

Wigton Motor Club Ltd

Start Line

Issue 2022/04

www.wigtonmc.xo.uk

April 2022

Great Turnout for the March Cars & Coffee



For Members By Members

WMC Committee

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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

Cars & Coffee
at the Motor House
Sunday April 10th
10 until 12

Drive It Day at Dalemain
Sunday, April 24th
11 until 2
At Dalemain

Autosolo at Maryport
Sunday May 1st
Entry forms will be emailed out

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

It is interesting to see that F1 is beginning to wake up to the moral issues of where they hold races. Russia has rightly got the chop and now there are questions about Saudi Arabia. No doubt other Gulf states will be questions along with the likes of Azerbaijan and one or two others who see having a GP as a vanity project rather than to reflect the genuine interest of the local population. All sports face a dilemma about countries wanting to raise their profile with major events or in some cases out and out cheating. At the same time Liberty Media reckons there is room for 30 races a year. Would the drivers and teams want that and would public interest be sustained?

It was great to see two local rallies, the North West Stages and the Malcolm Wilson Rally get full entries and run really well. It was also good to see that the NWS turned down being a round of the BRC to concentrate on its local competitors. The same with the MWR which gets a full house by reputation rather than being in championships.

Will the overall belt tightening effect motorsport? Running the Roof of England Challenge last weekend saw me driving twice through the heart of the Dales including all the honeypot areas, on a lovely spring day. It was remarkably quiet on the roads and there seemed to be plenty of parking in the towns as well. Much of the cost of motorsport is taken up with getting to the event, hence using more (costly) fuel. The same with touring events, the fuel is a major cost while accommodation is also going to go up as well. This summer could be interesting and challenging for all sorts of reason.

Can we ask for members help? If you have a query about an event, please email the relevant official for that event.. Not everyone is on Face Book so posting there will not bring a speedy reply. Similarly if you are paying an entry fee for an event online, please ensure that you use the correct account details for that event. Different events have different accounts.

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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To all member clubs of The Association of North East and Cumbria Car Clubs (ANECCC)

28/03/2022

You may have seen that an event marketing company called Classic and Competition Car Events is promoting a series of events they are marketed as a tour with untimed special stages.

These events are:-

Mintex Rally Yorkshire at Church Fenton Airfield 8/9 April

Lombard Rally Festival Newcastle at Witton Castle 16 /17 July

Classic and Competition Car Events Albemarle Barracks 2/3 September

It should be made clear these event have not been granted a Motorsport UK event permit or a stage rally demonstration permit.

Our concern is that as it's not being run under Motorsport UK regulations this poses a threat to established events should anything unfortunate happen. Events that are organised by Motorsport UK clubs are respected for their safety, good organisation, and staffing by professional volunteers, including good PR work with the local inhabitants.

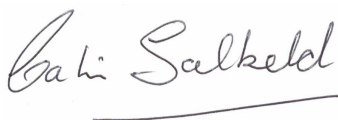
I am writing to strongly advise you that anyone from your club who plans to take part or be involved in any capacity at these events are made aware that they are not covered by any Motorsport UK insurance and they and their equipment are present totally at their own risk, and will not have access to Motorsport UK legal support if anything goes wrong.

If they do become involved, then it is as an individual and not as part of a Motorsport UK recognised motor club, and must not give any indication that they are there as an Motorsport UK approved official or a safety marshal or radio operator.

The following statement has been issued by Motorsport UK:-

"Only Motorsport UK events held under Organising Permit or Certificate of Exemption are covered by Motorsport UK Master Insurance Policies in respect of Public Liability and Personal Accident. At other events not held under Motorsport UK Permits it is wise to check adequate insurance is in place to protect; drivers, entrants, passengers and officials. Motorsport UK Liability cover is up to £100,000,000 for any one accident. Motorsport UK events are also Authorised under the Motor Vehicles Off Road Events Legislation where applicable, which exempts drivers from Sections 1,2 & 3 (dangerous or careless driving) of the Road Traffic Act whilst driving within the rules of the event off the public highway."

Regards,



Colin Salkeld
Chairman ANECCC.

From The Top

News from MSUK, Associations & WMC Committee

The last committee meeting was on March 16th

The emailer is being updated. Six new tables have been bought.

The organisation of the White Heather Tests is going well.

Drive It Day needs a few more marshals.

The Awards do will be a buffet on May 8th.

Entries are pouring in for the Classic Show

The April Cars & Coffee will see the parking to be better organised due to the number of cars.

The First Aid course on the 23rd is full.

The Rowrah test evening is full

Membership: Current total 719.

Motor House. Work is ongoing to add the signs loaned by David Seymour. It is intended to seal the kitchen and toilet floors.

Negotiations are proceeding re new autotest venues.

The search is on for a one off event in 2023 to celebrate our centenary. Any suggestions.

Awards Buffet

May 8th

12.30 for 13.00

At the Motor House

Tickers £15.

Including buffet, wine and sort drinks.



motor
sport
UK

Recognised
Club

Club News & Events

Sunday	April	10th	Cars & Coffee at the Motor House
Sunday,	April	24 th	Drive It Day at Dalemain 11 until 2
Sunday	May	1st	Autosolo at Maryport
Sunday	May	8th	Awards Lunch
Sunday	May	15th	Cars & Coffee at the Motor House
Saturday	May	21st	Roaming with the Romans' one day tour.
Saturday	June	4th	Jubilee Jaunt
Sunday	June	12th	Cars & Coffee at the Motor House
Wed	June	TBA	Grass Autotest
Friday/ Sat. June 17th/18th			'Firth to Forth' one night away.
Sunday	July	10th	Lingholm Cars and Coffee'
Saturday	August	20 th	'Rose and Thistle'
Sunday	August	21 st	Cumbria Classic & Motorsport Show
Saturday	October	23 rd	Cumbrian Canter

More events will be added as and when venues become available.

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824 1135 and don't forget to mention your club
when you do!
www.hagertyinsurance.co.uk

Generations Rally

We marshalled the two tests at Rowrah on this event in lovely weather. Some superb and very valuable cars although for more of the crews it seemed a jolly jape with no one taking it very serious. One crew arrived at the end of the test and asked what were the cones with letters on for? The marshals suggested she turned over the page of the road book to the test diagram! We also had several crews who did not realise the end of the tests were different.



Photos by Tony North and Graeme Forrester

PG Tips

Peter Reflects On His Month

It might come as something of a shock but I've actually sold Barry the race car. It's gone to a guy from Kendal and he bought the fancy lightweight alloy trailer to go with it. I am in shock a little because it means for the first time in 20 years I don't own a race car of some description, although it's probably just a sabbatical and not forever. I do however now own another old Citroen! I decided when I sold the race car that I didn't really want another road car with the trouble of MOT, tax and expensive complications in order to use it, so I began looking at tax exempt cars. I'd set myself a modest £4k budget and it was a bit of a shock to find you can't get very much that looks presentable in that price range that's over 40 years old. Just as I was considering throwing more money at it up came a nice looking Citroen GS estate – 1977, 2 months older than the wife in fact. It was being sold by Chevronics, the country's leading place for old Citroens who as I've mentioned before know how to charge.

On speaking with Rob one of the family who run it, he assured me it was a solid car with a list of minor faults that they weren't going to fix but that the car was being sold on at cost (they took it in part ex) as a result. I couldn't resist and last weekend Paul Eastwood and I headed off to the deep South to bring it home. It's a few years since I've been down to the South East and it's fair to say it's more crowded than ever and the driving standards on the motorway were shocking. The number of people sat like zombies in the middle lane was enough to make my blood boil. Due to an accident in Yorkshire the A1M was closed for 2 junctions...and they'd clearly employed some school children to set up the diversion because it took us an hour to get back on the motorway about 8 miles south of where we left it. At one point it felt like there were diversion signs pointing in every direction and none of them were right.

We made it to Chevronics and had a look round their showroom full of tidy old Citroens and their back yard of not so tidy old Citroens. Doing so led me to the conclusion that my Bx is absolutely one of the best left in the country because it was better than all but their pristine low mileage show car.



The GS has a good dose of patina but it's pretty much as described.....solid and useable. The list of minor things to fettle is long but not insurmountable and hopefully by next month I'll have started on a few of them. In the meantime I'm going to potter about in it now and again listening to the unusual air cooled flat four engine which ticks another box on my car bucket list (air cooled engine).

This week at work I'm unfortunate enough to be on a course at HQ but the upside is I've been given a hire car. Yes I know it's sad, but I did still feel some excited apprehension when I went to collect it because it's a chance to drive a car that's not mine and probably something I'm not used to.

I was right as well because it was a Renault Clio. Almost brand new and in RS line trim with a 999cc turbo engine. Quite large for a small car on the outside but not very big on the inside! The view out of the rear was pillar-box like and it all felt very snug inside. Being a RS line model it comes with large alloy wheels and sporty seats. The whole instrument panel was digital – not an

analogue gauge or dial to be seen anywhere....nor a rev counter which I found very bizarre. In amongst the display there was a bhp and NM gauge that was ridiculous because as soon as you floored the throttle the gauge hit maximum torque and most of the time maximum bhp as well! Other useful gauges included a compass to show you which way you were driving towards and a 'green' gauge to show how economically I was driving without showing mpg which was on another gauge. Incidentally these gauges were not all available together and had to be scrolled through. So much information available and most of it utterly useless....and no rev counter! The steering wheel had 11 buttons on it and 2 blank ones, as well as a separate stalk to control the stereo. Driving the car I found the engine to be a typical modern 3 cylinder petrol – quite sprightly, a bit thrummy, but lacking in top end power. The chassis was very firm and felt grippy and the steering feedback was ok as well but the whole car felt like it was tram lining and hopping about on anything but the smoothest surfaces and the steering transmitted vibration from the road at times. All a bit odd – it felt like a hot hatch with little of the hot hatch go.

I guess if you wanted an economical car that looked and felt a bit sporty you might go for one, but personally I'm fairly sure for the £20k or whatever it costs you could buy better. It did return over 40mpg and the keyless entry system was quite clever – automatically locking and unlocking the car when I left it or returned with the key in my pocket. For now I'll stick with my old Citroens and collection of cheap older cars. This month the Astra Bertone convertible is back on the road for the summer – bring on the sunshine! This month I am also walking Hadrian's wall from end to end with a small group of friends in aid of the Alzheimer's Trust so if anyone fancies throwing in a pound or 2 to encourage me to make it please follow the link to our Just Giving page.

Peter Garforth is fundraising for Alzheimer's Society (justgiving.com)

Interesting Cars

A few pictures taken whilst on holiday last month.



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

By the start of 1966 Robin Murray had bought an Austin 1275 Cooper 'S' reg. no DJH999B which came in the works colour combination of red with a white roof. Working on the old adage of 'power corrupts' the move from the 997 Cooper was quite startling but over the course of the next year or so a standard S was no longer enough and it developed into a 1293 S with special cam and other attributes. The CSCC ran the Keswick Rally on 5/6th February which resulted in a maiden win in the new car for us ahead of Irving Oglanby/John Taylor, Geoff Cook/Denis Bowes and in 4th Mike Telford/Stuart Leitch. The next week end we entered the Fylde MSG Shunpiker Rally in Wales but this was a disaster on two counts. Firstly the 'S' failed to finish with mechanical issues and secondly, and more important, our service crew, Gerry Braddock driving, had a head on in their Service Mini Van and Gerry ended up in hospital with broken ankles the aftermath of which was to plague an enthusiastic, knowledgeable Gerry for some years.

After a rebuild of the 'S' we had a result on the CSCC Edenhall Rally and entered the Scottish International again - my third entry in that event and Robins second. This ran from May 30th until 4th June. There was another mass entry of Cumbrian Crews resulting in a class win for Irving Oglanby/John Taylor in their Cooper 1275S. We were delighted to finish 7th overall and again enjoyed being in the prize winning team. Main results were a win for Tony Fall/Mike Wood in the works 'S', 2nd Jerry Larson/Lars Lundblad SAAB 96 Sport and 3rd Rosemary Smith/Val Domleo in the works Imp.

Two weeks later we had entered the London Gulf Rally – 23/25th June but such was the demand for entries we didn't get a start from our reserve entry despite turning up in hope at the London start. Nevertheless not to waste our trip we had a great social night in London, enough of that... Meanwhile a swift call to the organisers of the Bath Festival Rally yielded an entry in that event to be held on the same weekend as the Gulf, for Robin and me and one for Malcolm Wright/Ray Heaton. We were happy to get a 5th place result on what could have been only a social weekend. Mike Telford/Peter Handy who had secured an entry on the Gulf scored a great 7th place in the ex Vic Elford red Anglia 1500 registration number VV30. Sadly as I write this we learn of Vic Elford's passing this week, a talented, versatile driver.

On the 13th August 1966 we ventured onto Epynt in Wales on the Bolton National Rally but without any previous knowledge of that great venue we had an off, without much damage but ended up far enough from the road to have to call in a day. Into September and an entry on the Knowl Dale CC Mini Miglia Rally part of the Motoring News Championship resulted in a satisfactory 7th place on another great, demanding event. On 8th October I sat in with Malcolm Wright in his 1275 S for the 55 Car Club's Moonless Rally which was an all special stages and selective event and finished 4th behind three other 1275 'S' Minis of winner Brian Coyle, 2nd place Jim McInnes and in 3rd Johnstone Syer which was a good result against some worthy Scottish locals. A swift return to Cumbria on the 6th saw Robin and I win the Tyrril Trophy rally run by CSCC ahead of 2nd place Malcolm Wright/Ray Heaton and in 3rd place Les Todd/Peter Oddie.

A fortnight later a hunting party from Cumberland headed north again for the Aberdeen and District Motor Club's Granite City Rally on 22nd October which resulted in a win for Malcolm Wright/ Ray Heaton, 4th place for Mike Telford/Peter Handy and a 6th for Robin and me.

The following weekend saw Robin and I head south for the Airedale and Pennine Motor Club's White Horse Rally on six maps, a Motoring News Championship event won by Bob Bean/Chris Nash with us back in 10th after a hard night's work. The pace was getting intense for me at this time with an event on most weekends and on 4th/5th November I sat with Bev Gelder, the Geordie baker, in his Cortina GT on the Shipley MC Total Night Hawk Rally. We had a slight off which deranged the steering but after a bush repair we made it to the finish in 10th place with the win having gone to Alan Rathmell/David Fawcett and second to John Heppenstall/Keith Wood, both in Cortina GTs.



Meanwhile Robin had re-prepared the 'S' for the RAC Rally on 19th -23rd November where nine crews from NRCC/Cumbria started, an indication of how much enthusiasm there was from the fraternity up here in those days. We finished in 20th place with Mike Telford/Peter Handy in 22nd plus a 2nd in class. Another prize went to the NRCC 'B' for the club team consisting of Telford/Handy, Gelder/Hunt and Davies/Cowen. Top three positions went to Bengt Soderstrom/ Lotus Cortina, 2nd to Harry Kallstrom/Cooper S and Third Tom Trana/ Volvo 122 S. Unless you had experienced a home International back then it was difficult to relate how hard these RAC rallies were – we spent 9 hours 10 minutes in the forest stages (1 hour 15 minutes behind the winners) but 43 places ahead of the other finishers with 82 retirements not making the finish.

A trip to the North East with Malcolm Wright on the 10th December rounded the year off nicely with a win for us in Malcolm's 1275 'S' on the Northumbrian Motor Club's Guy Fawkes Rally. These were memorable times in road and forest rallying with most one night events being around 300 miles in length. Working for County Garage meant that I had the time to devote to my sport due to the support and enthusiasm of the company. Next month's Startline article will see me into

1967.

Ron.

Autojumble

Items for sale or wanted



MGB Rostyle wheels in clean condition £40

Contact John Holliday 07769035522



Four post car hoist for sale

Contact Noel Davidson on:
andre@chevroncars.myzen.co.uk



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Spring Clean Out

MG Midget parts

9/16" anti roll bar **£15**

Recon Steering rack **£75**

New front brake discs **£20** a pair for steel wheels

Recon strut/king pin RH only **£60**

Automec brake pipe set **£60**

Poly bush set (3/4 of set); ARB, Rear shackles, Front susp, plus spring plates **£70**

Original MG grille **£75**

Windscreen, fair nick with intact surround. **£50**

Doors (2), mostly rust free. **£25** each

Door skins (2), unused **£15** each

Complete axle from mid 60s car (steel wheels); case, half shafts, back plates, crown wheel and pinion. **£175**

FORD Parts

Ford Pinto OHC engine; 2l 205 block, low comp pistons, bore plus 0.5mm (20 thou), crank minus 0.5mm, plenty of life remaining. Complete engine (head/block/sump/rocker cover/etc) head and sump removed for inspection. Decided to stick with Xflow engine so surplus to requirements. Available for inspection on engine stand. Price includes new set of Kent ball studs and cam followers **£475**.

Ford Escort steering wheel, deep dish AVO style black alcantara, with Ford centre boss **£60**.

Sabelt seat; Fia Rally/Hillclimb

Unused; Black, two base cushions, suitable for 5 or 6 point harness. In date to end of 2023 (think you get an extra year after that?). Includes two new 6mm black anodised aluminium side mounts. **£125**.

John Sloan johnsloan02@outlook.com;



Reflections

Graeme looks back

Looking back through the Club's minutes and magazines that we have archived in the Motor House, it is interesting to see the remarkable achievements of the Club over the years. We have always been keen to pioneer and innovate.

I've listed a few below in roughly chronological order.

Twelve car rally series for both experts and novices. A ladies 12 car event.

Pioneer of Special Stage Practice Days which led to Single Venue Rallies

County Motor Clubmans Rally Championship.

The first Solway rally was a 12 venue stage rally which gave Malcolm Wilson his first stage rally win.

In 1982 we ran the first ever single venue forest rally, the Eden Forest Stages in Greystoke which was still owned by the Forestry Commission

In the mid eighties we ran three single venue rallies, a multi venue and a forest rally.

The Allerdale Forest Stages was the first forest event to use thirty second starts which helped make it a very compact afternoon event.

The Tweedies Forest Stages gave a young Colin McRae his first rally win.

Speed events: We ran sprints at Knockhill, Kames, East Fortune and Teesside. We started sprints at Teesside and revived them at East Fortune. The Knockhill event was a British Championship round.

For a number of years we had a novice speed championship where six newcomers go a free entry, helmet and race suit.

We have free entries to newcomers to various events.

We were one of the first clubs to run an event under the MSA Historic Rally regulations in 1989 with both the Solway and Classic Caper.

The Cumbria Classic Weekend started in 1989 with the Caper/Canter on the Saturday and the Classic Show on the Sunday.

The Classic Show outgrew its original home at Carlisle Race Course, and we moved to Dalemain, firstly beside the house and then into the parkland. 2021 saw 800 cars on the field.

We pioneered touring events, in particular the Gallop over three days, long before the commercial operators got involved.

It's been a long term aim to have our own venue that can be used for a variety of motorsport. However despite huge efforts finding a suitable "brown site" has proved impossible so far, but we keep trying.

However the last three years have seen us built the Motor House. Another unique achievement.

Quite a heritage!

Membership

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

Welcome to new members

Richard & Linda Hughes

Deryk and Hilary Watson

Barbara Burnyeat

Jan and Benjamin Giergiel

The GTO Reaches 60



It may be the most desired car in the World but is I the most beautiful?

Enzo Ferrari reckoned that title went to the Jaguar E type.

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

Closed Roads—The Reality

The news that the Stranraer based Coast2Coast Rally which was scheduled to run over Friday and Saturday 6/7 May has been postponed has come as a bitter blow to Scottish rallying but more especially to Machars Car Club. After years of effort it appeared that success was finally within reach until snatched away with weeks to go.

Similarly, Glenrothes Motor Sports Club had an event and route planned and despite huge local support a vociferous minority scuppered their plans.

If anyone out there still thinks Closed Road Rallying will be the answer to the diminishing sport of forest rallying then they simply don't understand the problems.

For instance, when organising a forest event, the organisers have to deal primarily with one main landowner, plus a few others, farmers and residents along the route.

On the other hand, any team planning a closed road event has to deal with multiple landowners, road users and other interested parties. That means meeting and dealing with farmers, estate owners, businesses and residents who may live on or near the roads being used. And of course they also have to comply with the Road Traffic Act as well as other national regulations and observe local by-laws.

Using public roads is not simply a matter of erecting a barrier at one end and another at the far end. All other road users have to be advised not just local folk and farmers who live along the route but all those using such roads including the blue light services Police, Fire Brigade, Ambulance operators, Doctors and midwives and all other NHS services. All public utility providers such as gas, electricity and telephone companies as well as the Post Office and delivery firms have to be advised plus Bus and taxi companies. That means countless meetings, phone calls and email messages.

Even when all such agreements have been sought, there are always a few who will require additional assurance. What might be given as a casual agreement initially can become a source of anxiety as the date draws nearer and doubts start to creep in. More information is sought and more assurances have to be given and that all takes up even more time.

In some other parts of the UK the culture is different. Rallying is a way of life even for those who don't actually participate. We simply don't have this culture across the mainland - yet. It will take time.

It was all looking so promising. Stranraer and its former ferry car park providing the ideal base and the surrounding roads providing a real challenge, not to mention the enthusiastic support of the majority of people, businesses, local authorities and the local sponsors. The people of the furthestmost part of the south west have lost out on a chance of a significant financial injection and the chance to promote the area as a tourist destination in its own right.

Meanwhile Mull, the Jim Clark and Argyll have started the wheel rolling, but honestly anyone who takes on such a task has to be either a workaholic or a masochist - or both! Machars CC might be down at present, but they're not out!

John Fife

Courtesy of his excellent Face Book page

Sadly that is the true picture and any club wanting to run a closed road event faces an uphill struggle with the likelihood of failure. Even the ones planned for Lewis Hamilton's home town of Stevenage was scuppered by a few "anti"s. Cumbria has two national parks, three areas of outstanding national beauty, more tourists, holiday homes and off comers than most parts of the UK so it's a non starter here, even if we did have any members who would want to compete. There may be scope for a hill-climb using a short length of road if we can identify one.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I've no doubt that my reader already knows that I'm not a fan of electric vehicles so the points below, taken from a recent road test I read, will come as no surprise. The car in question is a premium brand saloon hybrid and is priced at the £45K price level, so it's not in the bargain basement league.

Anyway let's start with the plus side which only really applies if you do about thirty miles a day and have facilities to charge the car for 5 hours every night between drives. In these circumstances the car makes sense, but add mileage and things are much less promising.

The car becomes less efficient and uses more petrol the longer you drive it as the battery assistance runs out after about thirty-five miles. Now this effects performance as you now rely on petrol alone. This means that while in town on a clogged commute you have a potentially very quick car, but on the open road with only polluting petrol, performance is mediocre, surely that's the wrong way round!

The tester experimented with charging the car and found that a 20 minute "plug in" while shopping in his local supermarket added the total of two miles to the car's range. Considerably less sensible than a quick petrol refill. He also noted that when putting his shopping in the boot he had less room as the battery and cable storage took up quite a bit of space, not to mention adding 200 KG to the overall weight of the vehicle.

Finally, and I find this quite annoying to be honest, he claims that many companies are handing out these cars as staff vehicles for the low emission tax savings, while the employees who drive them never bother charging the battery and simply use petrol, which they then claim on expenses. This of course scuppers any green credentials the car purports to have.

There were more grumbles, but I think what's outlined above says enough. Quicker, easier charging giving better range is essential before this formula of car warrants any interest in my opinion.



Last month I wrote about two vehicles I was helping someone to sell. The lady in question had been left with them in the garage after the death of her husband and had no idea how to deal with the problem.

At the time of writing the Lea Francis estate is still lurking in the garage but the Wolseley 2200 Princess has found a new home in the Southampton area, the new owner being a key member of the Leyland Princess owners club. The car was picked up on a transporter and had a circuitous route to the south coast via Edinburgh, Glasgow and London, something of a treat for a car that hadn't turned a wheel or had its engine started since 1999.

The car was delivered in the morning, and by teatime, after having its suspension pumped up and a quick wash it looked really good (see photo). The icing on the cake for the new owner was that after a bit of tinkering the engine also started. There's still a lot to do to make it road worthy but it looks like the old thing was a bargain buy and will soon join the other 4 Wolseley 2200's that are currently still registered for use on the road. By the way that makes it rarer than the 1949 Leaf which it shared the garage with for almost a quarter of a century.

And finally, thanks to my car being in for repairs I've spent this week driving a Kia Ceed diesel mild

hybrid. It's the sort of car I've never driven, and I've got to say it's capable enough and surprisingly lively. On the negative side it's so bland with everything so light you really have no feel for what it's actually doing. To start it means neutral gear, feet on brake and clutch before it'll play ball, at which point a message comes up on the infotainment screen reminding you not to look at it while driving. Hard to do when you want to use some of the options displayed on it. I'm also not struck with the reversing camera I'd rather trust the mirrors to be honest, particularly as you could quite easily clout one of them if you rely on the camera at the back. An OK car, sensible no doubt but also pretty boring and characterless,

Ends AA.

Wigton MC joins SD34 Motor Sport Group.

Wigton's application for membership of the SD34 motorsport group was accepted at their bi-monthly meeting in March. Membership of the group gives us an ideal opportunity to promote our events to a wider motorsport community including all 28 clubs in the group. The group includes member clubs over a wide area including Lancashire, Yorkshire, Cheshire, Northumberland, The Isle of Man, Mull and, of course, Cumbria.

Wigton members are now entitled to enter the SD34 Championships which includes road rally, stage rally, sprint/ Hillclimb, Non-race/non-rally, under 18 and marshals classes. Entering the championships costs £5 and registration forms are on the SD34 website -SD34msg.org.uk.- or in Spotlight magazine. Many Wigton members will already be familiar with the group with several members regularly contributing to the SD34 magazine 'Spotlight' The magazine is produced monthly and we have been sending it to all WMC members for the last couple of months. It includes reports and photos of events, interesting articles on all aspects of motorsport, championship updates, and details of future events

MG B 1970 Parts Free of Charge.

Starter motor

Rear bumper bar.

Front lower valance

Rear silencer box and twin tail pipe.

All free of charge to be collected from CA5 6EL

call Ron on 01228 575153