

# Wigton Motor Club Ltd

# Start Line

**Issue 09/21**

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

**September 2021**

## Fantastic Classic Weekend!



**Over 800 cars, 4000 people, 30 clubs**  
**What a wonderful event!**

**For members by members**

# Club Officials

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

# *Talking Point*

## *Topical Comment from the world of motoring*

Clubs and similar organisations are all about people who share a common interest getting together to share their enthusiasm. Sadly in recent years that “getting together” has died out and that may well be why so many clubs (not just motorsport ones) have died or are dying. There are all sorts of reasons, changes to society, fewer pubs with “back rooms”, social media and the general feeling amongst younger folk to let someone else do and we will pay them.

Thus it's been great that following the opening up of society after eighteen months of lockdown that we have bounced back with members and friends coming together.

The first **Coffee and Cars** was really well supported with the car park full and lots of folk discussion and admiring their pride and joy and what they were planning to do with them. The next one will be in October as the postponed **Breakfast Meet at Lingholm** will take place on September. - it's always a good morning out in lovely surroundings.

Then we had the **Cumbria Classic and Motorsport Show**. Everything fell into place for this! Good weather, lots of people wanting to get out in their cars, the public were out in force, staycations and good weather and looking for entertainment. The parkland was in great condition and everyone had a good time and it was good to see families having picnics.

There was a massive effort from the organising team and marshals both before, on the day and after it. Everything is now cleaned and tidily stored ready for the official opening of the Motor House on September 1st by Trudy Harrison MP at 3pm. All members are invited.

Again this was all about people getting together and chatting after eighteen months of not really getting out. It was good to catch up with so many people we hadn't seen for such a long time. Just remember that true friends are those that you can catch up with after years apart. Let's see more of you on our runs and Cars and Coffee meets.

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

## Motor House—Official Opening

By Trudy Harrison MP

**3pm, Wednesday, September 1st**

All welcome

Bring your special car.

## Breakfast Meet

### At Lingholm

**9 to 11 Sunday September 12th**

All welcome

## Cumbrian Canter

**Sunday, September 19th**

Starts in Penrith

Entry form on the website

## Solway Historic & Targa Rallies

**Saturday, October 2nd**

Entry form on the website

**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!



# The Future Is Safe!



## Can you Help?

As with every motor club, sports club, or just about any voluntary organisation we need more younger people to help run events, or learn how to take the club forward in the future. We are incredibly lucky to have so many fit and able senior members who run the majority of our events with considerable expertise. They have also devoted much time and skill to the creation of the Motor House over the last three years.

If you would like to get more involved please contact any committee member.

## What Events Would You Like To See?

We run a broad range of events. Perhaps not as great as we have done with the loss of speed event venues but what would members like to see us run?

A lot depends on venues so we need your help to find venues for all types of events, tarmac, gravel, fields, locations for meets and halts on runs. Can you help?

What sort of social activities would you like to see? We have the multi use space at the Motor House.. Let's have your ideas please

Autojumbles: Would you support an autojumble to clear your garage?



# Cumbria Classic & Motorsport Show 2021

## Award Winners

Award	Number	Car	Owner
Class A 1st	30	Lagonda Rapier	I. Smith
Class A 2nd	10	Rover 8	W. Wharton
Class A 3rd	1	Austin 7 Van	B. Powton
Class B 1st	1	Standard Vanguard	B. Powton
Class B 2nd	10	Morris 6	D. Cleminson
Class C 1st	10	VW Karmann Ghia	C. Carruthers
Class C 2nd	6	Ford Thunderbird	P. Scott
Class D 1st	3	Triumph TR4A	N. Atkins
Class D 2nd	7	Sunbeam Alpine	M. Harrington
Class E 1st	3	Reliant Scimitar	T. Crake
Class F 1st	18	Jaguar 307	D. Seymour
Class F 2nd	7	Ford Cortina	J. Scott
Class F 3rd	13	Jaguar 3.4	G. Walker
Class G 1st	3	Triumph TR6	T. Smith
Class G 2nd	6	Triumph Stag	L. Jobbins
Class H 1st	7	Datsun 240Z	P. Henley
Class I 1st	5	Ford Capri Mk1	G. Hanley
Class I 2nd	9	Saab 96 V4	d. Sharpe
Class I 3rd	23	Ford escort	A. Steele
Class J 1st	32	Ford Mustang	P. Nuttall
Class J 2nd	7	Alfa Romeo Spider	J. Scott
Class J 3rd	28	Porsche 911	P. Grav
Class K 1st	25	Citroen 2CV	J. Davies
Class K 2nd	30	Vauxhall Nova	S. Aclair
Class K 3rd	21	Rover 825 Sterling	B. Hildreth

Class L 1st	7	Land Rover S3	J. Balfour
Class L 2nd	12	Land Rover S1	T. Pilkington
Class L 3rd	18	Thames Trader	E. Ware
Class M 1st	3	Robin Hood	C. Gilbert
Class M 2nd	4	Robin Hood 2B	A. Howe
Class N 1st	7	MV Augusta	R. Yearsley
Class O 1st	2	Ferrai 348	L. McMeekin
Class P 1st	5	Ford Escort Cosworth	J. McWhir
Class P 2nd	3	Ford Focus ST	I. Smith
Class R 1st	3	Rover Metro R6	R. Young
Class Y 1st	6	Vauxhall Viceroy	M. Cockerburn
MG1 1st	3	MG TC	D. Wallace
MG2 1st	11	MG Magnette	S. Wallace
MG2 2nd	15	MGA	L. Turney
MG2 3rd	43	MG Magnette	J. Thompson
MG3 1st	9	MG B RV8	P. Jackson
Cob 1st	2	AC Cobra	R. Swift
Toy 1st	3	Toyota Celica	B. Sykes
Clubs 1st		RS Owners	
Clubs 2nd		Land Rover S1	
Clubs 3rd		Fellside AC	
Car of the Show		<b>VW Karmann Ghia</b>	<b>C. Carruthers</b>



## A Really Busy Show!



Photos by  
John Harris



# Blood Bikes

Blood Bikes Cumbria is a UK Registered Charity that was set up by a group of local unpaid volunteers in 2014 using their own vehicles. The “free” out of hours medical courier service was set up to aid the North Cumbria Integrated University Hospital Trust. We deliver blood and other urgent medical supplies (in specialised sealed medical containers) such as platelets, plasma, samples, medical records and equipment, and even breast milk between hospitals and blood transfusion banks mainly but not exclusively in Cumbria.

From the start in 2014 we have grown and now have 6 liveried motor bikes and 5 liveried cars based at 4 locations throughout North and West Cumbria. Cars are used if we have to carry bulky items or in adverse weather conditions so we can maintain our service every day of the year.

All our vehicles and running costs are funded by corporate sponsorship, donations, and fundraising. Examples of fundraising include parachute jumps, sponsored haircuts, and walking around the Isle of Man TT course, all 37.7 miles of it. There are also red or white collection shakers at various locations around the county such as, pubs, shops, garden centres, and cafes.

As well as Riders, who also drive the cars when required, we also have Drivers who do not ride motorbikes, Fundraisers and Controllers. All our Riders and Drivers need to have gained a qualification from the IAM, RoSPA or the Emergency Services before they can ride/drive our vehicles. Fundraisers are self explanatory but very essential. A Controller is a member who co-ordinates all the runs during the 12 hour shift and is the sole point of contact for the Hospitals and other medical facilities. They also arrange relays when samples have to be taken out of our area. Recently a sample had to go from the West Cumberland Hospital to The Anthony Nolan Bone Marrow Trust in Hemel Hempstead, London. This sample was transported all the way by Blood Bikes from five different areas all co-ordinated and arranged by our duty Controller

Our area is North West Cumbria and covers from Millom in the south to Hexham in the east and also includes Keswick, Penrith and Appleby. For operational reasons in our section of Cumbria we work from two centres, the West based in Whitehaven, with a satellite base in Cockermouth, and the East based in Carlisle with a satellite base at Penrith.

Every day there is a regular run from the West Cumberland Hospital to the Cumberland Infirmary Carlisle carried out by West members. Also every day East based members carry out a run from the Cumberland Infirmary Carlisle to Hexham where packages bound for the RVI, Freeman Hospital and Blood Transfusion Service are transferred to our colleagues from Northumbria Blood Bikes for delivery in Newcastle. As part of this daily run a fresh supply of blood and plasma is taken to the Great North Air Ambulance based at Langwathby near Penrith. Any unused blood from the Air Ambulance is returned to the Newcastle Blood Donor Centre via our colleagues at Northumbria Blood Bikes, then distributed around local hospitals in that area so it isn't wasted. Because of extra commitments taken on recently this has now been made into 2 separate runs using 2 different members and vehicles. In addition to the regular runs we also operate an on call service on weekday nights and all day cover at the weekends. This is operated on a 12hr shift basis. In the first lockdown we upped our service to a 24 hour on call service up from 21<sup>st</sup> March 2020 to 17<sup>th</sup> July 2020. We also have a list of members who are available outside our normal operating hours who can carry out urgent or very urgent runs at short notice. During the first lockdown we had 56 offers of help from people who wanted to help out. Unfortunately we could not take them up on their offers as most of them did not hold a Rider/Driver qualification but due to Covid we would not have been able to train them.

During the shortages last year of a reagent chemical supplied by Roche, which is used for testing samples, we carried out an additional two scheduled weekday afternoon runs from the West Cumberland Hospital to the Cumberland Infirmary Carlisle until the shortages eased. This was because all blood testing and analysis was being carried out at the Cumberland Infirmary Carlisle. We are currently carrying out extra scheduled runs on weekend afternoons from the West Cumberland Hospital to the Cumberland Infirmary Carlisle with a pickup from Maryport Cottage Hospital on the way.

May 2021 was an extremely the busy month for Blood Bike Cumbria. A total of 205 runs were carried out of which 83 were regular or scheduled, and 122 callouts, 5 of which were urgent or very urgent runs outside our normal operating hours. The mileage covered was in excess of 10,000 miles. That's a lot of petrol! A lot of these runs were Covid related transporting swabs and samples. This compares to January 2020 where we carried out a total number of 98 runs. So far this year up to the end of May we have carried out over 964 runs.

Hopefully this gives you an insight into what Blood Bikes Cumbria does. We currently have approximately 100 active operational members. If you want any more information please visit our web site at [www.bloodbikescumbria.org.uk](http://www.bloodbikescumbria.org.uk)

## 30<sup>th</sup> Anniversary Silverstone Classic Weekend

The last weekend in July witnessed the 30<sup>th</sup> Anniversary of the now legendary Silverstone Classic meeting, otherwise known as petrolhead heaven. So, for context, in 1991, when it first started, Freddie Mercury died, Michael Schumacher entered his first Grand Prix, the Gulf War started, Pan-Am went bust, the IRA bombed Paddington and Victoria Stations, Exxon paid \$1 billion compensation for Valdez oil spillage, the Soviet Union was dissolved and Tim Berners-Lee invented and launched the world wide web. Rather worryingly, this all seems quite recent to me.

Brilliantly organised and run by Silverstone Circuit in tandem with the Historic Sports Car Club (HSCC) the Classic is indisputably the largest gathering of classic racing cars in the world. Entries totalled around 1000 vehicles from F1s to Minis and everything in between, all racing over three days. Despite a lifetime of visiting race meetings all around the world I have rarely seen larger grids, in one case comprising 62 cars. This of course is before the huge number of static displays from single make owners' clubs, motor clubs, trade stands for your delectation.. It is literally a dizzying experience where one hardly knows where to look, listen or even smell next.

It therefore goes without saying that a small delegation from WMC felt obliged to attend, especially as the biennial beano to the Monaco Classic was ruled out this year due to China Virus. There were large crowds and a general determination to enjoy getting out after such a horrible past 18 months.

But wait, there was a sharpener before the main weekend event – a one day “touring rally” through Wales just as a warm up. Great scenery, some cracking roads, loads of rain (well, I did say Wales) and constant reminders of old rally memories as we sailed past some very famous stage names and checkpoints. Although unable to attend, my sincere thanks go to Ron Palmer, or the “Ron Meister” as I prefer to call him, for helping us out with a great route and reminding us that North is still at the top of the map. To describe Ron's route knowledge as unrivalled severely understates the position.

Thence to Silverstone with huge expectations which were comfortably exceeded over the next two days. As time and space are limited I have precised my sense of the key elements and my own impressions. Others in our party might differ, but anyway here goes.

Before considering the cars, a brief look at some of the jockeys told one immediately that there were



some serious races ahead, not merely processions. To pick a few at random, Damon Hill, Martin

Brundle, Gary Pearson, the Minshaws, the Tordoffs, Bill Sollis and dozens more well know club and gentleman racers.

A strolling around the two fully accessible paddocks I was reminded again about the thriving nature of our classic car industry. I could not begin to calculate the aggregate value of the cars and associated paraphernalia. Hazarding a guess, there was at least one £8 million+ Ferrari racing at full chat and

several other vehicles in the £1-2 million price range doing the same. There were several articulated lorries and service vehicles that would not have been out of place in a modern F1 paddock. As to mechanics and technicians, tyre support, etc., while there were a lot of amateur volunteers there were clearly also a lot of paid professionals. I came away with a strong sense that any Government declaring war on the Classic Car fraternity would have a serious challenge and lose a lot of votes.

In terms of the racing itself, I noted three key classes where the racing was extremely competitive, which I will come back to, and several others where, frankly there were one or two cars up front going for it and the rest merely having a relaxing weekend drive – sadly, the Murray Walker Masters Historic F1 races fell firmly in the latter category with much the smallest field an general lack of vim and vigour. In my experience this is quite unusual, but the lack of foreign entrants and no Ferraris of Matras due to Covid travel restrictions I suspect did not help.

The best races however more than compensated for the “Watching Paint Dry” formulae and I would include in these three in particular, in reverse order:

The Historic Formula 2 racing was a tremendous spectacle, noisy and competitive. Over 40 assorted March, Chevron, Tecno and Ralt chassis from the 71-78 era, beautifully turned out and taking the event seriously. I began to think that every other garagiste in the land must have an F2 car under a dust sheet. Truly a joy to behold and clearly a thriving class.

The Classic Mini Challenge really has to be included in any “Top 3” at any race meeting. Look in your Thesaurus and you will find Mini equals sheer entertainment. Arriving at our viewing point at Abbey on Lap one they appeared like a swarm of angry bees, all over each other for lap after lap. This behaviour continued until the Chequered Flag dropped. Bill Sollis in his 1965 Cooper ‘S’ took the honours but you could have permed any one of ten others before the end. Rather like their mini rallying counterparts, these cars are considerably quicker than they were in period, but perhaps we should not dwell too long on that subject, nor their budgets!

The Piece de Resistance however, head and shoulders above all the other races for competitiveness, spectacle and sheer drama was the MRL Historic Touring Car Challenge. It was so wonderful I can hardly find the superlatives. A grid of 57 cars running in three classes containing, by way illustration, 7 Ford Sierra Cosworth RS500s, 11 Ford Capris (including two full fat Cologne versions sounding like Ford F1 cars on full chat!), 3 Nissan Skylines driving as if they had wrong slotted for a drift contest and belching flames), 8 M3 and “Batmobile” BMWs plus numerous Rovers, Mustangs, Camaros, Alfas, and so on. Just to add the frivolity there was a mandatory driver change pit stop half-way through which showed demonstrated the mettle of the cars in different hands. Highlight of the day for me was Steve Soper taking over one of the RS500s and apparently taking 8 seconds out of the leading Skyline in one lap before he’d even got hi eye in. This race alone was worth the admission money.



And so home on Sunday evening with ears ringing and a wide grin. Such wonderful memories and a definite re-booking for next year. My thanks go to Paul Gilligan for his usual organisational skills and Brian Kinghorn and Rob Grant for the craick. If you've never done it, go to this unrivalled event next year. Silverstone is a great venue and the organisation is superb. If you can't wait that long, head for the Touring Cars in the autumn.

Nigel Wright

## Welcome to New Members

**We welcome the following new members and hope they enjoy our many events. We look forward to meeting them at events in the next few months.**

David Doulin	of	Keswick
Stephen and Lizzie Bell		Penrith
Jim, Liz and James O'Neil		Penrith
Steve and Janine ?????		Teeside
Brian Murgatroyd		Penrith
Steven and Anne Morgan		Rowrah
James and Ros Fletcher		Cockermouth
Clark and Marion Mossop		Wilton
Michael and Joanne Hold		Kirkby Lonsdale
Phil and Maz Brown		Penrith
Eric and Linda Ritchie		Carlisle
Scott Newis and Andrew McGlenn		Cliburn
Kenneth Sugden and Jane Sharkey		Wigton
Paul, Angela and Ebony Larkin		Workington
Steven and Claire Askew		Carlisle
Johnathan Mounsey and Bradley Thompson		Workington
Andrew Jarman Sharon Earlston		Workington
Joshua Church familyx4		Cockermouth
Keith and Lorraine Rice		Gilcrux
Annabel and Peter Cassap		Aspatria
Peter and Stephanie Rogerson		Plumpton
James Turnbull		Ponteland
Emma Murray, Shane Waters and John Paul Murray		Workington
John and Rowan Hastwell		Appleby
David and Lesley Martin		Egremont
Craig and Laura Winter		Brampton
Derek and Brenda Bousted		Kirkby Steven
Evan and Janice Johnston		Maryport
Josh Caine and Chelsea Shut		Workington

# CEO's Message

Sport is full of highs and lows, but perhaps motorsport is prone to the most extreme of these contrasts. The past month has seen our community celebrating some amazing events and spectacular achievements. But also, some tragic losses.

The British Grand Prix, held at Silverstone in the middle of July, was more than just another edition of the Formula 1 race calendar. It signified a change of mood in our country shifting from a long hard period of constraint and enclosure to a fantastic public and social celebration of sport and community. Over the three days of the weekend, Silverstone welcomed over 300,000 people and saw them basking in warm sunshine as the F1 superstars put on a spectacular show for the crowds. The change of format that Formula 1 debuted at Silverstone provided plenty of thrills. In particular, the move to a Friday evening qualifying session presented a fresh format for this showdown. For those who were lucky enough to be present at the circuit, few will forget the extraordinary roar from the crowd that followed George Russell around the entire circuit as he emerged on his own in the middle of Q3 to place his Williams Mercedes eighth on the grid. The Silverstone party atmosphere continued through the new 'sprint qualifying' race on Saturday all the way to Lewis' extraordinary win on Sunday afternoon.

At the other end of the elite pathway, we celebrated Freddie Slater being crowned 2021 FIA Karting European Junior Champion with an incredible victory in the final on Sunday 25th July. Freddie wrapped up the championship with an impressive 34-point lead over his title rival, Brazil's Matheus Ferreira. This added to his FIA Karting World Champion title in 2020.

On being crowned champion Freddie said: "Starting my racing career in the UK has helped me have the skills to be able to become the European Champion. It's been a great season where I have been able to learn a lot for the future. To know we have support from the UK is fantastic." It is extraordinary how the UK continues to discover and nurture young talent and in each graduating year there seems to be another candidate vying to move further up the ladder of stardom.

Whilst these are two examples of great success on a world stage, the activities of our own motorsport community in the UK continue week in week out. It provides excitement and thrills to thousands of competitors in every form of motorsport from Rallying to Racing, Cross-Country to Trials as well as the street car style competitions of AutoSolos and Navigational Rallies. In a typical year Motorsport UK will provide permits for around 4,000 events, and there will be over 120,000 individual competition starts from our 45,000 competition licence holders.

The sheer scale of the enterprise is quite overwhelming when you consider the infrastructure of venues and clubs and most of all the volunteers and officials that are needed to make this even possible.

As I said at the beginning, our sport is punctuated not only by the highs but also the most terrible lows that we can imagine. This past month must be recognised for the tragic loss of members of our community. These losses are perhaps even more poignant as they occurred far away from the spotlight of international competition, but instead from within the community that was doing simply what they loved at a weekend's motorsport event.

We should remember Angela Lucas, who was enjoying the grassroots appeal of Citroen C1 Racing at Snetterton. A team of three drivers had finished in 44th place in the opening race on Saturday and reflected their desire to just go out and have fun. Suffice to say this type of racing is not particularly high speed, but nonetheless there is always the possibility of risk emerging and it is for that reason that so much time is spent on the development and implementation of safety systems in motorsport. Nothing in motorsport can be taken for granted and we learn from every incident and continually strive to improve.

And then at the beginning of August the motorsport world was shocked to learn of the death of one of our volunteer marshals, Robert Foote, who was killed following an incident in the Pre 93 and Pre 03 Touring Car Race at a BARC event at Brands Hatch. The nature of the incident was equally unpredictable and has significantly affected our community. Reflecting on both these tragic deaths, they provide a sobering reminder of the validity of the work that we continually undertake to investigate, to review and improve where possible all of the safety measures that are in place in our sport to mitigate as far as possible terrible accidents. I do think that in Angela and Robert's memory we are very much drawn to consider all the members of our community that make up the sport both on and off the track. As has been highlighted by so many in their comments from around the world, it is all the men and women of the 'orange family' that provide the ability for motorsport simply to take place. On countless occasions every year they ensure that events are conducted in a safe and secure manner and take swift action to come to the assistance of competitors. It is therefore even more shocking when a member of this community, who gave their time so freely and served so tirelessly, should lose their life in the course of helping others. Motorsport UK along with the British Motorsport Marshals Club is conducting a study of all aspects of marshalling with emphasis on the safety of the community. I know that a great many people wish to show their appreciation in a more specific manner to the marshals and we are also exploring the ways in which this can be developed.

It is also sad to report the loss of Bernard Cottrell who succumbed to a long-standing illness last week after a lifetime of support for motorsport. Bernard typified so many of the stalwarts of the sport having begun as a marshal in the 1970s and over the coming decades had turned his hand to almost every aspect of the sport, including becoming the National Chair of the BRSCC and attaining the status of Clerk of the Course and ultimately a Motorsport UK Steward. He served on a wide range of Motorsport UK Committees and was a tireless contributor towards the development of the sport. I will always remember Bernard as an energetic and enthusiastic advocate of doing the right thing and promoting the sport for generations to come. He will be very sadly missed.

I am aware that this is a rather sombre opening to this month's Revolution Magazine, but it is important that we recognise these low ebbs, such that we look forward to the highs that will follow. We are all motivated by the countless moments of excitement and satisfaction that are created across the whole of our community in the participation and support of motorsport every weekend. I would like to personally thank everybody for their support in the past month; and please join me in remembering Angela, Robert and Bernard as we race on in their honour.

Wishing you a safe and successful month in motorsport

Hugh Chambers

## New Members

**We welcome the following new members and hope they enjoy our many events.  
We look forward to meeting them at events in the next few months.**

Mark and Robert Messenger	of	Moresby	Gary, Julie and Emily Nelson	of	Carlisle
Mark Little		Oughterby	Brian, Phillipa and Paul Atkinson		Brampton
Darren Martin and Nicky Perkins		Moresby	Simon and Debbie Butcher		Dalston
Ken and Helen Grimes		Peebles	Colin and Catherine Webb		Brigham
Graham and David Martin		Penrith			



# WMC Historic & Targa Championship after the Blue Streak

## Overall

### HISTORICS

Driver			Navigator		
1	John Sloan	70	1	Michael Marsland	63
2	David Alexander	69	2=	Glenn Fothergill	49
3	Brian Bradley	63	2=	Bob Hargreaves	49
4=	Alex Willan	49	2=	Alisdair Venn	49
4=	John Haygarth	49	5=	Marc Crack	47
6	Malcolm Mackay	47	5=	Mark Humphries	47
7	Alan Hawdon	45	7	Lynn Hawdon	45
8	Stephen Byrne	25	8	David Byrne	25
9	David Garstang	24	9	Matthew Alexander	24
10=	David Marsden	23	10=	Michael Garstang	23
10=	David Agnew	23	10=	Alan Jackson	23
12	John Holliday	21	12	Callum Alexander	22
13	Paul Slingsby	20	13=	Chris Spencer	21
14	Chris Stansfield	19	13=	Alan Carruthers	21
15	Kathryn Mackay	17	15	Michael Fox	20
16	Charles Graves	16	16	Sarah Stansfield	19
-	Ian Maxwell	0	17	Malcolm Mackay	17
			18	Ron Palmer	16
			-	Ali Maxwell	0

### TARGA

Driver			Navigator		
1	Chris Hunter	65	1	Fiona Tyson	66
2	David O'Connor	60	2	Stuart Davies	62
3	Kevin Savage	50	3	Phil Savage	50
4=	Robert Short	45	4	Ryan Parker	46
4=	Daniel Place	45	5=	Kirsty Thompson	45
6	Paul Bowness	44	5=	Esther Bowness	45
7	Peter Wright	43	7	Liam Wright	43
8	Joe Harwood	42	8	Lewis Hodgson	36
9	Phil Hodgson	35	9	Martyn Petry	25
10	Barry Lindsay	25	10=	James Greenhough	24
11=	Stephen Short	24	10=	Essi Salonen	24
11=	Bob Hargreaves	24	12	Tom Howe	23
13=	Quentin James	23	13	Andrew Graham	21
13=	Jack Morton	23	14	Peter Wright	20
15	Phil Savage	22	15	Jack Swinney	19
16	Craig Stamper	19	16	Robert Iveson	16
17	Russell Robertson	16	17	Julie Carter	14
18	Drew Mclean	14	-	Paul Grierson	0
-	Daniel Grierson	0			

# Classes

## HISTORICS

### Cat 1 Driver

1	Dave Agnew	10
2	Paul Slingsby	9
3	Chris Stansfield	8

### Cat 2 Driver

1	John Haygarth	20
2=	Steven Byrne	10
2=	John Holliday	10
4=	David Marsden	9
4=	Charles Graves	9
6	Ian Maxwell	0

### Cat 3 Driver

1	John Sloan	29
2	Malcolm Mackay	20
3	David Garstang	10
4	Kathryn Mackay	9
5	0	0

### Cat 4 Driver

1	David Alexander	37
2	Brian Bradley	26
3=	Alex Willan	20
3=	Alan Howden	20
5	0	0

### Cat 1 Navigator

1	Alan Jackson	10
2	Michael Fox	9
3	Sarah Stansfield	8

### Cat 2 Navigator

1	Bob Hargreaves	20
2=	David Byrne	10
2=	Alan Carruthers	10
4=	Michael Garstang	9
4=	Ron Palmer	9
6	Ali Maxwell	0

### Cat 3 Navigator

1=	Marc Crack	20
1=	Alisdair Venn	20
3	Matthew Alexander	10
4=	Chris Spencer	9
4=	Malcolm Mackay	9

### Cat 4 Navigator

1	Mark Humphries	28
2	Michael Marsland	26
3=	Glenn Fothergill	20
3=	Lynn Howden	20
5	Callum Alexander	9

## TARGA

### Driver

#### Class T1 FWD<1400

1	Peter Wright	19
2	Jack Morton	10

#### Class T2 FWD>1400

1	Kevin Savage	20
2=	Robert Short	18
2=	Daniel Place	18
4	Joe Harwood	17
5	Barry Lindsay	10
6	Stephen Short	9
7=	Craig Stamper	8
7=	Quentin James	8
9	Daniel Grierson	0
10	0	0

#### Class T3 RWD<1400

1	0	0	1	0	0
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#### Class T4 RWD>1400

1	Chris Hunter	28
2	David O'Connor	25
3	Paul Bowness	19
4	Phil Hodgson	13
5	Bob Hargreaves	10
6	Russell Robertson	6
7	Drew Mclean	4

### Navigator

#### Class T1 FWD<1400

1	Liam Wright	19
2	Essi Salonen	10

#### Class T2 FWD>1400

1	Phil Savage	20
2	Ryan Parker	18
3	Kirsty Thompson	17
4	Martyn Petry	10
5	James Greenhough	9
6=	Peter Wright	8
6=	Tom Howe	8
6=	Andrew Graham	8
9	Jack Swinney	7
10	Paul Grierson	0

#### Class T3 RWD<1400

1	0	0	0	0	0
---	---	---	---	---	---

#### Class T4 RWD>1400

1	Fiona Tyson	29
2	Stuart Davies	26
3	Esther Bowness	20
4	Lewis Hodgson	14
5	Robert Iveson	7
6	Julie Carter	5
0	0	0

# PG Tips

## Peter Reflects On His Month

August was a mixed month in the world of car achievement for me – I purchased my 79<sup>th</sup> car in the form of a Mercedes E270 estate with seats in the boot. I'd had enough of the C class, having had it for over a year (that's almost a record for me!) and decided I wanted a bigger car and the kids had been pestering me to get a car with seats in the boot after they saw one on Tic Toc or some other place on the internet that I don't frequent. I've actually had the car since late July and the novelty of sitting in the seats in the boot and waving at people still hasn't worn off for them. I can imagine it being quite disconcerting for people following me in my large, almost empty estate car faced with one or 2 girls in the boot frantically waving and grinning at them...particularly if they have to follow me for any length of time. Almost everyone does seem to wave or acknowledge them as well.

Despite being a teenager the exterior is almost immaculate and as soon as I got it, I fitted a tow bar with which it effortlessly tows the race car. It's not the fastest thing, weighing nearly 2 tonnes and having less than 200bhp, but it has enough of a turn of speed to overtake and keep me out of bother. The only real niggle at this stage is that the parking sensors are up the creek. It has front and rear and to date only one of the front sides works and not all the time. I'm looking to try and replace the faulty ones and rectify at least the rear ones to help me park as my next job. I can live without the front ones but it's a big old barge and the mirrors make things look a lot closer than they are – something I will probably get used to, but for now often have me parking about a metre further out than I imagine I am.

The bad news this month was parting with £1000 (as good as anyway) for new sticky race slicks for Barry. It's a lot of money for some 13" tyres but they were required, particularly at the rear of the car. I took them to Gates at Lillyhall to have them fitted and watched as they struggled to get the rears on to the wheels due to the hardness of the sidewall. It took 3 of them shoving down to get them onto the rim and a whole lot of lube. Even then, the guy who helped me put them back in the boot had a very large plaster on his hand where he'd sliced it open doing the job. I assured him I wouldn't be back for at least 2 years to which he replied asking if I could ring and warn him so he could go sick!

I had them on the car for the Sunday August Harewood hillclimb which I went to with Paul Eastwood in his Alfa 33. Paul even celebrated the occasion by washing his car for the first time in 18 months. The entry was full at Harewood and I'd set myself the aim of going faster than 57 seconds. I was to be sorely disappointed though. The track was damp for the first run – in fact it was wet and very slippery. Perfect weather to bed in the slicks, but the lack of grip and minor scares I gave myself on the first run meant I never really got the kind of confidence I usually have after a few runs at events. The weather didn't completely warm up, but by lunchtime the track was as good as dry but I failed to break the 60 second barrier let alone the 57 second one.

I also managed to bend my timing strut (the device on the front of the car that breaks the timing beam at the start and finish) after a run in with some corner markers and whilst I bent it back straight it sagged during every run after that. I didn't come last in class but I wasn't far off and as the event wore on there were increasing delays and stoppages. Rain was heading our way at the start of the final run and it had been a long day so I decided to knock it on the head and go home for beer instead – except I wasn't allowed to bring my trailer into the paddock to load up as it was a live event and Harewood only allow a competition car and either a trailer or other single vehicle to stay in the pad



dock. I'd opted for the Merc and was unable to load up and leave until the very end.

I therefore took my last run of the day and went marginally quicker than I had been, but still 2 ½ seconds slower than 2 years ago when I first got the car on worn slicks, locked rear suspension and 30 kgs of extra weight! All in all a pretty terrible day out. Paul didn't have much more luck than me – he last went to Harewood in 2017 when he first got his Alfa and didn't manage to beat his best time from that day either although he was a lot closer than me. I suspect the cooler weather accounted for some of the lack of improvement for us but I really need to get my mojo back before our next outing to Doune in September. I haven't been to Doune for nearly 30 years and it's a fast scary place – and I'm really looking forward to it.

Peter

## Fuel - E10

Most of us are concerned about E10 which we will try to avoid but E5 is not good either. There are additives produced by Tetra Boost, Frost and Millers, amongst others, that are supposed to counteract the damage that ethanol does but apparently they admitted over the phone that none of them really work.

They will counteract the corrosive damage caused by water that the ethanol attracts but they do not protect the fuel lines, fuel pumps and carburettor internals from attack by ethanol. Apparently Esso premium contains no ethanol even though it says E5 on the pump and of course, that could change. Being an amateur, I don't know what to think but I was hoping that one of our clever technical members might have some informative comments to make. I am worried that ethanol in petrol presents a bigger problem than unleaded did for our old cars.

Happy motoring, Kirk Rylands

## Electric—the Big Con?

If you watched Guy Martin's programme on Electric Vehicles or EV as the geeks call them, you would have been that he proved just about all the worries that people have about them, the range is nothing like what is claimed, particularly if you have the heater and lights going. Heaven help you if you have heated seats and steering wheels! It also cost more to do a journey in a reasonable time as you had to use the more costly fast chargers and then it seems many don't work.

Then if one goes on fire you have a major problem with exclusion zones and have to dunk the whole car in water.

The environmental argument is not good either as wind and solar electric generation has nothing like the capacity for all the cars that will be there in 20 years time. The batteries use three natural metals, which are mined in very unethical ways often by kids grubbing it out of the ground in central Africa.

The battery capacity starts to die after five years so that reduces the life of the car to seven to eight years. It's not financially worthwhile buying a new battery. You then have to dispose of the battery which is not easy, although there seems to be a view that they can be used for power storage from windfarms if used on huge blocks.

It's good that some manufacturers are looking to hydrogen or no fossil fuels as an alternative.

GTF

# E10 Fuel

There has been much written and discussed regarding the introduction of E10 fuels from the 1st of September 2021. Some media outlets have even taken to scaremongering and proclaiming the 'death of the classic car' as a result of rising Ethanol levels in our fuels.

Luckily, the [Federation of British Historic Vehicle Clubs](#) has been working hard on our behalf to ensure that we have no need to worry and that we can all continue to enjoy our cars, whatever their age.

The advice can appear detailed and complex at first but essentially, if you have a car built pre-2000, then it is advisable, until you have managed to update all of the fuel system components such as hoses, soft metals and gaskets, to use E5 protection grade. All of the "super" grades, although more expensive are maximum 5% Ethanol. The FBHVC lobbied the government extensively to ensure that the provision of E5 protection grade was included in the legislation for historic and non-compatible older vehicles and that will remain so for the next half - decade.

Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 are [compatible](#), although we are aware of some information sources being 'over-cautious' on some of the latest models.

If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations.

The Federation recommends that all vehicles produced before 2000 that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

Additional information on vehicle compatibility issues is available on the FBHVC website <https://fbhvc.co.uk/fuels>

## E5 Petrol

E5 petrol can contain between 0 and 5% by volume ethanol

Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 2.7%.

## E10 Petrol

E10 petrol contains between 5.5 – 10% ethanol by volume. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 3.7%.

It should be noted that some Super E5 Protection grade fuels do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. Product availability varies by manufacturer and geographical location and classic car owners should check the situation in their location.

Eventually, our vehicles will be adapted and maintained for use with stronger blends of Ethanol in fuel by upgrading fuel lines, gaskets and some soft metal components to modern materials, until then use E5 protection grades where possible.

Need to know more? A guide to the more detailed advice and pump labelling can be found on the [FBHVC](#) website via the button below. In the meantime, enjoy your cars and get them out and about to the next Club event. . [Fuels | Federation of British Historic Vehicle Clubs \(fbhvc.co.uk\)](#)

# From The Top

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

### August Committee Meeting:

Much of the meeting was concerned with the details of the Classic Show while Rob reported on progress for the Solway.

Chris reported on the Cumbrian Canter to start in Penrith and finish at Clifton.

The Lingholm Breakfast meet would go ahead and the next Coffee and Cars meet at the Motor House would be open to non members as well.

The Bothel autotest had been on a good venue with plenty of tests but a rather low number of entries. The pub run had been successful but again fewer entries than might be expected.

The first Coffee and Cars event had around 80 entries and some new people and was deemed a success.

John Sloan reported on progress on the online membership system.

Eddie Parsons had checked all the radios and we had some batteries that were not in good condition so it was agreed to have a progressive renewal of them over the next few years.

Motor House Opening: Our main donors and guests have been invited along with the local businesses and householders at Moota. The opening will be at 3pm by Trudy Harrison.

Marshalling: We had been asked to man a test on the Blue Streak, Eddie was taking names.

Shirts: Costs were being obtained for new Oxford shirts for members.

2,500 promotional leaflets were to be printed. Eddie to design and arrange with the printers.

The Motor House was virtually complete with just a bit of wiring to be done,. It was agreed to buy a library ladder to ensure safe access to the higher shelving.



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# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

**Cars and Coffee at Lingholm.** This is the final reminder for our next Sunday morning meet on Sunday 12<sup>th</sup> September from 9am to 11am at Lingholm, just through Portinscale on Derwentwater. No prior booking is possible, just turn up. There will parking on the lawn in front of the House limited to 60 cars. Additional cars will be able to park in the usual car parking areas on the private approach to Lingholm. No parking charges will apply at the machines on that day only. Do not park on the public road as those doing so are being ticketed by the Police because of the congestion problems caused. The event is by kind permission of David Seymour of Lingholm Estates whose charity for 2021 is the Calvert Trust. There are no charges for entry but there will be coffee available on the car park above the lawn and your Charitable donations, minimum £1, for that can be made in the receptacle provided. In addition David's 'Motor Shed' will be open for viewing between 10am and 11am and your donation for admission can be made at the door. Well worth a generous donation, don't miss it.

Chris Leece is running the **Cumbrian Canter** on Sunday 19<sup>th</sup> September and entries close on 12<sup>th</sup> September so don't hang about. Entries in promptly please.

Entries for the **Solway Historic and Targa Rally** are doing well and only a dozen or so places remain when writing this piece. It will be a nostalgic event and entries close on September 20<sup>th</sup> or before if the list is full. A reserve list will be in place.

The **Rose and Thistle** was a tough lesson even after running these events for many years. The entry was terrific in quantity and quality and the 80 limit was exceeded by 10 reserve cars but balanced by withdrawals for reasons various, usually of health, of either the cars or crew. Nevertheless 79 cars crossed the start line waved off by Chris Leece. Thanks to all entrants for their support and positive feedback. So it was a wet day and that was compounded by an unforeseen road closure between Middleton in Teesdale and Brough and there's no easy alternative route. Fortunately Bob and Geoff running at number two in the 1937 Chevrolet came to the rescue and directed following cars to the detour. In the meantime I attempted to call each crew on the phone numbers provided with their entry. Many had put their home numbers and others didn't pick up so only those answering got my dulcet tones.

The third and most difficult problem was the backword given by the finish venue only a week before the event. Now I know the Hotel Industry has had a hard time but we had a written contract and despite several calls a couple of weeks before the event it was only the weekend prior to the event that a junior member of staff answered my call and said they had double booked. With such short notice there was nowhere else that could accommodate 160 people. There I've got it off my chest and learned another of life's lessons. Thanks to all for your understanding and support. Photographs were taken on the tour and can be seen and purchased from Ian Watts at [lakeland-photos.co.uk](http://lakeland-photos.co.uk) under 'event photos'.

Ron.

# Andy's Armchair

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

Alan McNish was recently interviewed in Motoring News and a couple of his answers really need reproduced in this article. For those of you not into racing, McNish won Le Mans three times, was World Champion Endurance driver in 2013, American Le Mans series champion and an F1 driver for Toyota. All in all a very successful and capable racer who, now retired, is the boss of the Audi Formula E team and ambassador for the marque involved in worldwide appearances.

Bearing the above curriculum vitae in mind, the following answer actually gave me “goosebumps” as it refers to father and son the David Leslie's who ran the Fiat dealership in Carlisle and their own small racing team from a Currock Road workshop.



“They ran me in Formula Ford. After that I already had the Duckhams works drive lined up when the Marlboro Vauxhall Lotus opportunity came up. But without those two people, the David's Leslie senior and junior, I do not believe I would ever have gone on to car racing at all. It was a father and son team running everything out of the back of a van with no support like teams have today. I'm very proud to say this, they produced Le Mans winners, Monaco Grand Prix winners and Ind 500 winners in me, David Coulthard and Dario Franchetti.”

Later in the article he also states he learnt the art and skills of race driving from David junior, a true accolade from a man who went on to such heights in the sport.

I'm pretty sure that all locals who remember David will agree with me that he was the complete article in a racing car who only lacked the “mouth” and money to move on to where he deserved to be, namely Formula 1. He died tragically in March 2008 in an aircraft crash while heading abroad to undertake some testing for Richard Lloyd

Racing.

It's very sad that neither father or son are here to see McNish's words. I hope their family are aware of them as they clearly demonstrate that the Leslie duo were right at the top of their game achieving as much, if not more than the big teams of today like Carlin, Fortec, Prima, Dams, Hi Tech etc and yet doing so so quietly they went under the radar as far as most enthusiasts were concerned.

Moving on, have you noticed how the media are starting to show much more interest in the problems which lie ahead as far as charging up electric cars is concerned? Chris Aylett CEO of the Motorsport Industry Association pointed out that current strategy carries significant risk as too many nations couldn't afford it. He also said “Is the future all electric? Not a hope.”

As things stand, we're starting to realise the National Grid couldn't cope with masses of cars trying to recharge overnight. There are already mutterings of fast charging becoming very expensive therefore being available only for the wealthy few. The rest of us will be left out in the cold, constantly trying to top up smaller amounts in a very long time. We all need to take those who are meant to be looking after us to task and make sure they remember they have a duty of care for their citizens as well as the planet.

Ends

AA.

# Events of Interest

## September

- 1st Motor House Official Opening**
- 5th SMC Grass Autotest**
- 5th DAC Weardale Targa Rally (Sunderland)**
- 12th Lingholm Breakfast Meet**
  
- 19th Cumbrian Canter**
- 19th EVMC Greystoke Stages**
- 18th BTCC at Croft**
- 18/19 BARC Harewood Hill Climb**
- 19th SoSCC Doonhamer Targa**

## October

- 2nd Solway Historic and Targa Rallies**
- 10th Coffee and Cars at the Motor House.**

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