

Wigton Motor Club Ltd

Start Line

Issue 2022/08

www.wigtonmc.xo.uk

August 2022

Cumbria Classic & Motorsport Show



Sunday, 21st August

11 am until 4.30 pm

Dalemain

Hundreds of Classic Cars plus One Make Clubs,

Autotesting and Motorsport displays

Autojumble and trade stands; StreetCar, Refreshments etc

Adults £7.50 Under 16s free!

WMC Committee

OFFICIALS

<i>President:.</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
<i>Life Member</i>	<i>Ron Palmer</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

August

- 7th **Cars & Coffee at the Motor House** 10 until 12 ish (CA13 0QE)
- 14th **SMC's Blue Streak Targa** We are marshalling a test. Contact Eddie Parsons if you can help. eddieparsons5@icloud.com
- 20th **Rose & Thistle Challenge Tour.** (Paro of the Cumbria Classic Weekend
- 21st **Cumbria Classic & Motorsport Show.** Dalemain 11.00 until 16.00

September

- 11th **Cars & Coffee at the Motor House** 10 until 12 ish (CA13 0QE)

October

- 9th **Cumbrian Canter**
- 23rd **Solway Historic & Targa Rallies**

Centenary in 2023

Thanks to all those who have made suggestions about how we should celebrate 100 years of the club next year. We want to do something different that reflects the history of the club. We are looking for a venue for a new type of Show, a one off, preferably in the north of the county. We have a few suggestions but please come up with anything new or even off the wall.

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

I went to my first British GP as a three year old and have followed F1, along with most other motorsport, ever since, but I do feel we are heading for a new low with GPs as Liberty (the American promoters) seek to increase the audience by levelling everything down to the lowest level and trying to increase the drama by artificial means. The series “Race to Survive” is a figment of the truth by the way it is edited, and it seems that team bosses are being encouraged to have verbal battles. It increasingly becoming like wrestling!

The whole Max v Lewis is so contrived. Max’s Dutch supporters seem to get to most of the European events while those who like Lewis seem to get involved by social media. The Hamilton fans have probably never been to a race of any sort, but worship him almost as if he is the Second Coming. If you dare to criticise his fashion senses, huge air miles or anything else, they brand you a racist it seems. Liberty don’t seem care where the races are as long as they pay millions for the privilege, several dodgy countries and now three races in the USA!

There are bright spots though. George Russell is the next top UK driver and seems to handle himself well. Sebastian Vettel is hugely articulate and also very keen on the history of the sport and recently bought Nigel Mansell’s “Red 5” Williams. As he has got sick of Aston Martin being unable to produce a competitive car, then he could be the right person to lead F1 if we could get rid of Liberty!

I admit that I was dubious about Formula W, but I have warmed to it, and it seems to be run very well without the scripted drama that is in F1. There is far more diversity amongst the teams and drivers and the racing is close. Jamie Chadwick, is mixed race, like Lewis, has been as dominant as he was, in her three seasons and it is a great pity she has not got a run in GP2 as yet. That would be so good for the sport. There are some good girl drivers in other areas like GT, but not really in single seaters, while there has not been a top lady rally driver for over 30 years. That is perhaps something that needs to be addressed as motorsport is one of very few sports where male and female can compete against each other on equal terms.

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

July Committee Meeting

It is hoped that a treasure hunt can be organised later in the year.

Subject to checking with MSUK we are going to buy a defibrillator and a new larger bag for the first aid kit.

Updates of the Rose and Thistle were given and discussion re various points of the organisation. There will be no late entries for the Show, so that the list of entries is the same as the site plan.

It will be emphasised that there will be no “enthusiastic driving” when leaving the show. WE will check about getting a police presence, Setting up the field will take place on the Friday (19th) from 10.00. There is a new route for the placed clubs to the left of the main track.

Anyone competing in the autotest will need a MSUK licence (forms can be completed on the day)

We are looking at cashless payments for next year’s show.

Solway Rally: David Agnew has found new venues to add to the kart track. The entry fee will be £130 with a £10 discount for members.

Autotest at Threapland on July 31st.

We were registered with MSUK’s Street Car to promote events for standard cars.

Treasurer’s report. It was agreed that we transfer £13 to the savings account.

Membership. We have a total of 785 members. It was agreed to give anyone under 25 free membership, until they were 25. The membership mojo and website would be changed to show that.

Safety Plans: David Nicholson has written plans for the Motor House and the Classic Show.

The fire extinguishers had been serviced.

Show: New routes into the show to allow quicker access. Increased number of loos.



motor
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Club

Club News & Events

Cumbria Classic & Motorsport Show

Sunday, August 21st. This is our biggest event of the year, our biggest money raiser for the club and our charities. It helps to raise our profile and recruit new members. It's a great day so we do hope that you, as a club member, will be involved in some way.

Cumbrian Canter

Sunday, October 9th

**A tour in the Eden Valley and Beyond.
Entry forms will be sent out in due course.**

Solway Targa & Historic Rally

Sunday October 23rd sees the return of the Solway Historic and Targa Rallies as a multi venue event. It will be based at the Rowrah Kart Circuit which will see four tests during the day. Our Clerk of Course, David Agnew, has been busy finding brand new tests to make up the rest of the route. There will also be a straightforward navigation section.

As usual the event will include coffee at the start, a light lunch and a meal at the finish from the famous Dereham Cottage Pie Shop! Marshals will again be treated to the finish meal.

This promises to be a magnificent event, as usual run by members for members.

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PG Tips

Peter Reflects On His Month

The GSA is trouble – it's official! Sudden cutting out and no fuel at the new fuel filter I fitted near the carb caused me a headache until I discovered that there was an ancient fuel filter next to the tank that was totally clogged. With that replaced everything seemed fine for a few days and then it started cutting out and there was no spark. I replaced the ignition module and the dizzy cap (that had seen better days) and now it all seems fine. It went into Bill Kirkpatrick's for the rear wheel bearing to be replaced, a job that on paper didn't sound difficult but turned into one of those jobs where you get knock on effects and have to buy more parts. So what started as a wheel bearing then became the bearing ring and a hub as the threads on both were totally rusted and shot. All of this made me ponder the myth that old cars are easier to work on that always goes round.

Many times I've heard people bemoaning how cramped a more modern engine bay is and how easy cars were to fix back in the day. To some extent this is true – if my wife's Vauxhall developed an electrical fault I would have little idea where to start given the number of ECUs it has and complex systems running everything and I don't have the requisite computers and programs to plug it in and ask it. The Citroen on the other hand was easy – replace some old fashioned bits and problem solved – similarly the dash and instruments are all very simple and the engine bay has room to see things and no plastic covers. So far it's all true...however if I want to change a wheel bearing or the brakes or suspension parts on something like my Astra Bertone, everything is modular and easily available. Wheel bearings come as a hub unit or a bolt in part on most modern cars and suspension arms come with bushes fitted ready to bolt in. Brake discs and pads are designed to be changed in minutes usually.

None of these things can be said of a lot of classic cars. Bearings are bearings and fitted with rings and trouble, suspension arms need bushes pressed into them and brakes are more complicated to remove and replace. I am not indicating the end of my battle with the GSA – at the moment I have a steely determination to make it all work properly and as base car it's a good start – pretty much rust free and tidy.

I should have been taking the GSA to make its debut at the M-Sport visit but as it needed a tiny bit of welding at the front of the sill I'd booked it in with a welder in Aspatria I've used before, but due to a mix up that was mostly my fault (and when I say mostly, I mean entirely) it wasn't ready, so I took the Astra Bertone instead. What a visit it was as well – big thanks to Ron Palmer for organising it, and obviously to Malcolm Wilson for organising/allowing it. The place is incredible, so different to when I last went a decade back. The new track is pretty much a full blown race circuit with pits and some add ons such as a circular sector for specific testing. There is a vast show room area with an array of perfectly turned out cars, including 2 of the recent Ford GTs that they built to win the class at Le Mans in 2016 on the 50th anniversary of their historic overall win.



There were numerous other interesting cars to see and Malcolm's collection of road going Porsches as well. We were then treated to coffee, scones with cream and jam and some divine shortbread (still don't know who made that but I'd like to know as it was some of the best I've had!). That took place upstairs with a balcony area and a fabulous view over the track and countryside round about. Finally, Malcolm and Matthew took everyone round the track in Transit minibuses to see the full layout and possible 18 (I think it was 18 at least) possible configurations. Hopefully the visit will be repeated in the future as it was a terrific couple of hours and well worth any car enthusiast's time. The array of members cars was also worth seeing with a good breadth of modern and classics that people had brought along including my favourite – an Italia 2000 which took a bit of Googling on my part to figure. (it's a coach built conversion of a triumph TR3 and very pretty it is too). The only slight dampener is that it's not possible to use the track for sprints or track days...although Malcolm did say manufacturers can hire it for testing so who knows what the future could bring?

Peter



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

We are very sad to record the passing on 17th July of Pearl Wilson mother of Malcolm and head of the Wilson family. She was the ultimate rally enthusiast and no mean navigator in the day. A lovely friendly lady she was a staunch supporter of West Cumbria motor clubs and Malcolm's number one fan. When I lived in Whitehaven and High Brigham in the '70s the Wilson family home at Bannockburn was a frequent stop off for coffee and crack for rally enthusiasts, local traffic police and tyre reps and there was always a warm welcome in the kitchen. We record the sad passing of a true Cumbrian character and rally enthusiast. Our sincere condolences to Malcolm and family.



Our annual visit to Lingholm on Derwentwater for the Cars and Coffee Meet on 10th July was a great success with over 60 cars attending on a glorious summer's day. David Seymour had again allowed us the use of the front lawn of the big house and as the ground was dry and the grass lush we left it as we found it. David opened up his Motor House for us mid morning with a collection for the Calvert Trust Charity, and he had clearly been very busy making everything immaculate including the pristine floor. As well as his fine Jaguar collection David has a lifetime love of the Morris Minor in many forms from the early low light versions to a late Minor 1000

Traveller with commercial models included. One of his rarest versions is the post-war side valve Low Light with an Alta OHV conversion. I've never seen one anywhere else. In addition David has a fine collection of period metal advertising plates covering his garage walls and our club Motor House has benefited from a number from David's collection which are displayed on loan at Moota. Many members took the opportunity to enjoy the Lingholm breakfasts during the morning. As I left at noon it was apparent quite a few were extending their stay to take in the delights of this wonderful venue. Our thanks to David and Jane for the great opportunity.

Fifty cars and 93 members took up the kind invitation of Malcolm Wilson OBE and his family to visit the new M-Sport Evaluation Centre for a morning of Cars, Coffee and Scones at Dovenby on July 24th. Cars were queuing at 9.30 to be greeted by David Agnew and John Sloan and then parked tidily by Eddie and Mary and Chris Leece in the 'Pit Lane'. The weather which threatened rain early morning turned out nice and showed this impressive facility to its best advantage. Everyone was checked in by 10.15 and it was time to choose what you wished to see. There was the huge building which led into the display area/showroom which any motor franchise would die for but none that I have seen have ever achieved. On display there was the most mouth watering selection of Ford Rally cars and rarities plus Ford GT Supercars and Cumbria's car number one, the fabled little 1902



Peugeot A01 in one family from new. A Bentley race car was circulating on the display roundabout accompanied by floral displays which would entice any prospective buyer to sign on the dotted line PDQ. A screen on the wall ran a movie record of many of the historic parts of M-Sport which in itself could keep your attention riveted for the day. Circulating through the Centre took you eventually to the hospitality/conference suit on the first floor where a tempting selection of scones and bakes accompanied the coffee and gave those present an opportunity to express their admiration for what they were experiencing that morning. A collection on behalf of M-Sport's nominated charity 'Cash for Kids' yielded £500 a worthy sum. Matthew Wilson organised two minibuses for members to enjoy the test circuit in all its variables and we were all itching to try it out for real. There was time to admire the Wilson family fleet of modern Porsches with the hunting/shooting/fishing Range Rover before looking over the fine selection of members' cars before it was time to say our thanks and goodbyes after a truly memorable visit to M-Sports EV at Dovenby.

Ron



Rally News

Both the scheduled events on Warcop (Pendragon and Devils Own) are cancelled as the ranges are being used to train Ukrainian tank drivers. You can't argue with that reason.

Wigton members support July Barbon speed hill climb

Many Wigton members were out in force at the July Barbon speed hill climb as competitors, marshals or spectating, others came to offer moral support, provide food, refreshments and very importantly ice creams as the day was unusually hot.



Some competitors hadn't been to Barbon for several years, club president Charles Graves was last there in one of his Jaguar XK150s so for a change he got out his 4200cc V8 Sunbeam Tiger. He gave it a wash and spruce up as it had been resting in his garage for 5 years, popped down to Ullswater for a test run, everything was fine so drove it to Barbon with no problems at all.

On the hill in the practice runs he carefully worked out exactly just how late he could leave his braking to get the quickest time, the last board is about 25yards from the hairpin, this was his chosen point to brake which is a brave decision

indeed. On the first official run for the awards he kept to his plan, arrived rapidly as you do with all those horses under the bonnet propelling the relatively light car along, a hard stab on the brakes resulted in nothing, the brake pedal went right to the floor, Charles banged it into first gear which resulted in some very unusual noises and antics from the car but he narrowly managed to avoid the Armco barrier which was a big relief to him as well as the marshals. Charles has encountered similar situations before, one incident occurred on a European rally when descending an Alpine pass with a massive drop of well over a thousand feet if you went over the edge, the brakes failed but quick-thinking Charles spun the car into one of the very infrequent laybys on the pass, he almost needed a change of underwear!



At Barbon he limped to the top of the hill where he found out a brake seal had burst in a rear wheel cylinder and only having single line brakes as cars did when the Tiger was built a total loss of brake fluid meant no brakes at all. More modern cars have dual master cylinders, so you still have brakes on at least half of the system if a seal or pipe bursts. Luckily, Andrew Graham was doing recovery, so they fastened a tow rope to the front of Andrews vehicle and to the rear of Charles's Tiger and Andrew lowered him back down the hill to the paddock where emergency repairs were made in order to get the car mobile to drive it

home. A new dual master cylinder is going to be fitted before the car goes out again. Does anyone know which type of cylinder will fit as Charles says there is very little room in the engine bay

On Austin A35s and A40 cars I seem to remember they had single line systems so maybe a suitable type of dual master cylinder that would fit one of those popular modified race and rally cars may fit but there is no room for a pedal box with a bias bar, if you can help, please contact me and I will pass the information on.



Chris Spencer had put his Scarab Formula Vee racing car back together after his ring gear gave up the ghost and was setting up really quick times in fact, he did a personal best. Harry Moody was on top form in his immaculate ultra-rapid Westfield Megabusa, Phil Hallington was in his equally immaculate Westfield but his is a 1700cc car engine one rather than having a motorcycle engine. Neil Pilkington has a superbly built MK2 Escort just like a works one was really enjoying his 2nd Barbon visit too also doing personal best time, David Smith out again in his Mini Marcos had it really on song and had a class win.

Ian Smith was not going to enter originally but putting up a personal best at Shelsley a couple of weeks earlier gave him the desire to compete and support the event and so he and Ian Wozencroft double drove his Alvis. William Irving had a choice of vintage cars to choose from so took his 4300cc Alvis, what a fantastic machine that is, he drove brilliantly to take a class win in a well-supported and varied number of vintage and classic cars including myself in my 1172cc super-charged Buckler.

Another guy who heeded the call to arms to enter Barbon was Robert Gate who recently retired from the day to day running of Gates Tyres which is another massive business that had been developed and built up over many years by the entrepreneurial Robert just as Charles did with his hotels. Robert has been racing his E Types Jaguars and Bentleys for many years at events such as Classic Le Mans, Spa, Oulton Park, and many other circuits but keen to see Barbon continue brought his Lotus Elan although he could have chosen countless others from his wonderful stable of cars he has collected over the years.



John Sloan had never done a hillclimb before as he has been a stalwart Targa and autotest competitor as well as a prolific organiser and marshal of many events, but he too was quietly cajoled into entering and he really enjoyed his day improving run on run and keen to tackle other events in future.

Getting started in hill climbing obviously requires quite an amount of outlay on equipment as well as having a car. Speed license, helmet, fireproof overalls, and fireproof gloves plus fire extinguish-

er cost money but were the things I thought he needed when I gave him a list. However, chatting to organiser and chairman of Liverpool motor club John Harden he was telling me that in various classes of standard or little altered road cars all the expensive equipment I thought essential isn't needed as MSUK have amended regulations to try to encourage newcomers to the sport. I don't know enough about these rules but maybe someone like Graeme Forrester our hard-working editor as well as being MSUK steward could enlighten us.

I think it would be a good idea for motor clubs to buy in date overalls and helmets to loan out for a small fee to defray the cost to newcomers who wish to have a trial season at hill climbing and sprinting so to initiate such a scheme I appealed for anyone with surplus equipment to contact me. Almost



immediately Phil Hallington was on the phone and offered an almost brand-new helmet that he had replaced with one with HANS device fittings, thank you Phil it was much appreciated and was used in the event.

I hope I haven't missed out any Wigton members who were competing as the results lists don't have clubs listed, if I have omitted anyone please let me know for future. There were loads of members spectating who came up to chat but I think I will have used up my allotted number of words so hopefully if Graeme can find space for some photos you will see some of the people who were there..

Keith Thomas 01900 603073 or 07778 659 338

Editor's note: Keith is right re the changes in rules for PPE on standard cars. It's an initiative that I started on the Hill Climb & Sprint Committee to bring in new and younger blood to the sport. There are rules to allow under 17s to take part as well. In some cases no overalls are needed and in others the cheaper Proban ones are OK. I will write more about it in a future edition. The club does have a Proban suit for members use, although the problem with race suits is that they are very tight so it's difficult to get a universal fit.

NESCRO Challenge Events

Sun 14 th August	Blue Streak	Spadeadam MC	Historic/Targa
Sun 4 th September	Wearside	Durham AC	Cancelled
Sun 18 th September	Doonhamer	South of Scotland CC	Historic/Targa
Sun 2 nd October	Solway Coast Targa	Solway Car Club	Cancelled
Sun 23 rd October	Solway	Wigton Motor Club	Historic/Targa
Sat 12 th November	Saltire	Saltire Rally Club	Historic/Targa



Autojumble

Items for sale or wanted

For Sale: 1, Austin A40, Somerset ? back axle, with spare half shafts and wheels, free for a donation to club funds.

2, Volvo B21 engine from a 140, first of the o.h.c. but still with a distributor and carb. Recent cam belt, tensioner, water pump, big end shells, clutch, excellent oil pressure, and complete apart from alternator. £250 o.n.o. Email, Andrewwhite51@icloud.com. Andrew White.

Northern Dales Targa



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Photos by Tony North

WMC Historic Championship after Northern Dales

Overall

HISTORICS

Driver			Navigator		
1	David Alexander	48	1	Callum Alexander	49
2	Mike Cook	45	2	Ross Blythe	46
3	Alex Willan	25	3	Roy Heath	25
4	Dave Short	24	4=	Alisdair Venn	23
5	Ian Dixon	23	4=	Finn Morriss	23
6	John Sloan	22	6	Richard Welsh	22
7	Dave Agnew	20	7	Alan Jackson	21
8	David Marsden	19	8	Heidi Garstang	20
9	Ian Curwen	18	9	Mick Anderson	19
10	Charles Graves	17	10	Richard Cooke	18
11	Brian Bradley	16	11	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	20	1	Ross Blythe	20
2=	Ian Dixon	9	2=	Heidi Garstang	9
2=	David Marsden	9	2=	Richard Welsh	9
4	Charles Graves	8	4	Richard Cooke	8
Cat 3			Cat 3		
1	Dave Short	10	1=	Roy Heath	
2	John Sloan	9	1=	Finn Morriss	
			3	Alisdair Venn	
Cat 4			Cat 4		
1	David Alexander	19	1	Callum Alexander	20
2	Alex Willan	10	2	Mick Anderson	9
3	Ian Curwen	8	3	Michael Marsland	8
4	Brian Bradley	7			

WMC Targa Championship after Northern Dales

Overall

Driver			Navigator		
1	Philip Hodgson	46	1	Lewis Hodgson	46
2	David O'Connor	43	2	Stuart Davis	43
3	Mark Humphries	41	3	Ryan Longstaff	41
4	Thomas Pearson	34	4	Thomas Waterhouse	36
5	Craig Stamper	25	5	Peter Wright	25
6=	Barry Lindsay	24	6=	Martyn Petry	24
6=	Chris Hunter	24	6=	Fiona Tyson	24
8	Russel Robertson	23	8	Mark Winder	23
9	Andrew Graham	22	9	Kat Sutton	22
10	Paul Bowness	21	10	Esther Bowness	21
11	Brian Bradley	20	11	Rob Iveson	18
12=	Pete Masters	18	12	James O'Neil	17
12=	Jacqui Raine	18	13	Daniel Roberts	15
14	Frank Mattocks	17	14	Shaun Carney	14
15	Jim O'Neil	16	-	Lisa Waldron	R
16	Lewis Waldron	14	-	Andrew Whittaker	R
17	David Potter	13			
18	Chris Warden	12			
-	Scott Waldron	R			
-	Richard Whittaker	R			

Class

Targa T1 (FWD)			Targa T1 (FWD)		
1	Mark Humphries	17	1	Ryan Longstaff	17
2=	Barry Lindsay	10	2=	Martyn Petry	10
2=	Craig Stamper	10	2=	Peter Wright	10
4	Andrew Graham	9	4	Kat Sutton	9
5	Brian Bradley	8	5	Rob Iveson	7
6=	Jacqui Raine	7	6	Owen John	6
6=	Peter Masters	7	7	Daniel Roberts	5
8	Frank Mattocks	6	-	Lisa Waldron	R
9	Lewis Waldron	5	-	Andrew Whittaker	R
10	Chris Warden	4			
-	Scott Waldron	R			
-	Richard Whittaker	R			

Targa T2 (RWD)			Targa T2 (RWD)		
1	Philip Hodgson	18	1	Lewis Hodgson	18
2	David O'Connor	16	2	Stuart Davis	16
3	Thomas Pearson	12	3	Thomas Waterhouse	12
4	Chris Hunter	10	4	Fiona Tyson	10
5	Russel Robertson	9	5	Mark Winder	9
6	Paul Bowness	8	6	Esther Bowness	8
7	Jim O'Neil	6	7	James O'Neil	6

M Sport Visit

Our recent visit to M Sport was fascinating, it was stunning when you consider just how much thought, time, effort and of course money went into the project.

It was very sad indeed that Malcolm's mother Pearl died unexpectedly the previous weekend as she had planned to be there and as heavily involved with organisation as she was since Malcolm started M Sport all those years ago.



As someone who was involved with Malcolm from his very early days the determination and tenacity to carry on with the arrangement for the club visit Dovenby didn't come as a surprise but it shows the mettle of his character to keep on going despite serious setbacks.

The whole family were there to greet everyone, wife Elaine, Mathew, Sam and their little girl too. I noticed when the coffee flasks were empty Elaine and Malcolm were quickly onto the task of refilling them themselves, that is typical of how the family get stuck in to all the task's they encounter.

We are so fortunate to have such people in our area, look at the photos the whole family can be seen

chatting to our members.

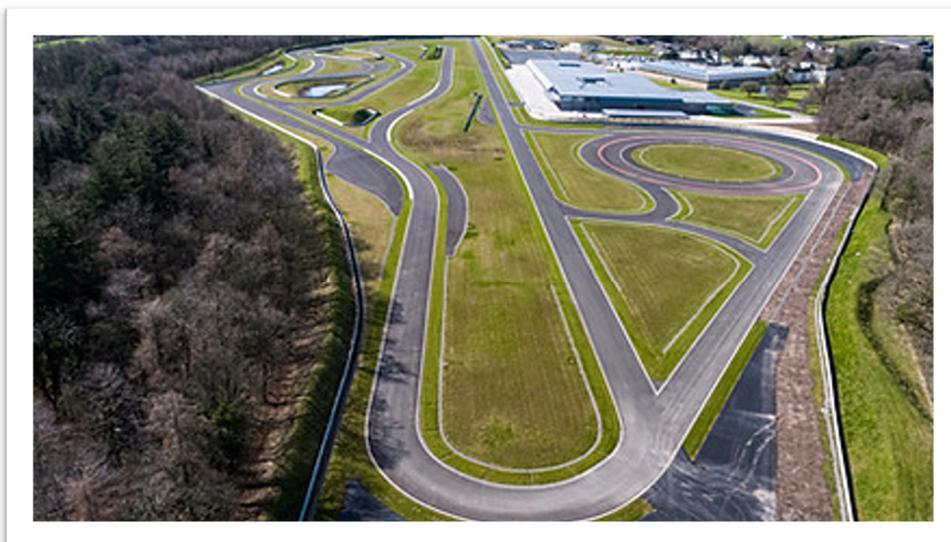


Mathew and Malcolm drove us around the test track in two minibus's and explained how the track was to FIA specification and the uses of the various parts of the track to test for oil surge etc.

Thank you to everyone involved especially those that gave up their time to organise the visit, meet us on arrival and park us in the designated areas also to Roger Fisher who kindly explained the history of the various cars in the magnificent showroom.

What a memorable experience for us all especially our twin grandsons who haven't stopped talking about it since.

Keith Thomas



Membership

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

Welcome to new members

Adam Jones of Workington
Keith McCleary of Gretna
Darren Gaskin of Windermere
Finn Morriss of Ravenstonedale
Tony Smith of Dalston
Ben Henderson of Penrith

Solway Rally October 23rd

We are beginning preparations for the 2022 Solway Historic and Targa Rally which will be based at Rowrah Kart track with several additional new tests in the West Cumbria area.

As usual the success of the event will depend on the assistance of our army of volunteer marshals to run the tests. All marshals will be welcome to attend the meal at the end of the day at Rowrah along with the competitors.

If you are available to help on Sunday October 23rd please contact me on eddieparsons5@icloud.com. If you know anyone else who would be willing to join us please pass this invite onto them.

Look forward to seeing you there.

regards

Eddie Parsons

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

Motor House Update

We've been on tour in July with our socials at Lingholm and M Sport, but we will back with a Cars & Coffee on August 7th.

The committee and volunteers have been busy of course. The blocks for the security wall are now awaiting the builder and the gate through to the chalet park will be fenced off now the chalets are arriving. We have also been lucky to get two more loads of road planings which will be spread mainly around the read of the building.

Eddie and Mary Parsons have painted the toilet areas again and we are awaiting a floor sealing firm to come and seal the kitchen and toilet areas. We have also bought enough cutlery to cater for 60 people. The autojumble has been sorted into boxes of items all of the same price. The car manuals are going to be listed alphabetically.

With our biggest event of the year coming up it is fantastic to have a clean and dry place to sort out all the equipment .

Lingholm Breakfast Meet

Once again David Seymour welcomed us on a warm summer's day to his front lawn at Lingholm. We were able to see his collection of cars and advertising signs and have food at the excellent café. Some of the kids also went to find Peter Rabbit!



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I watched the British Grand Prix on television and as usual was amazed at the size of the crowd, why are they all there ? Suddenly hundreds of thousands of people are massive motorsport fans, are prepared to shell out loads of cash to watch, and the majority seem to buy replica shirts or caps so everyone knows who they're supporting. The question is of course how many of these "fans" ever attend a club meeting or even a relatively prestigious event like a round of the British GT / F3 programme. I suspect very few !

The BTCC is another crowd magnet that draws in huge numbers of spectators, and no doubt helps circuits like Croft to survive thanks to the income they receive, but again hardly any turn up for other meetings during the year. Both Liberty Media and the BTCC organisers would claim they're helping to increase interest in motorsport but it appears to me they're doing well for themselves and little of what they provide helps interest filter down to lower levels of the sport. A bit like professional football I suppose but at least the smaller clubs still maintain a solid core of spectators which you can't say Croft does for a DDMC event.

The same applies in athletics another sport we travel far and wide to watch. We recently attended the British trials at Manchester and the crowd would be lucky to be above three or four thousand, all true enthusiasts who you see regularly watching and supporting the competitors. We've soon got the Commonwealth Games taking place in Birmingham and from what I can make out few of us regulars have got tickets. Now that's not through a lack of trying but the stadium is going to be full of spectators you'd never see at any other event. Like motorsport they're only interested when they perceive it as something important and special. You can't help wondering whether they see themselves in the same light.

Regular readers may recall that of late I've been involved with helping a friend get rid of two cars she's been left with after the death of her husband. One, the Wolseley, was sold very quickly and is now in the Southampton area, but the other a 1949 Lea Francis has attracted no interest. To cut a long story short the owner has now decided to donate this vehicle to a museum and it looks highly likely it'll end up in Ulverston or Coventry, the city where it was made 73 years ago. My friend is certain her late husband would have approved as it guarantees his old pride and joy will get a long and comfortable retirement. We'll see how things pan out over the next few weeks.



And finally if you're a collector of car models be ready to be amazed and maybe depressed by the pictures below. Amazed by the standard of detail and depressed by what they would cost. The RB15 Red Bull F1 car is over 2 feet long while the McLaren MCL35M is a different scale and only about half the size. They're both made by Amalgam models so you can look them up if you're interested but be warned, you'll need deep pockets not to mention long shelves if you opt for the larger scale products.

Ends AA.

