

Wigton Motor Club Ltd

Start Line

Issue 2022/05

www.wigtonmc.xo.uk

May 2022

What A Month!



Our First Aid saw twelve volunteer marshals trained and certified on a course paid for with a MSUK grant.

More than 250 cars turned out for Drive It Day with more than £1250 raised for our charities.



Twenty drivers took part in our annual pre season test evening at Rowrah

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

Talking Point

Topical Comment on Motoring & Motorsport

Things are looking really positive after two years of the pandemic. Membership is at a high level of this time of year and we are getting a steady flow of new members. You will find in this and future issues that we will have articles about our activities and how to get involved. The mid Monthly news bulletin will update you with event information as well.

The White Heather Tests was well received by both competitors and marshals. We must be the only club that give everyone involved a breakfast roll, lunch and a road dinner! A huge amount of effort went into the event by Rob and his team.

Also we have had a successful test evening at Rowrah and a fantastic turnout for Drive it Day. Looking forward the major tours are filling up and entries are now coming in for the Classic and Motorsport Show and Rose & Thistle Tour in August.

The Cars and Coffee meets are well supported and we have two very special meets in July of which more details will become available.

The Motor House is helping the club in so many ways, with a place to meet and to safely and neatly store our huge amount of equipment. We have invested heavily in equipment over the years and continue to do so. The Motor House is right at the front in our efforts to be financially sustainable.

We are delighted to welcome two new committee members, Chris Glaister, an experienced racer who is an environment scientist, who will be looking at our environmental sustainability, and Jacques Raine, a regular competitor on both sides of the car who hopes to get more younger folk involved.

Of course you don't need to be on the committee to do your bit. Several of our events are run by non-committee members with the support of our experienced team. We are always on the look out for venues for our events: autotests, special tests, car trials and also places to visit on our tours.

Remember: Your club needs you! We are a group of car enthusiasts, whether it be from the many disciplines of motorsport or the different marques of classic cars, we have to pull together to the only events that will run will be those run commercially and which most of us can't afford to enter. Ask yourself; **what can I do for my club?**

GTF



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

Contributions are welcomed - deadline the 25th of each month

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Events of Interest

Locally & Nationally

Two Special Car Meet Dates in July at Great Venues.

July 10th - Cars and Coffee at Lingholm, Portinscale by Derwentwater.

By Kind permission of David Seymour and family. First 50 cars will park on the top lawn in front of the House, overspill will go in the main car park. Timing 9am until 11am with an opportunity to view David's car collection after 10am. There will be a collection for David's nominated charity.



July 24th – Cars, Coffee and Scones at M-Sport, Dovenby

By kind permission of Malcolm Wilson OBE and family with timing from 10am until noon. This is a great opportunity to inspect the new M-Sport Evaluation and Track facilities. This is a new event for Wigton Motor Club members and their cars. More information next month.

Driving Motorsport Forward

From The Top

News from MSUK, Associations & WMC Committee

Notes from the April Committee Meeting

Jacqui Raine was welcomed to the meeting.

There was further discussion re a flag pole and where it should be mounted.

Drive it Day on April 24th was looking good. The First Aid course was fully booked on the 23rd.

Entries were coming in steadily for the Classic Show.

We have an Autosolo at Maryport on May 1st.

Ron has reported that he expects the “Roaming” tour to have a full entry.

The White Heather Tests had run well but there was quite a bit or repair work to be done in the next week or so.

The Rowrah test night had run well and there may be another later in the summer.

The financial report was approved and we continued to be in a sound financial situation.

Membership, we now had over 800 members in total. There was a steady flow of new members.

The Motor House was running well and we were looking at a security wall at the bottom of the site.

Equipment, it was decided to buy some addition sleeves for the cones as we were running short.

We had been invited to an exclusive Coffee and Scones morning at M Sport in July.

We are looking at ways of attracting new younger members.



motor
sport
UK

Recognised
Club

Annual General Meeting Of Wigton Motor Club Ltd

Sunday May 15th at 12.15 at the Motor House

Agenda

- 1) Apologies**
- 2) Minutes of the last AGM**
- 3) Matters Arising**
- 4) Secretary's Report**
- 5) Treasurer's Report**
- 6) Acceptance of Reports and Approval of the Financial Statement**
- 7) Election of Officers & Committee: President, Vice Presidents,
Chair, Secretary, Treasurer, Committee**
- 8) Motions before the Meeting**
- 9) Any Other Business**

Generations Rally

We marshalled the test at Rowrah on this event which was a “Jolly Jape” three day tour with a few tests for families. Some lovely cars and no one was taking it too seriously!



Jottings May 2022

We are sad to record the death of long term member Frank Wilson, Jaguar, Morris 1000 and Rascal owner. Our condolences to Jean and family.

Renault are yet another manufacturer to sell off their heritage collection, although in the case of Renault GB there are only a dozen cars. What is rather sad is the press release that they put out saying that EVs were the future, given that Renault were a pioneer manufacturer of petrol powered cars. It almost implied that they were embarrassed by their history. No doubt some woke PR man.

Keith Edwards from Ulverston was a member for many years with his Audi Quattro which he progressively developed into a Pikes Peak replica. It was a spectacular car on our speed events. He is now selling it with a potential price of £250K!

It looks as though a few shows are not making a re-appearance after the pandemic. Whether new ones will appear or not remains to be seen.

There is a new book, "North Eastern Motorsport, A Century of Memories", written by Larry Carter who has reported and competed at Croft for many years. Published by Amberley at £15.99.

Drive It Day

What a fantastic turn out for Drive it Day, it was by far the biggest gathering I've seen at all the events I've attended, I hope everyone paid their fiver to the marshals were collecting for the two charities, Blood Bikes and Hospice at Home, If the marshals missed you don't worry send your money in to Graeme or give to any committee member of Wigton Motor Club and they will pass it on for you.



A big thank you to Graeme and the other marshals (Eddie, Mary, John, Michael Rob etc) for doing a fantastic job, your efforts are really appreciated although I know we are all a bit slow at expressing our thanks when at events. I took a selection of photos just to capture the atmosphere, it was a bright day but at times it was a chilly trip from West Cumbria in open cars on a route kindly tweaked by Chris Spencer from a previous route from Mockerkin layby done by the late Bob Marshal who we all greatly miss. Chris did the run with wife Barbara in their newly acquired Merc 3.2 litre V8 SLK, some how I have omitted to get a photo of the car but Chris can be seen

strolling towards me with his cap on after leaving the comfort of a car with heater, he must be getting to be a bit of a softie.



Myke Pocock has a large box of old assorted piston rings which he has no use for himself, doesn't know what they fit but obviously very useful to the right person, If you know anyone who would be interested if they cross Myke's palm with a little bit of silver or a shekel or two they would change hands. The rather unusual photo of wiring under the dash of a car shows the starter motor arrangement as fitted to Ian Smith's green Alvis 12/70 Special, Phil Thompson asked me why the original starter motor hole had a blanking plate on, as I didn't know the reason but knew he didn't start it with a starting handle I made enquiries. Ian has fitted a Ford Pinto flywheel as it's much

lighter so has engineered the new starter mounting as shown, very ingenious indeed, my dumper needs a modification like that as it's getting a bit much for me cranking it up these days, either it's getting more difficult to start or I'm getting weaker, probably both but it's getting addicted to a sniff of easy start. Keith Thomas

Record Attendance for Drive It Day in Cumbria

Club News & Events

Autosolo

May 1st

At Maryport

Entry forms have been sent out

May Pub Run

Wednesday 4th

Start at Lake District Wildlife Park at 6pm park in car park and walk down to cafe. Approx 45 miles Finish at Skiddaw Hotel , Keswick for Chicken pie, peas and chips. £10.00 per person payable at the start.

Email.... charles@armathwaite-hall.com

Awards Buffet

May 8th

At The Motor House

Tickets from Chris Glaister : chris.glaister@me.com

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CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844
824 1135 and don't forget to mention your club
when you do!
www.hagertyinsurance.co.uk

Fivemiletown Rally 26/2/22

(Paddy land near Omaha)

Oli Benton/Brian Hodgson Ford Escort MK11 Red top

I was asked if I fancied going over to Ireland to sit with my 2 times Mull Rally Driver Oli Benton I had to think for a minute before saying yes!



I decided to go on the ferry from Cairnryan to Larne it had been suggested to fly but when I weighed it up (I would have had to drive to Manchester, pay to park, pay extra, for baggage because of helmet etc then get a Hotel over there so I went in my trusty Camper) I left on Thursday afternoon and headed up and parked near the ferry terminal for the 8.00 crossing on Friday I caught the ferry and was surprised at people on the Guinness at 8 00 on a Friday morning I noted a group on about 6 pints by we had reached Larne at 10 00am.

Once over there I met up with Oli and Father Steve we went and met some business contacts of his and went out for lunch - very nice, we then went to Tyco Suzuki place near Cookstown which was interesting.

I headed my own way to Fontana where the scrutineering and rally was based I had a wander

around and chatted to a few people they were all very friendly; the car turned up in a bit and I managed to get my hands on the road book the rally was only 38 miles of forestry on Pace notes.

Next day Oli and Steve turned up Steve was doing the rally as well in his historic BDA this was to be Oli's first loose event, I thought he would love it and he did!

A few mile run out to the first stage Jenkin 7 miles long and off we went no steady ride here, we had a brush with a bale chicane but otherwise ok good, 3 more shorter stages followed before service of the 80 competitors we were in the top 30 beating Steve Oli's Dad beck to service there was a bit of banter about the damage we had but it we just superficial we set off again more of the same towards the end we hit a double jump at a fair pace but caught it ok.

A regroup followed at Fivemiletown before the final stages another run at the 7 mile Jenkin stage slightly shortened with the go pro on this time I tried to get Oli to back off on the two jumps at the end without much effect the resulting blocking at the end, It was all recorded on the gopro later on up loaded to u tube and Tic Tok! A few days later it had 100,000 likes!!!!!! - Apparently.

We eventually finished 21st and 3rd in class.

We ended up beating Steve Oli's Dad by 3 Minutes.

A quick dash back to catch the 20 00 ferry from Larne yes it was P&O! there were about 20 people on it and about 10 vehicles. Before boarding the security ladies had a good look round my van including under the bonnet I have various spare parts under there in plastic bags they were rather interested in these and made me open them also the lady had a look in the bog on my van and I had to hold her hand to get down from the back of the van.

A nice smooth crossing I had a snooze once over. I parked on the edge of the Loch for the night and had a nice scenic run back down next day.

A great trip the adventure continues

Dak

PG Tips

Peter Reflects On His Month

I own 4 cars and one week ago the only one that was working and I had access to was the 1977 Citroen GS...which I'd managed to hobble by putting carb cleaner through it, leading to a refusal to idle! Thankfully it still ran and I was able to coax it to and from work for a couple of days. I thanked my lucky stars I wasn't still working out of Carlisle with the 45 minute journey to tackle. What had led to this debacle you may ask...improvements obviously! That and bad timing.

On my final day at Carlisle I set off home in my Merc estate to be greeted with shouty red lights telling me to stop and visit a dealer. That's not very practical at 3am though, so I stopped and checked the car to find the rear air suspension had completely deflated. A check of t'interweb confirmed that whilst not ideal, the wheels would not catch on the body and everything would still work. It took me well over an hour to limp the car home at low speed and resolved me to get rid of the air springs that had already caused a problem before and ensure that I also wouldn't have to worry about the compressor which on occasion sounded like a cow in pain. A good old fashioned spring kit for the rear was quickly bought and after much swearing and perspiration was fitted and is indistinguishable from the old air set up but should be 100% reliable.

I'd never been so glad to leave a place of work as on that final day in Carlisle – I had to go through no less than 4 sets of temporary traffic lights to get to Durnahill from West Cumbria on my usual route of choice, or 3 going via Dalston. 2 of them were less than 200m apart on the A595. At least one of the sets on the A595 was completely unnecessary which makes it even more annoying. When I retire I may start dismantling sets of pointless traffic lights as a hobby – I'm sure I'd be a people's hero for doing it.

The Astra was booked in for the smaller supercharger pulley so was up at Kirkbride and not available to use. I now have it back with a very urgent 266 bhp ready for summer fun.

The BX was deliberately taken off the road for a day while I attempted to stop the drip of frog's blood (LHM fluid) from the hydraulic system everytime I parked the car. I'd identified it was coming from the flow distribution block at the front of the engine and had a replacement to go on. This required the radiator to be removed, which I found to be crumbly so a replacement was ordered. Whilst apart I also checked the driveshafts as I'd noticed a clicking when turning the car at low speed. As you can probably guess, a CV joint on each side was goosed so a pair of replacement shafts were ordered (good value at £65 for both though) – thus turning the 1 day predicted job into many days....and then weeks as the replacement second hand FDV weeped like the old one. I now await the arrival of a fully refurbished one and the poor BX is on a set of axle stands looking sad. I do have 3 working cars now though so at least I have no issues getting to work. The GS had its carb pulled apart and properly cleaned but still refuses to behave as it should – once the BX is back up and running I may take it all apart and teach it a lesson!

With less than a week to go until I walk Hadrian's wall I'd like to say a big thank you to people who've donated to the Alzheimer's charity. We have raised over £1600 at the time of writing. Now we just need to walk the walk!

Peter



Lamplugh Platinum Jubilee Jaunt.

(Incorporating the June Pub Run)

To take place on Saturday June 4th in the Sports Field at The Lamplugh Tip on the A5086 Cockermouth to Egremont road starting at 10am.

Lunch will be provided at the halfway halt and a cup of tea at the finish. The route will use some of the most interesting roads in the Western fells.

Early entries please as numbers will be limited

Entries to: kendall.bruce@sky.com, 01946861531, 0774733409

Toyota Meet

I took 'Fang', my Celica to the Toyota Retro Day in Carlisle on 3rd May. Border Motor Group in Carlisle (recently acquired by Park's Motor Group) empty out the Toyota and Lexus showrooms and forecourt, and invite owners of classic Toyota along to display their cars for the day. We had a good turnout this year, with about 60 cars coming from as far away as Northern Ireland and Ayr. There was a good turnout from the Toyota Enthusiast Club and the MR2 Club as well. Happily, Fang came away with the awards for Best Classic Toyota and Best Original Toyota.

Here is a bit of background



Fang was manufactured in October 1973, the same time I graduated as a civil engineer at the University of Leeds. The car was registered in Southend-on-Sea in March 1974 and I bought it for £1,500 there from Fosters Motors in January 1977. In the summer that year, we drove from our house in Southend to a chalet near Lausanne in one day - a good effort for driving on the wrong side of the road for the first time. We had a fabulous time with family friends from my Father's Round Table Days at their chalet. Attending the Fete Des Vignerons wine festival, held at Vevey about every 25 years, was truly amazing.

I was posted to Hong Kong in 1978, initially for one year but eventually this grew to seven years. Fang spent all this time in storage in my parents garage in Fleetwood, with just the occasional use during my leave back in the UK. After each leave, I had it steam cleaned and oil under-sprayed, which clearly helped considerably with helping preserve it during the early years.

Returning from Hong Kong in 1985, I started work for BNFL, moving north to Cockermouth. In 1986,



we travelled to Switzerland again, and then on to Italy. My wife was usually in the back and mother spent much of the journey in the tiny bucket seats in the rear. I semi-retired Fang in 1989 when I bought a Celica Supra 2.8i. A couple of company cars followed while I worked down in Manchester building Terminal 2, until 1995, when I moved back to Hong Kong to join the Airport Authority building their new airport. Further overseas airport work in Israel and high speed rail in Taiwan followed, meaning that Fang spent a further 10 years in storage in our garage.



The car now has 186,000 miles on the clock and is still going strong. There was an engine rebuild at around 145,000 miles, courtesy of Tom Lewthwaite. There is a little more work to do before its 50th birthday next year. I must take this opportunity to thank Paul Benn and Irving Engineering for their support in keeping Fang going since the late 1980's.

Bill Sykes

White Heather Tests

Photos by Tony North



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Having had a win with Malcolm Wright on the NMC Guy Fawkes in Dec '66 we teamed up again on 14/15 Jan 1967 to begin the new season. This was on the English Electric Motor Club's Lightning Rally on 1" maps 88 and 89 all on Lake District roads and it was a tough one. We finished 5th on the event which was won by Frank Davies and Bob Redhead in the 1275S followed by Bob Lamb and Tony Mason in, I think, Bob's Humber Sceptre. The following weekend I was back in with Robin Murray in the Cooper S on the Tynemouth and District MC Three Rivers Rally where we notched up another win. The ANECCC championship events in those days frequently incorporated stages within a road event usually up to 300 miles long overnight. Tough challenging events and our friends from the North East always made us welcome. A third consecutive weekend saw Robin and I out on the 28/29th January this time on the CSCC Keswick Rally on Maps 82/83/75 where we recorded another win in the 1293 S with John Beaty/Laurie Lancaster second in a Cooper and Bob Eaves/John Vipond 3rd in another S.

Things eased a bit after this and after a 4th place on the Dunfermline CC Valentine Rally in February one place behind Mike Telford/Peter Handy in the ex John Bloxham SAAB V4 there was a gap until April. The Liverpool Motor Club ran the Trio Rally in the Lake District – didn't everyone? – where Cec Offley/Rob Lyall not surprisingly won in a Cooper S with Malcolm Wright/Ray Heaton second and John Henderson (who was married to my cousin) and I finished 3rd in John's Mini Cooper 998.

In June things started to hot up with the Scottish Rally running from 4th to 9th with Robin and me in the usual 1293 S. We were out to improve on the previous year's 7th overall position but alas it was not to be and whilst lying in 3rd place overall we retired on the Tuesday with a stripped diff. At the time we were the highest placed Mini and the works BMC service crews offered their help but alas it wasn't fixable. So I offered to be towed home from Aviemore on a rope behind Alex McGregor, our Treadfast Tyres sponsor, which was a pretty miserable journey. Malcolm Wright and George Rice had success and won their class on the Scottish in the 1275 S.

Later that month after a frantic time re-preparing the S, Robin and I entered the London Gulf Rally which ran from 27th to 30th June. This was an epic event which no one who took part will ever forget. I will try and do justice to it in a separate article sometime but suffice to say it was long and tough – the UK equivalent of 'The Liege' of the early '60s. After completing the last stage we emerged from the forest to come across Mike Telford/Peter Handy parked up with the bonnet raised on the SAAB V4 with an electrical fault. It needed a set of points fitted and Mike was so exhausted, as was everyone, that he couldn't fit them. So Robin got stuck in and got it fixed and both cars made it to the finish. We were 14th overall and Mike and Peter 23rd. I still have the plate from that event on the garage wall. I was only 23 then so was used to sleep deprivation and tough events but couldn't do it now.

Malcolm Wright was fortunate to have two rally cars at this time, his 1275 S and a Mk 1 Lotus



Cortina. We entered the Hartlepoons Rally on July 2nd and retired after rolling the 'S' on a stage. A few weeks later on 2/3rd September we did the Morcambe National Rally in the Lotus Cortina and distinguished ourselves by rolling that one too, in Shepherdshield in Kielder – two cars, two rolls. Prior to that we entered the 55Car Club Red Hackle Rally in the Lotus AJP100C but retired with a failed head gasket.

In the second half of '67 I sat in with George Murray a motor trader and coal merchant with businesses in Galashiels and Hawick, who was a great character and no mean driver being the first I had sat with who used left foot braking as a matter of course. George was small of stature and could dance on the pedals, which was a treat to watch. When Rover started a rally programme with the new 2000 George was invited down to a factory test day along with Roger Clark and a couple of others. On the appointed day George decided he was too busy elsewhere and so missed what could have been a great chance to be a works driver. However we entered the Stocktonian Rally, a Motoring News event, on 30/31 July in his S and had a good event until on the very last stage finishing at Kershope Bridge where in the exuberance of having a great run we rolled it and had a DNF. I did one other event with George, The Three of Clubs, in the



southern Scottish forests. George was a two car man the other one being an early Mk 1 Lotus Cortina with the original rear A frame suspension. This was our undoing as when we were in a very rough Greskine Forest stage just off the A74 the A frame destroyed itself and another retirement ensued.

On 16/17th September I entered the Lightning Rally with Les Cowen in his S, an event which started at the Prizet Filling station just south of Kendal. This was a disaster as from the start it was obvious the car hadn't been re-prepared after a previous rally. After about half an hour the 1st gear let go and before that the car had an engine misfire, a strong petrol leak and exhaust fumes leaked into the car. I was glad to head for home.

One more event completed my 1967 programme and that was the Airedale and Pennine MC White Horse Rally with Mike Telford in a 1965 Mk 1 Lotus Cortina CHE456C which was quick reliable car driven by a quick reliable pilot. This was another Motoring News Championship event and we finished in 9th place which with the competition about on those events was a satisfying and enjoyable result.

The RAC Rally had been on the cards to finish off the year but Foot and Mouth disease intervened and the event was cancelled. All in all a busy and enjoyable rally year.

Ron.



WMC Historic Championship after White Heather Tests

Overall

HISTORICS

Driver			Navigator		
1	Dave Short	25	1	Roy Heath	25
2	David Alexander	24	2	Callum Alexander	24
3	John Sloan	23	3	Alisdair Venn	23
4	Mike Cook	22	4	Ross Blythe	22
5	Dave Agnew	21	5	Alan Jackson	21
6	David Marsden	20	6	Heidi Garstang	20
7	Ian Curwen	19	7	Mick Anderson	19
8	Charles Grav	18	8	Richard Cooke	18
9	Brian Bradley	17	9	Michael Marsland	17

Class

Pre 1960			Pre 1960		
	None			None	0
Cat 1			Cat 1		
1	David Agnew	10	1	Alan Jackson	10
Cat 2			Cat 2		
1	Mike Cook	10	1	Ross Blythe	10
2	David Marsden	9	2	Heidi Garstang	9
3	Charles Graves	8	3	Richard Cooke	8
Cat 3			Cat 3		
1	Dave Short	10	1	Roy Heath	10
2	John Sloan	9	2	Alisdair Venn	9
Cat 4			Cat 4		
1	David Alexander	10	1	Callum Alexander	10
2	Ian Curwen	9	2	Mick Anderson	9
3	Brian Bradley	8	3	Michael Marsland	8

Targa Overall

Driver			Navigator		
1	Philip Hodgson	25	1	Lewis Hodgson	25
2	Barry Lindsay	24	2	Martyn Petry	24
3	Russel Robertson	23	3	Mark Winder	23
4	Andrew Graham	22	4	Kat Sutton	22
5	Paul Bowness	21	5	Esther Bowness	21
6	David O'Connor	20	6	Stuart Davis	20
7	Mark Humphries	19	7	Ryan Longstaff	19
8	Jacqui Raine	18	8	Rob Iveson	18
9	Frank Mattlock	17	9	Owen John	17
10	Jim O'Neil	16	10	James O'Neil	16
11	Thomas Pearson	15	11	Thomas Waterhouse	15
12	Lewis Waldron	14	12	Daniel Roberts	14
13	David Potter	13	13	Shaun Carney	13
-	Scott Waldron	0	-	Lisa Waldron	0

Class

Targa T1			Targa T1		
1	Barry Lindsay	10	1	Martyn Petry	10
2	Andrew Graham	9	2	Kat Sutton	9
3	Mark Humphries	8	3	Ryan Longstaff	8
4	Jacqui Raine	7	4	Rob Iveson	7
5	Frank Mattlock	6	5	Owen John	6
6	Lewis Waldron	5	6	Daniel Roberts	5
7	Scott Waldron	0	7	Lisa Waldron	0

Targa T2			Targa T2		
1	Philip Hodgson	10	1	Lewis Hodgson	10
2	Russel Robertson	9	2	Mark Winder	9
3	Paul Bowness	8	3	Esther Bowness	8
4	David O'Connor	7	4	Stuart Davis	7
5	Jim O'Neil	6	5	James O'Neil	6
6	Thomas Pearson	5	6	Thomas Waterhouse	5
7	David Potter	4	7	Shaun Carney	4

The Ambleside Rotary “Lakes Classic Show” formerly at Grasmere will not take place this year

Club History

We have welcomed a lot of new members over the past year or so and it is perhaps an opportune time to pass on some of the history and ethos of the club.

The earliest records we have are from 1923 (one of our trophies) so the club will be celebrating its centenary next year. Originally it was the Wigton & District Motor Cycle and Car Club (not the order). One of the earliest trophies is for “speed judging” , possibly a from of regularity, showing nothing is new.

Sometime post war the name was shortened to Wigton & District Motor Club and in the sixties to Wigton Motor Club. We are fortunate in having all the club magazines and minutes from the sixties up to date in the archives in the Motor House.

The motor cycling side of the club remained strong into the seventies with trials and motocross events taking place at a venue leased near Rosley. However rallying was the main focus with the club running nine twelve car rallies per year, made up of four novice events in the autumn and four in the winter with a ladies’ event in the spring. There were monthly club nights, and a series of autotests and production car trials. There was an annual half night road rally as well. There was an annual gymkhana which records show to be rather “hairly” and the annual awards dinner which attracted over three hundred to the White Heather – remarkable when the club had only about eighty members at that time.

Stage rallying was the big draw from the 70s to 90s and we ran the Solway as a multi venue rally over the airfields and farm tracks in north Cumbria, an event that gave a 17 year old Malcolm Wilson his first win. In some years we ran five stage rallies, using the airfields, quarries and forests in our area. We were a pioneer of single venues rallies and also the first club to run a single venue forest rally in 1982 when we ran the Eden Forest Stages in Greystoke, just before it was sold off. We also jointly ran a forest event in southern Scotland which in 1990 saw Colin McRae win his first forest rally.

By the end of the eighties stage rallying was getting costly and venues more difficult to source but the interest in classic cars was increasing and the Cumbria Classic Weekend started in 1989. The Classic Caper and Canter were on the Saturday (a tour with optional tests) and the Classic Show on the Sunday at Carlisle Race Course. The Solway became a historic rally in 1989 and was one of the first events to run to the MSA’s Historic Rally regulations.

With membership now running at several hundreds the club became a Limited Company.

With venues and entries getting hard to find our last stage rally was the Battle of Britain Stages at RAF14MU, now Kingstown trading Estate. In the nineties speed events (sprints and speed hill climbs) were popular and we had a very successful championship for many years with events in northern England and southern Scotland. We ran events at Kames, Teesside, East Fortune and at Knockhill. The Knockhill event was a British Championship event with 100 entries. Unfortunately, some of the venues became too costly and new regulations for race wear meant we lost competitors.

However our regular autotests and autosolos were popular and the historic rallies were joined by Targa rallies which were the same format for modern cars. We started a series of classic tours, the “Gallop” took us away for three days in Scotland and various parts of northern England and the Rose and Thistle replaced the Caper on the day before the Classic Show.

The pattern of events in the last ten years has been regular autotests and autosolos, plus two historic/targa rallies for the competitive element. When we are able to, we run a test evening at the Rowrah kart track. The one day tours and pub runs are very popular.

In 2018 we were able to purchase land and over the next three years build our HQ building, The Motor House. Here we store all the club equipment in dry and shelved storage, plus the caravan and trailer as well as having a kitchen and committee room. The main area is a multi-use room for meetings and demonstrations. We now have the monthly Cars and Coffee on a Sunday which are proving very popular.

In the next Start Line we will go through the diverse types of events and how you can take part.

Wigton Motor Club runs First Aid course at The Motor House

Twelve members of Wigton Motor Club attended a first aid at work course at the club headquarters, the Motor House, on 23rd April.

Former paramedic and ambulance crew trainer David Watt shared his knowledge and experiences gained during 35 years as ambulance crew to the event in a relaxed and informative manner.

The course covered the full range of first aid at work topics giving attendees a comprehensive understanding of how to deal with any situation they might come across not only in the motorsport environment but also in everyday life.

Practical sessions covered patient management, resuscitation and defibrillator use while demonstrations by David showed in detail how to deal with many different scenarios with real life examples of situations that David had encountered in the ambulance service.

The club is most grateful to Motorsport UK who very kindly funded the event and also to Mary Parsons who provided first class catering for the group throughout the day. WMC is proud to say that we now have twelve new fully trained first aiders.



Autojumble

Items for sale or wanted

Fuchs Silkolene 20/50 oil for classics. 5 litre cans for £25. I expect the next delivery to be over £30 per can so stock up while you can.

Contact Graeme on gtfmg@yahoo.co.uk

The Motor House now has a huge library of manuals for loan or sale to members plus lots of tools oils and other bits and pieces. All available for a donation to the Club.



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Membership

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

Welcome to new members

Keith and Pamela Boggon

George Topp

Heidi, David and Will Garstang

Ryan Longstaff

Sam and Nicola Clark

Jan and Benjamin Giergiel

Dom Constable

Irene Constable

James Constable

Megan Constable

Andrew Fisher

Paul Minshaw

Helen Minshaw

Richard Chapelhouw

Simon Pluckrose

:Trevor Garnett

Eddie Pluckrose

Lily Pluckrose

Poppy Pluckrose

Tiffany Pluckrose

Jonathan Saxelby

David and Marion Hampton

Philip Bradley and Bea Jefferis

Richard Harker

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Cars & Coffee



There were some “new” cars to the April meeting.

Chris Spencer had his rare Crossley . A fine piece of British engineering.



Peter Keen brought this lovely Allard, a car very similar to the car Sidney Allard used to win the 1951 Monte Carlo Rally . The car was recently restored by the Allard family.



Ian Cowan has been building this Austin 7 over the lockdown. Looks like a great effort!

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

A few months ago I wrote an article about Antonio Ascari and his son Alberto. It was basically looking at the similarities of the two drivers, their age when they died and many other coincidences which seemed to make their lives strangely shadow one another. Anyway I've recently been doing a bit of research about the late Welsh driver Tom Pryce who died in tragic circumstances during the South African GP of 1977. For those of you who don't know the details Pryce was flat out down the pit straight when a marshal carrying a fire extinguisher ran across the track, Pryce had no time to react, hit the marshal, killing him, and the heavy fire extinguisher smashed into the driver's face. Pryce died instantly but the car carried on with unabated speed until it reached the next corner and there smashed through catch fencing before coming to a grinding halt against an earth bank.

Now Pryce was probably the best known Welsh driver for many years, the earlier famous example being JG Parry Thomas who was killed in a land speed attempt on Pendine Sands in 1927, exactly, (well within 2 days), 50 years before Pryce. Both died when hit on the head by metal objects, Pryce as outlined above and Thomas reputedly by the heavy driving chain on his car which snapped and hit his face causing the crash which again happened a short while after the driver died. Both had left their native Wales Parry Thomas to live at Brooklands circuit and Pryce next door to Brands Hatch.

I suppose the moral of the story is, if you are an up and coming Welsh driver, be exceptionally careful between the 3rd and 5th March 2027 as that will be the 100th anniversary of the first Welsh driver tragedy. Come to think of it, don't move away from Wales as a further form of insurance against more disasters.



Browsing through a very old Motorsport magazine (June 1972) I recently came across an article about a firm called Cartune with a branch in Darlington who specialised in tuning/rally preparation of VW Beetles (see photo). Apparently it was connected to a branch in Ashford Middlesex and Michael Griffin was a leading light in the business which he'd established alongside being general manager of AFN the Porsche specialists. The workshop manager was Ron Turnbull and the car pictured was driven by Turnbull/ Paul Swift on ANECC restricted road rallies. The car was painted bright yellow. Now I've no recollection of the car or business but I think all this was happening while I was at college

in Staffordshire (now Keele University) between 1969/1972, but I suspect Ron Palmer, on the other hand, might well remember the car which according to the article was very competitive.

It's funny really, things like Reece-Fish carburettors are mentioned, John Aley roll bars, and Brabham - Lukey exhausts. I half expected Iscandarian camshafts to crop up but maybe they were only "de rigueur" with the buggy tuners of California. All these names ring bells but you just wonder how much of the limited brain power you've got left in your 70's is wasted on storing such a lot of pointless knowledge.

And finally, the obligatory moan as in every one of my articles. Petrol. We pay for fuel, we then pay fuel duty at 52.95 pence per litre. Now we then pay 20% VAT to bring it up to the retail cost. What I think is grossly unfair is VAT is charged on the fuel duty as well as the cost of the fuel, in other words we're forced to pay tax on the tax we've already paid. It just doesn't seem right as far as I'm concerned and that's the element of the cost Sunak should have tackled when he made his statement in March.

Ends AA

What's On

Events locally and nationally

May

30/1		BDMC Berwick Classic
1st	S	Autosolo at Maryport
4th	W	May Pub Run
8th	S	Awards Buffet
15th	S	Cars & Coffee followed by AGM
15th	S	SoSCC William Paterson Targa Rally (postponed)
21st	Sa	Roaming with the Romans
27/28	S/S	JCMR Jim Clark Rally

June

4th	Sa	LMC Barbon Hill Climb
4th	Sa	Jubilee Jaunt
5th	S	SMC Autotest
12th	S	Cars & Coffee
17/18		Firth to Forth
18/19		Jackie Stewart Classic at Thirlstane
19th	S	WCMSC Rally Test