massive straight. I certainly didn't do the car justice as I frantically grabbed gears and tried to fathom what I was meant to be doing! In total I managed 5 runs and it was only on the 4th run that I fathomed 1st gear for the hairpin was much quicker than 2nd and took nearly a second off my time in the process. I'd also figured out that the rear suspension was too firm as the car felt like it was bouncing on the main straight – thank god for the Reverend's rubber band suspension because I was able to soften off the rear in a couple of minutes which made control a whole lot easier. The final run of the day was looking like being the best yet and I had every intention of going under 26 seconds, but sadly it wasn't to be as I made a mess of the start which had a knock on effect on the first corner.

I did still manage 3rd in the 1100cc race car class, beating a couple of carbon fibre factory cars and 4th overall for the event which wasn't too bad. There was a good turnout of Wigton members including the boss Graeme Forrester in his MGB, Keith Thomas in his Buckler and Jim McDiarmid who got his now traditional FTD. I apologise now to the others I've missed off.....I saw a lot of people and my memory isn't what it used to be!

My aim at next week's national round is to find a decent paddock spot by turning up earlier and peddling the old car up the hill in under 26 seconds. With any luck the sheep won't have been let loose in the paddock and the weather will be warm and dry.

An entertaining new series started on Quest (channel 12) on Thursday nights called 3 men 4 wheels at about 8pm and involves Marino Franchitti the lesser known brother (not Dario!) and a motoring journalist and Andrew Pritchard (who is a classic car collector and appears on various shows) driving some interesting old cars. It's not high brow and is a typical light entertainment car show but some of the vehicles are brilliant. The first episode about the Ferrari F40 was fascinating. There is a bit of banter between the presenters and they all have very different ideas of what makes a car great which grates a little but overall it's definitely better than no car show!

Peter

Phoo courtesy of www.pro-rally.co.uk

David's Drive It (up the hill) Day.

On Sunday 25th April, when other car enthusiasts were polishing their beloved classics ready to take them out in the spring sunshine, our very own intrepid David Agnew was loading his newly rebuilt 1927 Austin Seven Special onto the trailer before heading off to compete in a trial at Blagill, Alston. David's little Seven has been beautifully put together, and with it's fresh little two bearing crank motor and tidy, self fabricated body, this cheeky, friendly wee car also looks like it can do the business on the hill. The big question is of course, can David?

The Back to the Future PCT had been organised by Fellside Auto Club and had drawn an entry of fourteen with a delightfully eclectic mix of cars. Although the day started cold and overcast, Paul Mooney had promised us "a slight easterly breeze, clear skies and sun ahead." Of course, because of the covid restrictions, the site was open only to competitors, organisers and marshals. Needless to say, we all had to be given the Covid briefing.



Blagill is an idea site for such motor-sport activities. It looks as though the steeply sloping field has had several quarry waste piles left from long abandoned mine workings. In time, these piles have grassed over providing the organisers the ideal terrain to stake out six challenging climbs. Blagill is located on the hillside above Alston and affords superb views when there were no cars on the start line of my section. It's a great play park. In spite of dry weather and a well drained site, the

organisers managed to integrate two wet patches which, as the day wore on, became sticky mud holes.

I am always amazed to see how little Austin Sevens can bounce enthusiastically through horrible, welly sucking mud whilst Suzuki X90's end up wallowing up to their axles and revving on the limiters like angry hippos undergoing an un welcome veterinary procedure. The award for the longest and highest mud spray went to Fred Mills's Marlin.

There are probably cars parked in Alston two miles away with mud on their roofs leaving their owners thinking "how the hell.....?" Now, back to our hero. David went through his pre-race psyching procedure, not by sitting hunched on the ground against the wheel of his car, eyes closed, visualising the twists and turns in his mind whilst listening to AC/DC through his ear buds; no! David spent his preparation time trying to catch a small frog. I was not sure whether he intended to kiss the bloody thing or save it from being squashed. I think he must have kissed the frog, because apart from the ignition key coming slack and stopping the engine on section five and then his "lock down Italian ex-racing driver hairstyle" flopping in his eyes caused him to take his boot off just a moment too soon before the last marker on section five, he then proceeded to clean most of the sections to become a very creditable second overall. As for the frog; she turned into a princess and no, only kidding!

Penned by Rob Grant, marshal section five.

From The Top

News from UK Motorsport, Regions and the WMC Committee

WMC Committee (15/06/21)

Our first meeting in our new committee room!

Entry payments to be made to the HSBC account only at the moment.

Rose and Thistle has 74 entries out of 80 allowed.

Show entries for both cars and clubs pouring in. Food stands etc all booked. We need over 60 marshals so all going well.

Solway: Has to be moved to Oct 2nd due to another even using the venues. Will be a single venue event.

Cumbrian Canter. Chris Leece was set to run it on September 12th

New grass venue for an autotest near Bothel—John H to organise.

Treasurer's report circulated. We were in a very good financial position. Sustainability was important.

Radios: Eddie and Mary Parson are our new equipment officers and have obtained the radio licence. Our fire extinguishers were checked on June 16th.

Social: Awards Night Feb 5th at the Skiddaw, Dave Richards as guest speaker.

Motor House: June 30th completion buffet for volunteers. Special weeds killer bought for use on the car park. Request for a member to park his race truck on the car park, agreed subject to conditions.

Next meeting July 13th.



motor
sport
UK

Recognised
Club

Thanks To Our Volunteers

For many years, the Club had had an ambition to own their own venue for events, rather like the Kames complex in Scotland. We saved and raised money in various ways – the Classic Show being a great help in this, but sadly finding a suitable piece of land was an insurmountable difficulty.

Nevertheless we owned a great deal of equipment and a caravan which were stored on the “Barn of Doom” at Wigton, plus people’s sheds and garages which was not ideal. At the same time we had increasing difficulty in finding a place for club nights and committee meetings due to the changing faces of pubs and hotels.

It was by luck that I heard that some land here at Moota might be for sale and we were able to follow up some leads and the committee made a huge commitment in March 2018 to buy the land and create a multipurpose building. A fantastic team effort has created our dream, albeit perhaps a year later than hoped due to COVID.

Firstly the funding for this club HQ has been made possible by good management of income and club cash over many years.

There are 29 names on the volunteers list on the wall and we must thank them all collectively. It’s been a superb effort on everyone’s part and although it has been more pleasant in the summer months lots of work was carried out in freezing temperatures and the crack between volunteers at coffee times was a highlight of many days.

However I’d like to mention just a few names individually who have contributed a massive amount of work and effort to achieve what the club has here today.

Firstly Graeme has been the ideas man behind the concept with making the right connections and looking at planning permissions and talking with the right people. He also has the pleasure of living closest so is the principle keyholder. He rightly can claim the throne room upstairs where the committee meetings will be held.

Chris Bailey has been our sparky taking responsibility for the electrical installation and keeping others on the right lines as well as balancing that with being carer for his wife when she recently had an operation.

Roger Pope has been invaluable in making available his considerable collection of big boys Tonka toys, tractors, diggers, trailers and other equipment without which life would have been very difficult. He has recently won the battle with the weed problem on the forecourt.

Then there are the regular workers team who have been here whenever I’ve been here who have given unstintingly of their time and energy week in week out. They are John Holliday, Steve Fishwick and Eddie and Mary Parsons. Typically John has a round trip of 50 miles to get here each week.

Forgive me in not mentioning everyone else by name but your efforts are recognised and very much appreciated.

And lastly, we have the driving force behind the entire project. David Agnew has brought his vast knowledge of the building trade and his great energy to drive the creation of the Motor House from start to finish. He too has a round trip of 50 miles for each visit and I reckon he has covered getting on for 4,000 miles in the past two years to bring this to a completion. He has great energy and is able to turn his hand to every aspect of the job. We are fortunate to have such a talent available to the Club. We would like also to thank Christine for the time he has been absent from home, but she knows it’s been in a good cause, and she will get him back soon.

Ron & Graeme

Borders Heritage Run



Wigton MC and Fell Side AC member Myke Pocock organized the Borders Heritage run on Sunday 27th July starting from the Houghton Hall Garden Centre at Carlisle. Around 18 cars had entered but a couple had to drop out leaving 16 cars to start on a sunny, (ED - yes, really) Sunday morning. This was a lower

turn out than expected and if you were a Border haverer you missed a great route on very quiet roads. There were a few regular attendees and a couple of new members, both who had moved North from Norfolk to live in Cumbria; one with a convertible Herald 13/60 and the other with a purple Midget. Other classic vehicles were two red Healey 3000s, an XK150, a second Midget, our TR4, a Riley and a Toyota Celica not forgetting John and Janice going for comfort in the not so old Mercedes sports. Or Bob and Jennifer - "we always get lost" - in the Volvo!

Mykes' route book was slightly different to the usual tulip diagrams in that it used junction directions e.g. "At T TR SP Brampton 2 A6071" which means at T junction turn right, signposted Brampton 2 A6071. This caused a minor panic on behalf of the navigator who quickly realized she would have to concentrate most of the time instead of nodding off at regular intervals. We started off around 10:20 at the back of the group, mainly because you have a duty to discuss the merits of repairing an accident damaged MX5 with the organiser before take-off. It's the law. (ED – Aaaarrggghhh)



The route took us around the back of Carlisle airport, with a good view of the Vulcan bomber, then on to the back roads to Lanercost Priory. We missed the next turn off but after a quick reverse we then headed past Naworth Castle up onto the A69 for a brief spell before turning off to Low Row. We then headed to Gilsland turning back along the Roman road to Birdoswald fort and then on to Banks village. We had, by then, nearly completed a loop

back to Lanercost but turned off the Roman road and headed north towards Bewcastle. This took us through a ford where Myke was waiting with his camera. He told us that only 4 or 5 cars had passed before us so a few must have stopped along the way or encountered navigational problems en route. The road to Bewcastle (close to where Myke was brought up) took us through some open Border Riever country populated mainly by bonny Belted Galloway cattle. We then headed onto some very

minor roads with gates to open and close.....good exercise (**ED** - and a lot of cussing) for the navigator having to heave herself in and out of the car with monotonous regularity. After passing through Bewcastle, we continued north through Kershope forest where, after all that exercise for one of us, we were ready for our picnic. Unfortunately for us we were spotted by a herd of Scottish midges which zoomed in for the kill and cut our plans short.



Suitably refreshed we continued to Newcastleton then on to Hermitage Castle which one of us loves and the other finds a bit spooky....it was known as the bloodiest valley in Britain so the wife may well have a point. Several of the other cars were parked up having their lunch break at the car park and a couple more moored up further up the road. This cross country road to the A7 provided fantastic views but care was needed as the potholes were big enough to disappear into never to be seen again or, at very least, to rive your tyres off the rims. We only encountered three cars coming in the opposite direction before joining the A7 which was also quiet. The A7 took us through Langholm (where the rest of the world was queueing up for their Covid

jabs) before heading off through Claygate on the way to the Clan Armstrong Centre at Gilknockie tower. The route then rejoined the A7 before heading back to Houghton Hall via Longtown.

As it was still quite early in the day (1:30ish) we headed off the A7 through Cannonbie towards Newcastleton before branching off south towards Carlisle. The roads were lined with beech hedges, not so common in our part Cumbria, which took us onto a route we had used previously on the Blue Streak rally which then brought us back onto the A7 south of Longtown. A request for an ice cream meant a short trip down the M6 and on to Caldbeck via Dalston. These roads were considerably busier and Caldbeck also had a considerable proportion of the world's population sitting about enjoying themselves so we headed back up on to the common for more homemade refreshment whilst listening to the skylarks. An ice cream was still on the "to do" list so we headed back home via Cockermouth Co-op (now a Nisa...when did that happen?) where two Magnums were purchased (other ice creams are available but just not as good). We finally ate the ice creams 2 miles from home at Hundith Hill cross roads with a great view of the fells.

Home at 3:30 having covered a total of 180 miles at around 28mpg, not bad for the old TR TRactor engine. I had rebuilt one of the SU carbs over winter as the choke was sticking open which made the engine difficult, if not impossible, to start. The jet on the H6 carb is lowered when the choke is pulled but due to age and lack of use the jet was sticking in the down position flooding the engine. A new kit from SU with new cork washers and a Gunson retune did the trick it seems....must remember to operate the choke occasionally to stop it sitting in one place. (**ED** – Yawn, yawn, yawn.....)

This was a great run out and our first one for quite some time and great to see some old friends and new faces. Myke had also provided a brief background history of each heritage site visited on the way which made for interesting reading back at home.

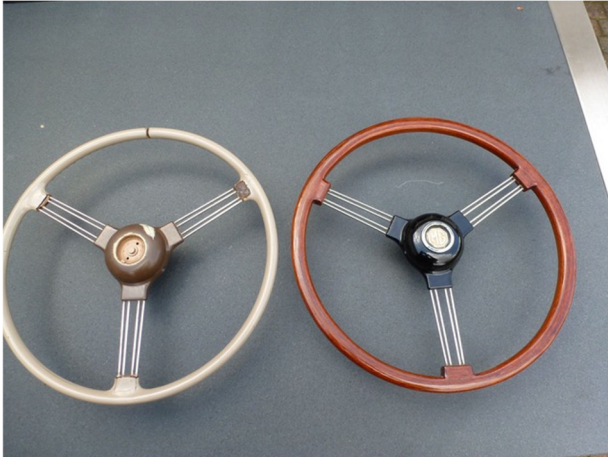
Our thanks to Myke for an excellent trip!

John Sloan (**Edited** - by the wife)

News Snippets

John McDarren has sent me this:

I have a 1953 MGTD/C the bakelite steering wheel was cracked and breaking up understandable at 63 years of age. So I decided to have it refurbished after much research, I decided to have the original wheel fitted with a wooden rim.



I found Peter van de Velde on the web. Peter is in Holland, I contacted him and agreed a price (at least £150 less than UK restorers) sent him the wheel and was kept up to date at each stage of the process with pictures.

The result is very good, the wheel was reduced in diameter by 2 inches (17" to 15") which has meant a bit more room, it hasn't made the steering heavy.

I have attached a couple of pictures and have more if you want them.

Peters email address is - p-velde@iae.nl. I can thoroughly recommend him.

Fuchs Silkolene 20w/50 oil. 5 litre cans. Contact Graeme on gtfmg@yahoo.co.uk



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 Steve@westcoasttrailers.co.uk

WMC Historic and Targa Championship

after Rally East Yorkshire

Historic Overall

Drivers			Navigators		
1	John Haygarth	50	1	Bob Hargreaves	50
2	Malcolm Mackay	24	2	Marc Crack	24
3	David Garstang	24	3	Matthew Alexander	24
4	Brian Bradley	23	4	Michael Marsland	23
5	David Marsden	23	5	Michael Garstang	23
6	David Sloan	22	6	Chris Spencer	22
7	Alan Hawdon	22	7	Lynn Hawdon	22

Targa Overall

Drivers			Navigators		
1	Peter Wright	25	1	Liam Wright	25
2	Robert Short	25	2	Kirsty Thompson	25
3	Chris Hunter	24	3	Fiona Tyson	24
4	David O'Connor	23	4	Stuart Davies	23

Historic Class

DRIVER			NAVIGATOR		
Cat 2			Cat 2		
1	John Haygarth	20	1	Bob Hargreaves	20
2	David Marsden	9	2	Michael Garstang	9
Cat 3			Cat 3		
1	Malcolm Mackay	10	1	Marc Crack	10
2	David Garstang	10	2	Matthew Alexander	10
3	David Sloan	9	3	Chris Spencer	9
Cat 4			Cat 4		
1	Brian Bradley	10	1	Michael Marsland	10
2	Alan Howden	10	2	Lynn Howden	10

Targa Class

Class T1 FWD<1400			Class T1 FWD<1400		
1	Peter Wright	10	1	Liam Wright	10
Class T2 FWD>1400			Class T2 FWD>1400		
1	Robert Short	10	1	Kirsty Thompson	10
Class T4 RWD>1400			Class T4 RWD>1400		
1	Chris Hunter	10	1	Fiona Tyson	10
2	David O'Connor	9	2	Stuart Davies	9

Bob Hargreaves

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Just in case you haven't seen it elsewhere in Startline we regret we have had to postpone the Cars and Coffee at Lingholm on 4th July. We hope to arrange another date later this year and help support David Seymour's chosen charity the Calvert Trust. Watch this space for the new date.

Entries for the Rose and Thistle at the time of writing are almost full standing at 75. So we can accept five more before beginning the reserve list. Entries close on 7th August 2021. We look forward to seeing all the old faces and their cars out for a drive.



I called round to see Robin Murray recently and enjoyed some reminiscing over a coffee in his garden in glorious weather. It occurs to me that we started competing as a crew some 57 years ago on the FDMC RL Brown Memorial rally when we came 4th, not bad for a first event together. In those days he had a 997 Mini Cooper 849GRM and he could drive it pretty well with that first event being recorded as a 160 mile road race in bad weather. At that time I'd had 18 months with Irving Oglanby in which time we had competed in 24 events including the 1964 Scottish Rally. However Robin was rather quicker than I had experienced before and we felt more competitive as a crew.

The following month we came 2nd in the FDMC Davies Memorial behind Cec Hall and ahead of Bob Lamb and Tony Mason and being match fit we took part in the Northumberland MC Guy Fawkes Rally on the 31st October organised by Alan Barnes. We were again in Robin's Cooper and enjoyed a win ahead of Bev Gelder/Ray Hunt/Cortina GT and Geoff Cook/Denis Bowes/Sunbeam Rapier. In the last two months of 1964 I competed in a further five rallies, 2 with Robin including a MCC Illuminations where we were doing well until we had a big spin in wet conditions which left us with bent suspension and other maladies, and three with Malcolm Wright where we retired with car trouble each time.



In 1965 I navigated in 22 rallies and had six 'podiums' three with Robin in the 997 Cooper which was upgraded to a 1275S at the end of the year (and subsequently to 1293). I had a good win with Brian Mitton on the NUMC 2 day Allendale Rally in his wife Edith's supercharged Cooper. There was a good 2nd place on the NDMC St Andrews Rally with an old school friend Ian Watson in his 848cc Mini after stopping to assist the eventual winners Gordon Rutherford and Moss Isley in the Willment Cortina GT and a second place on the CSCC Tyrril Trophy with Steve Pratt from Penrith, an accomplished autotester, in his Cooper. Highlight was a 14th place and team award on the Scottish International with Robin in early June.



1966 was another busy year and started well with a win for Robin and me on the CSCC Keswick Rally and then the odd event retirement before a 7th overall and another team award on the Scottish International at the end of May. We had a big off on Epynt on the Bolton National in August with very little damage and were 7th on the Mini Miglia, a Motoring News Round, on 24th September. There was a first on the CSCC Tyrril Rally in October and a 10th on the White Horse, another Motoring News round, at the end of October. We enjoyed the RAC International in November and finished 20th ahead of the other nine local crews. The NRCC won best Club Team. I finished my year off with a win with Malcolm Wright on the NMC Guy Fawkes in December, my 97th rally since 1960.

Ron.

Cars For Sale



1959 Jaguar XK150 SE DHC

Originally 3.4 Automatic converted 1969 to 3.8 Manual with Overdrive, Body Off Restoration 1980s, Cream with Red Interior.

MOTs 1990-2020, Heritage Certificate. Present Owner since 1967. Drives beautifully, Super Condition. £75,000.

01768 88205 Cumbria

Local Crews on the 1965 Scottish Rally

Photos from Joe Norman who is the immaculate marshal in the photos.



Robin Murray/Ron Palmer



Malcolm Wright/Laurie Lancaster



Mike Telford/Peter Handy



Irving Oglanby/John Taylor

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Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport



My reader may remember a few months ago that I was asking if anyone had a photo of the late Eric Smith in action in his racing mini. I wanted to paint a picture of said car and driver and needed an image to make sure I got the detailing of the car correct and was struggling to find one. Well eventually one turned up on the Croft Facebook page and so I've basically drawn and up scaled it, added the colour, which isn't hard to do as I knew the car well, not well enough of course to remember it still had the GT badge on the grill and that it actually raced under the number on the painting etc. Anyway that's my tribute to a nice lad, a good engineer and a very capable racing driver. I'm pleased with the end result.

Did anyone else hear the chairman of Ford Europe on the Today programme on Radio 4 a few weeks ago? He was discussing the end of petrol and diesel sales and his company estimated that the government would need to build 700 public charging points EVERY DAY if the change over in 2030 was going to be pain free. Some chance, I guess difficulties lie ahead.

I've just finished reading my book about the Rodriguez brothers and their racing careers. As luck would have it I bought another publication recently and in it there was a picture of a Ferrari 512M parked against some Armco with the near side front ripped off. It was red and had the same "Rolanaflor" decals on it so it got me thinking, was it the car Pedro died in? The iPad came out and the chassis number search began, something which can get quite addictive when you get into it.

Anyway it turns out the car mentioned above was chassis 1044 crashed at Zeltweg on 27/6/71 and the one Pedro died in at the Norisring on 11/7/71 was 1008. This second car had started life as a 512S, and been supplied new to the Filipinetti team where it had a reasonably successful career. It had been sold to Steve McQueen (Solar Productions), and used in the making of the film "Le Mans" on which Herbert Müller had worked as an advisor and presumably done some of the driving for the action shots. After the film was completed Müller had bought three 512 S/M 's from McQueen and established his own racing team which went on to win the Interserie championship a couple of times.

Müller himself continued driving quite successfully until 1981 when he was killed in a Porsche 908 at the Nürburgring. Ironically he'd already said he'd be retiring after that race, but he never got to the finish, he was 41.

And finally if you're a Jim Clark devotee don't miss the new publication from Motor Sport magazine, it's £20 but it's a solid addition to any Clark collection. There's also the the half scale helmet out recently and a 1:43 Lotus 20, so those 3 items will wrest 200 plus from your wallet. This collecting gets a bit pricey, maybe cheaper to unretire myself from competing.

Ends

AA.

Events of Interest

Event News:

A quick update following our committee meeting this week.

Obviously at the moment many things are still fluid do to the COVID situation.

Thus the July 4th breakfast meet at Lingholm is postponed until later in the year.

However we have:

July 14th Pub Run (starts from the Motor House)

July 31st Grass Autotest at Bothel

August 8th Coffee and Cars at the Motor House

August 21st Rose & Thistle Tour

August 22nd Cumbria Classic and Motorsport Show (Autotest)

The Motor House is now completed and ready for meets and events!

The **2022 Awards Night** is on February 5th, and we are delighted to announce that

David Richards, Chair of Motorsport UK and owner of Prodrive is our guest speaker.

July Autotest

Grass/Stubble

Saturday, August 31st

Between Threapland and Bothel

Details will be in the regulations

which will be emailed out

John Holliday johnholl403@gmail.com,

Enthusiasts Out & About In Their Cars At Last

Most of my motoring friends are over 21 years of age !

To be honest many of us had our 21st birthday over 50 years ago to be quite truthful although there are a few still in their 30 s and 40s but recently we all had one thing in common whatever our age, we could finally get our cars, meet up once more and enjoy the company of others at car related events. What a lovely feeling, life did seem to be getting back to normality.



First event for most of us was a wonderful day at Quarry Hill House near Mealsgate on June 6th where Charles Woodhouse and his son in law William Irving invited us to a NGS open day to look around their immaculate and very interesting grounds and gardens surrounding their wonderful houses consisting of “The Big House” the “Coach “ house and the “Stables” all architecturally of an era when quality was uppermost and so attractive to look at and savour.

This gathering took place under a fabulous blue sky and over 60 “Classic” cars arrived in addition to over 150 or so modern cars to enjoy tea, coffee and sumptuous cakes that the hard working family members dispensed all afternoon, what a tremendous way to come out of lockdown.



Hopefully this will be the first event that will happen again next year and for many years to come so keep a note to look out for an invitation in 2022.

Almost everyone involved in the classic car scene was there with some of the most exotic and superbly restored machinery in the area on display. Charles Graves owner of many classic cars himself varying from vintage Bentleys to Sierra Cosworth and several Jaguar XKs came up to me and said he had never ever in his life had seen a better car than Alan Harrison's

XK150, he could find no fault or blemish, it was far better than when it came out of the Jaguar factory. Charles was in his own XK and was amazed at how the chrome wire wheels on Alan's car gleamed especially as Charles had just cleaned his own but said his didn't look half as good as Alan's, that car could win concours competitions anywhere in the world yet it is just one in a line of cars that Alan has restored over the years.

A body shop owner who is currently spraying Alan's latest project which is a Morris Minor says he has never ever seen cars prepared for spraying to such a high degree in his life even by professional bodyshop personnel, what an accolade, well done Alan.

The day prior to the NGS open day a number of our fellow enthusiasts were competing at Harewood in Yorkshire at the hillclimb, I'm not sure just how many were there but John Hunter, competed in his immaculate Riley, Ian Smith and Ian Wozencroft were in the Smiths family Alvis 12/70, Ian's son David was burning up the tarmac in the very rapid Mini Marcos which is already picking up awards at events a real credit to the meticulous building by David as well of course due to his rapid driving.

June 13th saw the first Barbon and Smith senior, Smith Junior and John Hunter were joined by other Wigton members including Chris Spencer in his Scarab formula Vee racing car which is built from VW Beetle parts but sounding more like a Cosworth than a Beetle.

Graeme Forrester competed in his MGB not his road car but his race tuned one that looks as if its just come up from Abingdon and sounds like it too.

Gilcrux resident Peter Garforth was in his black racing car putting up phenomenally quick times and I myself was in my usual Buckler pitting my supercharged 1172 sidevalve against the aforementioned cars other than the race cars of Peter and Chris in the pre 1962 class

Dick Smith accompanied by sons Andrew and Simon all Frazer Nash owners/ racers came to watch two of Dick's grandsons from Cleator compete in a 1964 mini Cooper, which was having a few problems at times but going very quickly when on song, there was a bit of fine tuning going on in the paddock with Simon filling the carb needle to richen it up slightly at the top end of the rev range.

This was a superbly run event held in fantastic hot weather for a change, especially thoughtful and a really nice touch was that the hard working marshals came around and dispensed free bottles of "Aqua Vale still water" from Staffordshire to competitors who were waiting in the top paddock before returning down the hill, thank you, it was very much appreciated.

The main organisers were Liverpool motor club but sadly due to Covid no spectators were allowed o no chance to make money towards club funds or future events and events like these need income to sustain them as so many things have to be brought in specially for each event such as toilets, timing gear etc, these cost serious money so spectators are essential to fund things.

The MSA surely could give money to clubs to offset costs as we all paid for our competition licences last year but with hardly any events their staff would probably be furloughed for much of the time so their salaries would be paid for by government funds rather than from our licence fees.

Next Barbon is on 3rd July which is a British championship round as well as a counter in the Bert Hadley Austin 7 challenge so the best cars in the country will be fighting it out for honours., hopefully some sort of relaxation will be allowed but with lockdown not being lifted for another 4 weeks it does seem doubtful.

Motoring enthusiasts are allowed to some outdoor events so take part in runs and visits organised by local clubs such as the one run by the Fellside club details of which are on the club website.

Enjoy your cars and above all appreciate and enjoy your motoring friends.

Keith

Welcome to New Members!

July Pub Run

July 14th

"Roads Less Travelled"

Starts from The Motor House at 7pm

Finishes at the Greyhound at Bothel

Entry fee £5 per person for food at the finish.

You may wish to donate £5 per car to the project by some WMC members to replace the original AA sign for Blindcrake

Entries to Graeme on gtfmg@yahoo.co.uk by July 10th please

Cars For Sale

1962 Triumph TR4

Owned by Charles Graves since January 2014

Winner of the HRCR30 Rally Asking price £28,000 ono.

Charles.Graves@armathwaite-hall.com

2004

- * New GTM rally spec fitted by previous owner

2016

- * Dual circuit brake system with dual servo
- * Poly bushed
- * Upgraded front anti-roll bar
- * Upgraded springs/shock absorbers fitted
- * Upgraded radiators with electric fan
- * Airhorns
- * New wiper motor
- * Rebuilt engine, gearbox and axle
- * Halogen headlamps
- * Works-style lamp bar with Cibie Super Oscar
- * Sump guard
- * Aluminium fuel tank
- * Twin facet pumps and filter
- * Laminated windscreen
- * Ridgard seats with full harness belts
- * Rear roll cage
- * Motolita steering wheel
- * All new interior trim

2020

- * Bare metal respray
- * Alloy wheels refurbished
- * Brantz retro trip and rally timer
- * Fire extinguisher, tow rope, etc.

Ready to rally



Forthcoming Events

July

July 3rd	Barbon National Hill Climb (No Spectators)
July 3rd	Lombard Rally Festival Newcastle at Brunton.
July 3/4th	M Sport Stages (No spectators)
July 11th	KLMC Cars The Star Show at Holker
July 11th	SMC Classic Car Tour
July 18th	British GP at Silverstone
July 18th	HDMC Northern Dales Rally
July 14 th	Pub Run (starts from the Motor House)
July 31 st	Grass Autotest at Bothel

August

August 8 th	Coffee and Cars at the Motor House
August 15th	SMC Blue Streak Targa and Historic Rally (marshals needed)
August 21 st	Rose & Thistle Tour
August 22 nd	Cumbria Classic and Motorsport Show (+Autotest)

September

Sept 12th	Cumbrian Canter
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