

Wigton Motor Club Ltd

Start Line

Issue 2022/02

www.wigtonmc.xo.uk

February 2022

Ready, Steady, Go!

White Heather Tests

Saturday, April 2nd.

Run entirely within the airfield where competitors will enjoy great tests and based at the White Heather Hotel,. This year there will be longer flowing tests!

Entry fees include bacon rolls and coffee before the start, a light lunch and also the legendary White Heather roast beef dinner while awaiting the results and prize presentations.

Reduced entry fee for WMC members. Entry forms will be emailed to members and past competitors. There will be a big demand for places on the first event of the season so don't delay entering.

For Members By Members

WMC Committee

OFFICIALS

<i>President:.</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
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Please ensure that you contact the appropriate official on the correct email address.

Face Book: Wigton Motor Club & Wigton Motor Club Members

Events of Interest

Locally & Nationally

The Borders Vintage Automobile Club is pleased to announce the celebration of our 50th anniversary in 2022. We are looking forward to holding a very special edition of our major classic car show – the BVAC Classic – on June the 18th and 19th.

The **BVAC Classic** will take place at Thirlestane Castle, this year jointly with the new two-day Sir Jackie Stewart Race Against Dementia Festival of Motoring, which will take place in the presence of Sir Jackie and other well-known figures from Scottish motor sport, with major sponsorship from Rolex.

MGCC MG Live! June 11/12th of June. At Silverstone including the MG B 60th anniversary race.

Barbon Hill Climb: Barbon has been dropped from the BHCC so both dates are Clubman which will mean you will get more runs on the date that was the National event. It's sad not have the top drivers but I doubt if it will make much difference in terms of entries.

Doune Classic Hill Climb: May 21/22nd. The first running of this event by Lothian CC for pre 1980 cars.

Yorkshire Motor Sport Festival (hill Climb and Show. June 24-36th. Holmfirth.

Harewood Hill Climb: WMC members are invited to enter the following double headers on June 4 & 5, August 6 & 7 and September 17 & 18

Goodwood Dates: Members Meeting April 9/10th; Festival of Speed, June 23/25th; Revival September 16-18th.

Silverstone Classic is on a new date: August 26-28th. Bank Holiday weekend.

Oulton Park Gold Cup: July 29-31st

Croft Nostalgia: September 3/4th

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

I am sure we are all doing our bit for the planet by being a bit greener, but I really worry about some aspects of motorsport, too much “green washing”, particularly F1 (which is aiming to be net zero by 2030). Just for example look at the event schedule for this year which involves the whole circus of cars, equipment, tyres and personnel being shipped around the world. Here are a couple of anomalies: Miami between Imola and Spain and then Canada between Azerbaijan and Britain. How many aircraft flights across the Atlantic will that create? Why not do all the events in north and south America in one go?

Then we have tyres. Someone once said to me that Pirelli tyres can't be much good as the F1 cars needed three sets to do two hundred miles – and he wasn't joking! Pirelli have to take hundreds of tyres to each race to allow for different conditions. Some tyres do a few as thirty miles on a car and are then scrapped. It would seem that back at base they are chipped and then burnt in brick furnaces. Given the number of natural resources that goes into making a tyre and then it is used for just a few about making a spectacle of the sport by having extra pit stops etc that us a huge waste. Tyres used to last a whole race and would then be sold to the privateer teams.

What about turning it on its head and having one set per race and advertise that Pirelli tyres can do two hundred miles non-stop at an average speed of 150 mph?

I don't really get Formula E either. Yes, let's have electric racing cars but the racing is spoiled by the dreadful street circuits which are far too narrow for real racing. Apparently, it's all about bringing the racing to the spectator. A bit silly as just about every sport involves spectators travelling. A premier league football fan going to the away games can clock up 8,000 miles in a season apparently. Let's see the UK race at Brands Hatch or Silverstone, both less than an hour from London, instead of the silly Docklands track.

As for Extreme E – *we will highlight environmentally sensitive areas by taking electric buggies there and charging about damaging the sensitive ecosystem.* OK, the buggies are shipped in a reputedly green vessel, but the drivers and teams all fly to the nearest airport and then driven by fossil fuelled vehicles to the venue. Then how are the racers recharged? I can't see Greta approving! Complete madness.

GTF



Editor: Graeme Forrester - gtfmg@yahoo.co.uk

Contributions are welcomed - deadline the 25th of each month

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

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From The Top

News from MSUK, Associations & WMC Committee

January Committee meeting:

Twelve members present and one apology. Also Andrew Graham has stepped down due to family commitments. He was thanks for his input over the years.

There were updates on Kirkbride from the Solway repairs and it's future use for the White Heather and other events. Other venues are being explored.

Charity donations: We are giving £250 each to Blood Bikes and Hospice at Home. We will keep the same charities for 2022 and generate more funds via Drive it Day.

White Heather Tests. Arrangements were discussed. Regs would be issued at the end of the month. Entries will only be confirmed if payment is received.

Classic Show: Enquiries already coming in. Featured marques to be Austin Seven and Porsche.

White Heather Tests: Regs approved and sent to MSUK.

Awards Night arrangements were finalised.

Events: The events list has been updated. Kendall Bruce is going to organise a Jubilee Tour in June. John Ross is running the Firth to Forth Tour which will replace the Gallop this year.

Membership. Currently 642 have renewed or newly joined with 172 yet to re join. The new membership system was working well.

Social events: Awards Night and then Cars & Coffee resume in March.

Motor House: We now have a cooker which needs to be wired in. The boundary fence is going to be extended.

Environmental sustainability: Chris Glaister is working on this.

Next Meeting: February 16th.

We are sad to report the passing of Phil Davies. This was a regular competitor on the Gallop and other touring events as well as marshalling. Our condolences to his family.



motor
sport
UK

Recognised
Club

Marshals' Post

Fellside Northern Classic Trial Saturday 19th February 2022

Fellside Auto Club have asked if WMC would assist in marshalling their event above. We would be assigned to one or two new sections at Big Wood, Setmurthy, near Cockermouth (Part of the Higham estate that Malcolm Wilson has recently bought). Each section would be run twice, morning and afternoon, so you could do either or both.

If you are able to assist or know someone who could, please contact me.

Thanks

Steve Fishwick

07796871899 fishwick38@gmail.com

Malcolm Wilson Rally in March 12th

Hi everyone and Happy New Year. Just to confirm I have accepted the role of stage commander on the [Malcolm Wilson Rally in March 12th](#) I haven't any details other than it will be Wythop as per what we did in 2020. I would imagine timing would be similar.

Also, we been asked to run a stage on the Jim Clark Starting Friday 27th may. I haven't accepted yet so don't know which stage is on offer or the times relating to it. If you're interested in Spadeadam being involved, please let me know.

Best Regards

Barry Armstrong barmstro55@btinternet.com

White Heather Tests Saturday April 2nd

One for your diary! All the tests on the airfield. Similar but improved version of October's event. The same full meal package will be available to marshals.

Drop Eddie a line if you can help. eddieparsons5@icloud.com

Membership Renewals 2022

A polite reminder that if you have yet to renew your membership, this will be the last Start Line that you will receive.

If you have a membership query please contact John Sloan.

Club News & Events

Cars and Coffee

Sunday, March 13th from 10 until 12

At the Motor House

CA13 0QE

White Heather Tests

April 2nd

Drive It Day

April 24th

11 - 2

At

Dalemain

£5 per car for our charities.

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Jottings

Administrative Matters:

- A) Please ensure that you contact the correct officials for queries about events, either by their email as listed here, or in the event regs, or via an email dedicated to the event. That will save a lot of time and ensure you get a speedy reply.
- B) Entry fees paid by BACS transfers. If you are paying this way please ensure that you use the correct bank account. The club has two bank accounts one CBS and the other HSBC and we alternate then for events so we can keep track of entries coming in. Also please add the correct event reference in the comments box. Thanks.

First Aid Training

TBA Sunday, April

**A full day's training in basic first aid for marshals and anyone else involved with events.
Fully Certified**

Just twelve places available.

The Club is covering the cost of the course and refreshments.

At the Motor House.

To book contact Rob Grant on robincumbria@hotmail.com,

Face Book pages: We have two pages: **Wigton Motor Club** and **Wigton Motor Club Members**. The first is for general interest stuff and for publicising our events to a wider audience while the Members page is, as it says, for members and club events and information. Members can start threads and adverts in the Members section. You have to apply to be a member. The pages are getting more and more views, some over a thousand in the last month.



Congratulations to M Sport on their Monte Carlo Rally win.

Also the oldest WRC winner, oldest combined age of crew at 98 and first female co driver to win since Fabrizio Pons in 1997.

A great team performance to start the year.

Speed Events

As members of the Scottish, North East and Cumbria and North West regional associations our members can take part in any speed events run by other member clubs of the associations. In addition we are specifically invited to events run by BARC at Harewood and the MGCC at Scammonden and Anglesey.

The **Harewood Hill Climb** dates that we are an invited club are: June 4 & 5, August 6 & 7 and September 17 & 18

ANWCC Events

Apr 2/3	Anglesey Sprint «	Longton & DMC
Apr 16/17	Loton Park Hillclimb «	Hagley & DLCC
Apr 24	Barry Heath Sprint «	Sheff & Hallam MC
Apr 30	Aintree Spring Sprint «	Liverpool MC
Apr 30/31	Anglesey Sprint Weekend «	MGCC N-West
May 14/15	Blyton Sprint «	Longton & DMC
May 15	Scammonden Hillclimb «	MGCC N-West
Jun 5	Curborough Sprint «	Sheff & Hallam MC
Jun 11	Barbon Hillclimb «	Liverpool MC / KLMC
Jun 12	Three Sisters Sprint «	Longton & DMC
Jun 19	Keith Pattison Sprint «	Hud'field & York MC
Jun 24-26	Holmfirth Hillclimb «	Mid-Derbyshire MC
Jun 25	Aintree Summer Sprint «	Liverpool MC
Jul 16	Barbon Hillclimb «	Liverpool MC / KLMC
Jul 24	Three Sisters Sprint «	Longton & DMC
Jul 31	Scammonden H'climb«	Mid-Cheshire MRC
Aug 14	Curborough Sprint «	Mid-Cheshire MRC
Aug 27/28	Loton Park Hillclimb «	Hagley & DLCC
Sep 3	Aintree Autumn Sprint «	Liverpool MC
Sep 4	Three Sisters Sprint «	Longton & DMC
Sep 10	Scammonden Hillclimb «	Pendle DMC
Sep 10/11	Southport Classic Sprint «	Aintree CC
Oct 1/2	Anglesey Sprint«	Longton & DMC

Scottish Speed Events

Event Name	Location	Type	Date From Date To	Club
Spring Sprint Weekend	Kames	Sprint	02Apr22	East Ayrshire
Spring Sprint Weekend	Kames	Sprint	03Apr22	East Ayrshire
Doune Hillclimb	Doune	Hillclimb	16Apr22	Lothian
Doune Hillclimb	Doune	Hillclimb	17Apr22	Lothian
Ian Pinkerton Sprint	Kames	Sprint	07May22	Scottish Sporting
Ian Pinkerton Sprint	Kames	Sprint	08May22	Scottish Sporting
Hillclimb	Fintry	Hillclimb	14May22	Grampian
Hillclimb	Fintry	Hillclimb	15May22	Grampian
Classic Hillclimb	Doune	Hillclimb	22May22	Lothian
Sprint	Golspie	Sprint	04Jun22	Caithness
Classic Hillclimb	Forrestburn	Hillclimb	05Jun22	Monklands Sporting
Sprint	Golspie	Sprint	05Jun22	Caithness
Hillclimb	Forrestburn	Hillclimb	11Jun22	Monklands Sporting
Hillclimb	Forrestburn	Hillclimb	12Jun22	Monklands Sporting
Hillclimb	Doune	Hillclimb	18Jun22	Lothian
Hillclimb	Doune	Hillclimb	19Jun22	Lothian
Sprint	Boyndie	Sprint	25Jun22	Scottish Sprint & Hill
Sprint	Boyndie	Sprint	26Jun22	Scottish Sprint & Hill
Summer Sprint Weekend	Kames	Sprint	30Jul22	East Ayrshire
Summer Sprint Weekend	Kames	Sprint	31Jul22	East Ayrshire
Hillclimb	Fintry	Hillclimb	06Aug22	Grampian
Hillclimb	Fintry	Hillclimb	07Aug22	Grampian
Hillclimb	Forrestburn	Hillclimb	27Aug22	Monklands Sporting
Hillclimb	Forrestburn	Hillclimb	28Aug22	Monklands Sporting
Hillclimb	Bo'ness	Hillclimb	03Sep22 04Sep22	Bo'ness
Sprint	Golspie	Sprint	10Sep22	Caithness
Sprint	Golspie	Sprint	11Sep22	Caithness
Hillclimb	Doune	Hillclimb	17Sep22	Lothian
Hillclimb	Doune	Hillclimb	18Sep22	Lothian
Sprint	Boyndie	Sprint	24Sep22	Scottish Sprint & Hill
Sprint	Boyndie	Sprint	25Sep22	Scottish Sprint & Hill
XBC Sprint Weekend	Kames	Sprint	01Oct22	East Ayrshire
XBC Sprint Weekend	Kames	Sprint	02Oct22	East AyrshirW

WMC Speed Challenge

Loton Park `	April 16 th	Hagley
Loton Park	April 17 th	Hagley
Scammonden	May 15 th	MGCC
Barbon	June 11th	Liverpool
Barbon	July 16th	Liverpool
Three Sisters	July 24 th	Longton
Harewood	August 6 th	BARC
Harewood	August 7 th	BARC
Kames	October 1st	EACC
Kames	October 2 nd	EACC

Scoring, overall and in classes 25,24,23,22, etc
Enter under WMC to score.



PG Tips

Peter Reflects On His Month

Happy New year one and all. It was a very happy year for me until today when my daily Merc decided to have a minor suspension collapse that now requires me to buy it another suspension air bag!

I do have a useful new year tip for anyone who uses Ebay to buy things (as I do). This really is a top tip and has got me discounted items several times in the last year or 2. I needed a new FIA 6 point harness for Barry the race car as the sell by date on the one in the car expired last year. Searching through Ebay and various other motorsport type sites, prices varied wildly. I am not that concerned about having a leading brand so I was going on price (I assume here that all FIA spec harnesses are built to a spec that will look after me to a similar level) and found a place called McGill Motorsport that had FIA 6 point harnesses for £138 - £20 cheaper than Demon Tweaks lowest price. Now – here's the trick. The advert has a simple 'buy it now' price – no offers and on the face of it as cheap as I could get. I didn't hit the 'buy it now' button though, I added the harness to my watch list and waited. Sure enough 3 days later I received an offer from the seller for £131 thus saving me another £7 on top of the already low price. What happened was, the seller could see he had people watching his items and Ebay gave him an option to make offers to people watching. Not everyone uses it, but it seems to be a more common thing than it used to be and I've saved tens of pounds by watching things and waiting for offers. Obviously this doesn't work for anything other than a simple 'buy it now' item...but it definitely works in a lot of cases. The harness is very nice as well!

The other axle of my trailer was just as bad as the first one I mentioned in last months ramble and has now been treated to all new bearings. It's definitely worth checking your trailers before the new season if you haven't already!

The future of the combustion engine may yet be saved as I noted an article this month that declared British scientists had found a way to successfully use Hydrogen in an internal combustion engine. I realise it's not entirely new news because it's been an option for a long time but controlling emissions etc has always been a problem. Apparently they have solved whatever the puzzle was. Hopefully it will become a thing – particularly now I've seen the BMW IX, an electric car so awful it's hard to believe anyone signed it off. Huge and ugly, it makes an X6 (which as I've said many times before is one of the stupidest most pointless cars ever made) look like a great buy. BMW seemed to spend a lot of money advertising it in December, but I haven't seen it recently...presumably because they've decided it's best not to publicise it and hope that fleets and Americans buy it without seeing any images of it. Thankfully I haven't seen one in the flesh yet but I suspect it's only a matter of time – someone at Sellafield will no doubt have one this year!!!

In the last few weeks I successfully replaced all the bushes and joints in the Citroen BX and made it almost undriveable as my ability to line up the front wheels using the track rods (I replaced inner and outer) is poor at best...in fact it's bloody shocking. I'd failed so badly I actually caused the car to have some kind of fit whereby it adjusted the hydraulic suspension up and down as I drove down the road. Following a trip to Goodfellows in Cockermouth they were able to correctly line things up for me and normal service has resumed thank god!



Peter

FIRTH TO FORTH

Friday 17th June 2022



Wigton Motor Club are pleased to announce a touring assembly for classic and other fine cars. Starting in Gretna(Solway Firth) and finishing in Dunbar(Firth of Forth) using many of the finest roads in the Borders including some of those traversed on the Jim Clark Rally.

Entry fee will be £85.00 per car for members £95.00 for non-members, entry will include Bacon/Sausage roll and a hot drink at the start. Tea/coffee and scone at Moffat mid-morning. Lunch at Abbotsford. Free time has been allowed at Duns

Accommodation has been arranged at the Marstons Pine Martin in Dunbar at a rate of £100.00 per Double/Twin Room (Breakfasts are available at £8.25 per person. 25 rooms have been allocated to us. Anybody wishing to book one of these rooms should contact the hotel direct on 01368 860013 option 2 (Do not use the room booking option 3 as this goes through to Marstons central booking desk) mention that you are booking one of the rooms allocated to the group booking made in the name John Ross, quoting W92217. Dinner will be available on the evening and has to be pre-ordered, I will send our details of the menu at a later date (we have negotiated a 20% discount on their evening meal rates). Should we have more than 25 entries wishing to stay over additional accommodation can be found within Dunbar. The Pine Martin should be able to accommodate all those wishing to dine in the evening

This run co-insides with the Sir Jackie Stewart Classic Festival of Motoring which takes place on the 18th & 19th June at Thirlstanes Castle, Lauder. Thus we can all have a double fill of classic motoring both on our trip north and again the following day on your return home.

Regulations will be available shortly.

John & Christine Ross

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



Irving Oglanby was a greengrocer with a shop on King Street, Wigton only a few doors up from his brother Stan who was landlord of The Victoria pub. I first sat in with Irving and Laurie Keen in his Vauxhall Victor Estate on the Westmorland Night Rally on March 9th 1963. This was a roller coaster ride as third man in the back seat and although we all had a good nights sport I'm not an easy back seat passenger so next time on the March '63 CSCC Keswick Rally it was two up with me navigating. Now Irving had difficulty with navigation light reflection on night rallies and had an elaborate system of curtain wires and green curtains to divide the navigator from his line of vision and avoid reflection in the windscreen. I eventually got used to this but it was strange to begin with.

In April 63 we did the The Journal St Andrews Night Rally in the north east followed by the Eden Valley Rally in May and the Furness Festival in June all without distinguishing ourselves. In his youth Irving had been a motor cycle trials rider and wanted better results so the Victor Estate was replaced by a 998 Mini Cooper '1258BB' in July 63. This was entered in the John Peel Rally on 6/7 July when we got a 2nd in class followed by another class award on the Riley Motor Club (Lowland Centre) Pathfinder Rally on 7th September. September was a busy month with a DNF the following weekend on the Ayrshire Rally and a 6th place the week later on the FDMC Brown Trophy Rally organised by Ron Hobro - an unforgettable Barrow in Furness character. Strangely only the following weekend the FDMC organised another event the Davies Memorial Rally which was a good event by Harry Sharpe and Derek Varty who had a bookshop in Ambleside and a registration DV8, quite appropriate for a rally man if you think about it. In November we tackled the KLMC Devils Own without any great success but the Devils were invariably good events.

At the end of November 63 we entered the MCC Morcambe Illumination Rally and were going well until we tried to hairpin left at the notorious scissors crossroads at the end of Jackson Ground south west of Coniston and dropped both front wheels in the ditch. No spectators to lift us out and another retirement. The following weekend 7th December we managed to redeem ourselves with an outright win on the NDMC Hunter Cup. This had been a good event for me over the years and on this occasion was organised by the experienced Syd Farthing.

1964 was to be a good year for Irving and me tackling eleven rallies in ten months including my first International – The Scottish. Tynemouth and District MC Three Rivers Rally kicked off the year at the end of January where we came fifth in the Cooper with another 5th place the following weekend on the CSCC Keswick Rally. The SSCC Doonhamer Rally followed at the end of February with another 2nd place ahead of all the Scottish crews the win having gone to Alf Sewell/Laurie Lancaster. Two fourth places on the Westmorland Rally in March and the CSCC Edenhall in April were followed by the DAC Rally of the Dales. We followed the winner Bev Gelder in the Hillman Imp who won £30 with our second place and an award of £15 – good money back then, from an entry of 66 cars.



Monday 18th May saw us in Glasgow for the start of the Scottish International which ran over five days finishing on Friday. This gave a whole new dimension to our sport. It was tough run over rough forest roads and fortunately too early for the dreaded midges. Local crews entered were Irving and me/Cooper 1258BB, Alf Sewell/Laurie Lancaster/ Mini 850 UHH81, Mike Telford/Peter Handy/Cooper S ARM647B and Frank Davies/Ray Heaton/ Cooper 970 S. This was a real adventure for us all and keeping the cars going over five days of forest stages was some feat. Running at number 30 we classified as finishers but I'm not sure in what position. Our service crew was Geoff Benson and John Johnston great improvisers and bush mechanics. The Scottish was memorable for us with the Cooper having constant clutch slip throughout the event – treated with vast quantities of Fullers Earth, and finished with a fabulous party at the RSAC HQ back in Blythswood Square, Glasgow. The day after returning from the Scottish we started the 750MC Eden Valley Rally and finished 3rd. There was a break in proceedings over the summer months and in September we took part in the Pathfinder Rally (Riley Motor Club) 7th o/all and team prize fol-

lowed by the SofSCC Ayrshire Rally organised by Paul Roxburgh with a 3rd o/all. My time navigating for Irving came to an end after the Hartlepool & District Motor Club Cleveland Rally on October 3rd with 4th o/all and prizes for best Austin and fastest on the special stage.

So from March '63 to October '64 Irving and I did 24 rallies in the 20 months including one international, won one, five 'podiums', one team prize and two class awards in two cars, the Victor estate and Mini Cooper 998. In the same period I did another 3 events with other drivers. Most of these events were all-nighters of 250 to 300 miles, something to get your teeth into.

Ron

Autojumble

Items for sale or wanted

White Mouse Motor Art.

Some of you may remember seeing my paintings at the motor house in October. As a result of that exhibition I've undertaken some commissions for club members.

Two are shown below.

If you are interested in having an action painting of your car I can be contacted at:

ruthand207@googlemail.com or 07979007465.

Prices are very reasonable.

Paintings come professionally double mounted and framed behind glass, they can be supplied in various sizes.

Andy Armstrong.





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 [Westcoasttrailerscumbria](https://www.facebook.com/Westcoasttrailerscumbria)  07725653398

 Steve@westcoasttrailers.co.uk

Autojumble



Ten wire wheels for an MG B with a variety of tyres including knobbly. Plus side screens for a Healey 3000/100/4.

Property of a gentleman.

In return for a donation to the Motor House

In the Motor House we have a huge number of car manuals, magazines and books donated by members which are for sale or loan.

There are also many tools, parts, oils, polishes etc all available for a donation to club funds. Have a look at the next Cars & Coffee.

If you have items that you would like to donate please bring them to a meeting.



Cumbria Classic Weekend

August 20th - 21st

Saturday, the Rose and Thistle Tour

Sunday, the Cumbria Classic and Motorsport Show

At Dalemmain Mansion

Entry forms will be available in April

Membership

WMC is registered with the Information Commissioner to hold members data.

Welcome to new members

We look forward to meeting you at our events and meetings.

Frederick Bell
John Mealing
Tom Waterhouse
Alan Harrison
John Merchant
Neil Kirkham
John Crawford
Ian Curwen
Ray Graham
Andy Moss
Steven Hullock
Neil Pilkington
Rebecca Swindalls
Mitch McGrath
Ross Blyth
Keiron Bowness
Charlotte Fazzone

M-SPORT
CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

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

Events 2022

Month	Date	Event	Name	Main org.
February	5th	Social	Awards Dinner	
	20th	Autotest	Autotest	
March	13th	Social	Coffee & Cars MH	
April	2nd	Rally	White Heather Tests	Rob
	10th	Social	Coffee & Cars MH	
	24th	Gathering	Drive It Day	
May	11th	Grass Autotest		
	15th	Social	Coffee & Cars MH	
	21st	Tour	Roaming with the Romans	Ron
June	4th	Tour	Jubilee Jaunt	Kendall B
	8th	Grass Autotest		
	12th	Social	Coffee & Cars MH	
	17/18	Tour	Firth to Forth	John Ross
July	10th	Social	Lingholm Coffee & Cars	Ron
	20th	Grass Autotest		
August	7th	Social	Coffee & Cars MH	
	20th	Tour	Rose & Thistle	
	21st	Show	Cumbria Classic	
September	11th	Social	Cars & Coffee MH	
	25th	Autotest		
October	2nd	Social	Cars & Coffee MH	
	16th	Tour	Cumbrian Canter	
	23rd	Rally	Solway Historic/Targa	
November	13th	Social	Cars & Coffee MH	
	20th	Autotest		
December				

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Well what a farce we had in the last Grand Prix of the season when Max Verstappen was given his first world title on a plate, something which if he's the driver I feel sure he is will not be a satisfactory way of achieving his lifelong ambition. He'll really only be genuinely satisfied when he wins it on merit and not as a result of the "bending of the rules". It's ironic, but Red Bull boss Christian Horner has spent a good part of the season "bleating" about how Mercedes Benz were receiving preferential treatment to that meted out to his own team, and yet could see nothing wrong when it was engineered by officialdom to make a gift wrapped, bow tied and sealed with a loving kiss present of the greatest prize of them all. Maybe he'll keep his mouth shut in future.

Apparently the FIA are to look into the rules and amend them as necessary, so here are three suggestions for change which I feel are vital.

1. Teams have no way of contacting officials during a race and therefore cannot influence their decisions.
2. Red flag stoppages must be treated as "Parc Ferme". Why this isn't already in place amazes me.
3. During yellow flag periods either all or none of the previously lapped competitors are allowed to overtake the race leader to unlap themselves, not just some of them on the whim of an official.

Now having read the above it might appear I'm a Lewis Hamilton fan in a huff. I'm not, Max is the equal, possibly better than Lewis, and he thoroughly deserves to be a champion. But as I said above, he would feel so much better in himself to have "won" it on the track as he's not going to like being called the lucky champ or worse still the champ who wasn't.

To change the subject.

I was recently reading about Gigi Villoresi, a famous Italian pre war racer. Now, he was about during the era when a riding mechanic was often carried in competition cars. For much of his racing he employed Giulio Ramponi for this role, and it was only after reading this that I realised this was the same engineer who came to England and worked for Dick Seaman, transforming the ancient Delage from an uncompetitive proposition into an outright winner beating new purpose built cars from the likes of ERA, Alfa Romeo and Maserati. You can't imagine someone being able to do that in a modern situation, cars now need constant updates to stay on the pace, even when they're brand new. Anyhow, it's true to say that without Ramponi's magic touch Dick Seaman would have struggled to reach the heights he did, such as winning Grand Prix for the Mercedes Benz team.

Of course there have been other notable "spanner wielders" in the history of our sport. Alf Francis played a huge role with Stirling Moss, Bob Dance at Lotus with many drivers, Ermano Cuoghoci with Lauda and later when officially retired, Fernando Alonso. Finally Joe Ramirez with Senna, Prost and Hakkinen. There are of course many other influential "fixers" out there, but unfortunately their days look numbered in the top echelons of the sport. Cars are now so complex that engineers specialise in specific areas, and much of what they do is governed by computers. The idea of someone getting out the tin snips and riveting a gurney flap onto a race car simply because their intuition told them it was the right thing to do are surely well behind us.

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