

Wigton Motor Club Ltd

Start Line

Issue 2022/10

www.wigtonmc.xo.uk

October 2022

Memories of A Fantastic Classic Show



What a great event it was and a tribute to the hard working officials who put months of work into it, the 70 marshals on the day and the car owners who brought their cars along for everyone to enjoy.

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

Talking Point

Topical Comment on Motoring & Motorsport

Anyone who travels over the A66 from Penrith the Scottish Corner will now it can be a nightmare with accidents, hold ups and miles of cones. It seems to have got worse in the last couple of years, perhaps with more “staycations”. The J40 and Penrith roundabouts can come to a standstill at peak times. I think more and more people of using the A66, A1M and M1 as an alternative to the M6 which seems to suffer from everlasting road works where there is no one actually working. Is there really a need to cone, or barrier, off miles of road when there are a handful of workers in one spot. The cost of placing these miles of protective barriers, signage and speed cameras must be huge.

Successive governments have promised to dual it for the entire length, millions have been spent on plans, feasibility studies and consultations and we are no nearer starting the work. At the same time we have fatal accidents, long delays and hold ups all of which cost money. Apparently, a fatal crash can cost over a million pounds, quite apart from the loss and grief of the victims’ families. The daily delays also mount up a huge cost. If a lorry loses an hour on a journey there is a knock on effect of late delivery, driver’s hours, extra fuel, etc. Thus the cost of building a new road where it is needed can quickly be covered in a few years. We have ask why it is not getting done as a matter of urgency?

It is strange that many other countries seem to manage to do road improvements far more quickly without years of bureaucracy and then so much Health and Safety that progress is so slow. Meanwhile there are deaths and injuries, delays to deliveries and missed flights. For example in Bulgaria they have been building a new dual carriageway along the Black Sea Coast avoiding the towns and villages. Major construction is not permitted during the tourist season, so they go flat out during the seven months in the winter and spring and have been doing ten to twelve kilometres of new road each year and have now completed to link. The equipment they use is probably 50 years old or more and yet they can achieve far more than their equivalent bodies in the UK. We should be asking why.

What is a greater concern is that the so called “Friends of the Lake District” have objected to the up-grading of the A66 with loads of meaningless statistics. Quite what it has to do with the “Fiends” when it is not in the national park, I do not know but they are quite happy to see more accidents and delays in the future.

GTF



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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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Galloway Hills Rally 10/9/22

Stuart Egglestone/Brian Hodgson Ford Escort MK11 Pinto

All credit to the organising team to keep this event running, with a lack of entries meaning them having to re-plan the event if it was to go ahead and also the passing of Her Majesty, a fitting tribute with the bagpipes, 2 minute silence and sun strip on all the cars.

So 2 stages ran 3 times it was and what a great format, they are what I'd class as proper stages especially Cairn Edward, no rest through there just corner after corner with plenty of crests and odd jumps, you knew you'd worked hard at the end of that.



We had no option but to go for the 2nd win if we were to keep our championship alive, so with mind focused the first 2 stages went well, notes working fantastic, so was Brian, and we held a small advantage over our championship rival Peter Stewart.

Next 2 we were back out on the same tyres as no new available but they held up ok to better the first 2 times

Then different compound tyres all round for the last 2 as it was getting

warmer.

In a couple of places where recent regrading had been done it was getting rough but otherwise they held up really well and a good run through both of those got us the win with Peter finishing 2nd.

So that means we still need to win the final round, Carlisle stages in October which would put us equal on results.

Once again thanks to all involved to make the event happen, Brian continuing his adventure, Marcus and David on the spanners and the support from friends, also Reece out watching was good to see.

Next is Chris Kelly rally in the Isle of Man end of September

Events of Interest

Locally & Nationally

October

- 9th **Cars & Coffee** at the Motor House 10-12
- 9th **Treasure Hunt** from the Motor House starting at midday
- 16th **Cumbria Canter** . Start Penrith area. Entry forms will be mailed out
- 23rd **Solway Historic & Targa Rallies**. Starts at finishes at Rowrah
- 26th **Twelve Car Rally**.

November

- 6th **Autotest** (AT& PCA) at Kirkbride
- 11-13th NEC Classic Car Show
- 12th VSCC Lakeland Trial in the Lakes forest.
- 13th **Cars & Coffee** at the Motor House from 10 a.m.
- 20th IDMC Ilkley Jubilee Historic Rally
- 27th SCC Solway Coast Targa Rally.

December

- 2/3rd FDMC Grizedale Stages
- 27th **Autosolo** at Kirkbride
- 31st SMC Autotest

Driving Motorsport Forward

From The Top

News from MSUK, Associations & WMC Committee

We had a very busy **September committee meeting**.

The defibrillator is expected to arrive shortly

There was some discussion re a potential new venue for the Centenary event. A site meeting is to take place and then further discussions.

The Solway Rally was looking good with a good number of entries already and lots of new venues.

The October Cars & Coffee would have specific invitations going to new members to come and meet the committee.

Rob was going to organise an autotest and autosolo at Kirkbride in November and December

There will be a treasure hunt after the Cars & Coffee on October 9th

There will be a series of 12 car rallies in the winter on the final Wednesday of each month.

The Rose & Thistle had been a very successful event despite rain and the many road closures.

The Classic Show had been well attended again and the sun had shone. The admission fee will be \$10 next year in line with other events. The only aspect needing improvement was the car parking. The Penrith Lions could not cope.

The treasurer report than we were in a very sound position despite spending the equipment.

We are hoping to arrange some club clothing for sale.

The new wall at the Motor House will be start soon as with the floor coating.

A new results computer will be bought. We are getting a shredder to destroy old documents.

We are hoping to organise a First on Scene first aid training to marshals .

We will be donating £1000 to each of our nominated charities this year.



motor
sport
UK

Recognised
Club

Club News & Events

Cars & Coffee

10-12, Sunday, October 9th

at the Motor House

The place to meet fellow enthusiasts

Treasure Hunt

12.00 Sunday October 9th

Starts from the Motor House

Entries to Tim on: cruttsdad@gmail.com;

Cumbria Canter

Starts in the Penrith area

Entry forms will be mailed out.

Solway Historic & Targa Rally

Sunday October 23rd

Based at the Rowrah circuit and other venues

There may still be some place available

October Twelve Car Navigational Rally

Wednesday, October 26th

Entries to: joecruttenden@gmail.com;

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PG Tips

Peter Reflects On His Month

Well it has to be said the hire cars on holiday were quite uninspiring. My guess that the car on the first island was a mate of the owners seems to have been correct – it was a very well used Renault Megane, it definitely had insurance as the documents were in the glovebox but it had done a lot of miles and it was waiting in the airport carpark with the keys in the glovebox! We were on a very sparsely populated small island and I can't imagine vehicles ever get stolen there as there is no car ferry off the place (island of Graciosa in the Azores if you're interested). It's fair to say I didn't see any nice or classic cars although there were a lot of 90s vehicles still in daily use. From our holiday house we did have a view of the small port at one of only 3 towns on the island, and late one night I witnessed them unloading a freighter which presumably provided everything they needed from the rest of the world. A crane mounted on the deck of the freighter unloaded 2 vehicles which had had straps put round them – they were dropped onto the dockside complete with a driver in them who then drove away. I'd imagine they'd come from Portugal and one unfortunate local was receiving a Peugeot 206 estate – he probably paid more for having the vehicle transported there than for the Peugeot which was a car built at a particularly low point in the company's history! The Renault Megane we had worked, although a lot of the electrics didn't, and it did a lot of miles per gallon as we found out when we filled it up on our return to the airport at the only fuel station on the island. I can't say much else about it, but at £25 a day it's the cheapest holiday hire car I've had for many years. I banked on deniability if the police had stopped us and the fact I was definitely insured!

Our second hire car was a modern Renault Megane from the biggest company on the main island of the group, although as I'd booked the cheapest car of that size, many months in advance, it was a nicely battered version. I've mentioned before many times – I'd much rather have a ready damaged hire car than a pristine new one to save the worry of where to park it etc. Literally every panel was scratched, all 4 wheels curbed and there was even a small dent in the rear bumper, however in metallic black paintwork and nice and clean it looked decent from 10 metres away. It had keyless entry and ignition which the kids found amusing, particularly when I knew I didn't have the key on me, the key wasn't in the apartment (because if you walked away with it, the car locked) but I couldn't locate exactly where in the car it was. In terms of the car, it was comfy but felt dark inside with low roof, massive door pillars and not the best visibility. It worked well enough and also returned excellent MPG, but the displays and controls were ridiculously complicated as was the steering wheel which contained more than a dozen buttons for stereo and other items. Why do the manufacturers think we need to scroll through menus on a knob to do something like select the radio channel or see what MPG it is? I know Renault are one of many manufacturers that have gone this way and motoring journalists have complained – I can see why. I also didn't like the fully digital instrument panel but I'm sure it saves money and it was at least clear.

Back in the real world, I discovered the roof on the Astra would not close. It reached a point about 1/5th into it's closing routine and then beeped and stopped. After much interneting and plugging the car into a device called Vauxcom that I picked up on Ebay I now know that there is a wiring fault in the roof loom, probably where it bends on the left hand side, causing the hall sensor (me neither!) to think the roof clamps aren't opening. The never ending joy of old car troubles! Next month the GSA should be back so I can hopefully bring it to a coffee and cars.

Peter

Welcome to new members

Darren Johnston	of	Curthwaite	Alan Purdey	of	Staveley
Matthew Malt	of	Longtown	Philip Norman	of	Wetheral
Beth Nichol	of	Carlisle	Basil Trevaskis	of	Penrith
Mark Newton & Rena Stalker	of	Carlisle	Steve Machon	of	Carlisle
Jamie Barnett	of	Brampton	James Ellington	of	Clifton
Graham Dady	of	Wallsend	Courtney Nelson	of	Keswick
Chris Crewdson & Family	of	Kendal	Dylan Hinde	of	Whitehaven
Sam Wilson & Samuel Wilson	of	Whitehaven	Joe Jardine	of	Keswick
Toby Fenna	of	Penrith	Matthew Styth	of	Macclesfield
Peter McCallum	of	Allerdale	Ronald Styth	of	Macclesfield
Andrew Wilson	of	Workington	Lain Bennion	of	Maryport
Jacob Cook	of	Egremont	Keith Atkinson	of	Carlisle
Stuart Clayton	of	Penrith	Alex Weatherley	of	Beamish
John Carmody	of	Manchester	Spencer Bird	of	Penrith
Malcolm Murray	of	Brampton	Sam Kenney	of	Wigton
Kianna Tiffin	of	Ivegill	Luke Huddart	of	Penrith
Jack Martin	of	Workington	Jack Lefevre	of	Lazonby
Dave Tuck	of	Carlisle	Warren Thompson	of	Penrith
Ian Hopley	of	Lamplugh	David Wiggins	of	Carlisle
Robert Gooch	of	Workington	Iain Anderson	of	Darlington
James Murphy	of	Maryport	Craig Taylor	of	Keswick
Jacob Jardine	of	Keswick	Oliver Bateman	of	Kendal
Allan Henderson	of	Sunderland	Patrick Pennefather & family	of	Scaleby
Doug Steele	of	Askham	Greg and Emily Penn	of	Shrewsbury
Tom Humphries	of	Matlock	Chris Wootton	of	Ulverston
Peter Hannaford	of	Carlisle			
Michael Hudson	of	Barrow			
Brian Cowperthwaite	of	Penrith			
Richard Masters	of	Newton Arlosh			
Brian Hamilton	of	Lockerbie			
Mike Halliday	of	Carlisle			
Ian Beattie	of	Wigton			
Andy Joyson	of	Bigrigg			
Phil Bentley	of	Middlesborough			
Calum Bryant	of	Broughton Moor			
Sean O'Neil	of	Whitehaven			
Ray Crellin	of	Millom			
Paul Rooney	of	Whitehaven			

We hope you enjoy your membership and taking part in our events. We look forward to meeting you soon!

Touch Screens

Accidents Waiting to Happen

The Swedes are a curious bunch. They build the world's safest cars but from little more than walking age they'll teach their children how to fell a tree with an axe, catch fish from the surface of a (hopefully) frozen lake and make a warming fire outdoors, using a tree trunk, a chainsaw and a can of petrol.

They are sensible and considerate in working hours, wild and uninhibited when night falls and the drinks flow. Obeying speed limits comes naturally, yet few nations' drivers are better at drifting a car sideways through a snow-covered pine forest.

In some small way, this explains why, when Sweden's motoring journalists gets their hands on a new car, they don't do what the Brits, Americans and Germans do, and skid it around a test track or racing circuit until its tyres resemble balls of wire wool and the brakes appear to have erupted into a small bonfire. Oh no. The Swedes turn all serious, devising tests for real-world driving scenarios which you or I are unlikely to encounter in our lifetime but the likes of which keep Sweden's reviewers awake at night.

Remember the [Elk test](#)? In 1997, a simple, standard testing procedure caused the board of Mercedes-Benz to drop everything they were doing – namely, launching the new Maybach Concept to the world's media, at the Tokyo Motor Show – and fly back to Stuttgart, making damage-limitation plans as they went which would have to be presented to Juergen Schrempp, Mercedes' CEO, the moment they touched down.

The Elk test was the work of *Teknikens Värld*, a Swedish car magazine. It was designed to probe at a car's handling characteristics during a sudden, emergency lane change – such as when a 600kg moose stepped out in front of your Saab or Volvo.

That simple test – one which Mercedes had not subjected its new, mass-market A-Class to – literally tripped up the company's most significant car yet. It's estimated that a recall of the first 17,000 cars on the road, and subsequent fitment of an Electronic Stability Programme (ESP) as standard cost the company more than €2.5 billion more than it had intended to invest in the project.

So you can understand that when Sweden's car reviewers are presented with modern cars with functions mostly operated through touchscreen systems, they don't reach for their iPhone to stream their favourite podcast, or ask the car to order them a Foodora (their Deliveroo equivalent). They search for flaws.

How, they ask, is scrolling, swiping and jabbing your way through numerous menus safer than using conventional buttons or stalks on the steering column?

And, of course, they don't just pose the question, they go in search of the answer – 'they' in this case being [Vi Bilägare](#), a consumer magazine that has been doing sensible things with cars since 1930.

The answer doesn't make for comfortable reading, at least, it doesn't if you're a car manufacturer that claims touchscreens offer progress through convenience, extra features, upgrades over time and, er, a virtual whoopee cushion. Using a 2005 era Volvo V70 as a benchmark, *Vi Bilägare* magazine established how long it takes the average driver to perform common tasks when at the wheel. These were changing the temperature of the climate control, choosing a specific radio station, resetting the trip computer and lowering the brightness of the instruments.

So far, so straightforward. The driver had to perform the tasks while travelling at motorway speeds, and had had the opportunity to familiarise themselves with all the cars being tested. So, let's cut to the chase; if you performed the tasks in the [Volvo](#) V70 while driving, how long would it take and how far would you have gone? It took all of 10 seconds and the distance travelled was 306 metres.

The worst offender of the new cars was an MG Marvel R, an electric, family-sized SUV, which took 47 seconds and covered 1372 metres in that time.

Ah, you may be scoffing at this point, it's 'just' a rebadged Roewe Chinese car that can't compete with the might of Europe's prestigious car makers. If only. The next worst offender was BMW's flagship electric car, the iX. Its driver needed 30 seconds to perform the simple tasks, taking them 928 metres down the motorway.

The acclaimed Hyundai Ioniq 5 took 27 seconds and 815 metres. Pin-up for the Tesla fan club, the Model 3, needed 24 seconds and 717 metres, while Volkswagen's post-dieselgate rush job, the poorly received ID.3, clocked in at 26 seconds and 786 metres.

Cars, you may have noticed, have never been more expensive. And as we transition to electric, that cost burden to the consumer is only going to increase. Many manufacturers say they will phase out high-volume, low-margin cheap cars in favour of posh and pricey alternatives that come packed with profit. That escalating cost is also partly because car makers can't justify fitting small cars with all the safety equipment that will be mandatory in the future. Yet the same safety bodies and rule makers, who are forcing expense upon consumers in the name of our wellbeing, have buried their heads in the sand over touchscreen tech in cars.

If I said to you, "I'm rubbish at using an iPad; would you send a message for me and then check the weather, please?" while you were driving, you'd tell me where to shove it. Yet these screens have proliferated for reasons of... you guessed it, cost.

Stuff you and I knew was flawed is being forced on us whether we like it or not.

As self-driving systems take a hold, more independent testers should take a leaf out of *Teknikens Värld's* and *Vi Bilägare's* book and highlight the hidden dangers of progress.

Article courtesy of Hagerty

Jottings

In the last month, from the Classic & Motorsport Show onwards, we have recruited 100 new members which include 25 under 25s on our special offer to recruit more young members. This brings to the total membership for this year to 910.

The battery of electric cars weighs about 500 kg. To make a car battery, 10 tons of salt must be processed for lithium, 15 tons of ore for cobalt, 2 tons of ore for nickel and 12 tons of ore for copper. A total of 200 tonnes of soil is being excavated for a single battery.

Think before you buy.

Goodwood is a wonderfully entertaining event but a complete rewriting of history. The winning Lotus Cortina of Andrew Jordan lapped five seconds faster than Jim Clark did in it's prime. Similarly a Lotus 22 FJ was nearly to same amount quicker than Clark was in the works car. The Cortinas are much stiffer than they were due to the ROPS and thus don't wave wheels while amended suspension pick up points actually make the wheelbase 1.5 inches longer. The twin cam engine is now producing 180 bhp, a lot more than the originals.

I saw Goodwood described as the biggest fancy dress parade in the world. People did not dress like that to go to motor racing in the 50s and 60s. It was much more sombre and practical. To make it more realistic they should install period loos! It's one memory of Silverstone or Snetterton etc that I hated going to the loo. Another thing I remember as a little kid was that we always took our own sandwiches, I am sure there was not the huge number of fast food retails there is now.

I see now that running an electric car is just about as costly as a ICE one plus all the inconvenience of range anxiety. As electric costs go up it can only get worse. Autocar magazine recently tried towing a caravan with an EV. They borrow a Skoda SUV EY and a new Bailey caravan and on the motorway it had a range of 150 miles. They stopped at the service area for a recharge. They had to uncouple the caravan in the lorry park and then drive the charger point, leaving the caravan unsecured, a 45 minute change, hook up again and set off again. Plus of course the SUV and caravan were not fully loaded for a family holiday. It's completely impractical and it's surely time that those in government realised that the rush to electrify road transport is misguided.

Marshals' Championship

Wigton MC Marshals championship table 2022

Name	POINTS TOTAL	Moot Autotest 12 Dec	Northern Trial 19 Feb	Rally the Globe 25 Mar	W/Heather Set up 1 Apr	White Heather Rally 2 Apr	Track night 19 Apr	Drive it Day 24 Apr	Maryport Autotest 1 May	Whins Farm Autotest 21 May	Bothel autotest 31 July	Blue Streak Rally 14 Aug	Show set-up 19 Aug	Classic Show 21 Aug
Eddie Parsons	110	10	10	10	5	10	5	5	10	10	10	10	5	10
Mary Parsons	100	10		10	5	10	5	5	10	10	10	10	5	10
Graeme Forrester	85	10		10		10	5	5	10	10	10		5	10
John Holliday	75	10	10		5	10		5			10	10	5	10
Roger Pope	65	10	10			10				10	10		5	10
Steve Fishwick	65		10	10		10					10	10	5	10
John Sloan	50	10		10	5					10			5	10
Colin Woodall	45			10		10	5				10			10
Chris Leece	45	10				10		5				10		10
Tum Cruttenden	45			10		10				10			5	10
Chris Hunter	45									10	10	10	5	10
Rob Grant	35				5	10	5						5	10
Maureen Dixon	35			10						10			5	10
John Graham	30					10						10		10
Lynda Graham	30					10						10		10
Bob Leyland	30					10						10		10
David Agnew	30	10					5						5	10
Edwin Cook	25					10	5			10				
Jim Dykes	25					10							5	10
Terry Dixon	25			10									5	10

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Graham Millar narrowly missed FTD at Bo'ness Revival.

Graham Millar from Crofton narrowly missed putting up Fastest time of the day at Bo'ness Revival on 11th September, this was a remarkable feat as he had never even seen the hill before let alone competed on it. Although it was a two-day event he could only come on the Sunday as he was completing a long-distance charity walk which didn't finish until Saturday.



Chris Spencer in his Scarab Formula Vee racing car was entered for both days, and he was knocking on the door of FTD on Saturday but a slipping clutch problem that couldn't be sorted sidelined his valiant effort. When he retired, he was 0.16 secs ahead of the massive 5,000cc Lola V8 of Roger Deans who made the journey all the way from London to take part, that car shakes the surrounding hillsides as it powers its way up the twisty little track and between the wonderful old cottages sensibly hiding behind the big straw bales.

I entered the sports racing car class as I usually do as I find that class is generally full of eccentric characters so when sitting in the holding paddock at the top of the hill the conversation is usually interesting and funny, this year it lived up to its usual reputation. John Hunter was in the vintage class with his beautiful Riley and won the class on both days as well as the award for best vintage car.



Although Bo'ness used to be a round of the British Championship in the 1960s it ceased to exist when a housing estate was built on part of the track. Twelve or so years ago a group of enthusiasts "revived" the event and it soon became the largest motorsport event in Scotland attracting many thousands of spectators, but an ageing committee, plus a couple of years of bad weather meant the event ran at a loss as all the toilets, imported straw bales, mobile grandstand, alloy decking on which to park the cars on the grass at the grade one listed historic castle swallowed up all the reserves in the bank, then Covid was the final nail in the coffin so the event folded.

However, the aging committee by now of course even older again "revived" the event and to do this they formed a brand-new club, got sponsorship from a few firms to pay the initial costs then ran a shortened version of the event just for the competitors, no frills, an event purely with competitors in mind. This format allowed us two practice runs and five competitive runs on Saturday and on Sunday we almost got seven or eight timed runs on top of our two practice ones, but a spectator took ill in the paddock, so the event was delayed until the ambulance returned from hospital thankfully with its patient who was now fully recovered.



stead of usual 4/5th weekend scuppered his plans and Marcus had just come out of hospital, but all are vowing to be there next year.



Well known competitors Vernon Williamson, Kenny Baird and Bill Drysdale were the driving force behind this event just as they had been twelve years ago and it was so successful the majority of competitors want the next event to follow the same format. However, in due course a questionnaire will go out to past competitors too to see what type of event they would like. Quite a lot of regulars such as Ian and David Smith, Ian Wozen-croft and Marcus Bewley couldn't compete because they were competing at VSCC Loton Park in the case of the two Ian's, David was away on holiday as a late date change to 10/11th Sept instead of usual 4/5th weekend scuppered his plans and Marcus had just come out of hospital, but all are vowing to be there next year.

All the classes were hard fought and being such a short course, the times were very close. Graham Millar in his Escort with 2Ltr Vauxhall Red Top engine and Jock Ramsay (Opel Manta) were neck and neck all day Sunday pushing harder and harder just keeping fractionally ahead of the pure racing cars when on the final ascent Jock pipped Graham's run by a whisker, a fantastic day was had by all.

Keith Thomas

Marshals' Post

Sunday October 23rd **Solway Historic & Targa Rally**. We are pleased to say that we will be basing the event at Rowrah, and David Agnew has found some new venues for us to use as well. Entries are pouring in.

All the tests are witing ten miles of Rowrah and we will need lots of marshals. If you have not marshalled before we will put you with experienced people. The Chief Marshal is Eddie Parsons; eddieparsons5@icloud.com; so please volunteer

We will also need people to collect and deliver the results sheets on the day. If you would like to do this, please contact Graeme on gtfmg@yahoo.co.uk.

What We Do

Restore it or Race it!

With so many new members joining recent it's worth saying what we do in the Club.

Basically we have members who take part in just about every form of motorsport, racing, stage, rallies, speed events, targa and historic rallies, classic tours, and just enjoying their cars, whether you polish it or pound it!

Within the club itself we run a full programme of events; we have the popular **Cars & Coffee** events on (usually) the second Sunday of the month at our HQ at the Motor House from 10 until 12. These run from March to November.

The **Motor House** is our purpose built Club HQ at Moota, on the A595 five miles east of Cockermouth. (CA13 0QE). This was built from 2019 to 2021 and is a multi-purpose building to store our equipment and caravan, with a committee meeting and admin area, while we have kitchen facilities as well. We also hold training days, such as First Aid and marshals training. There is parking for over 60 cars. We have a huge stock of car manuals for members use and an ever changing autojumble for sale.

We run two competitive **Targa/Historic rallies** each year in April and October. We also have a series of autotests and autosolos, mostly held at Kirkbride airfield. We have in the past run speed events and stage rallies but sadly the lack of venues precludes these events at the moment.

We have three or four **Touring Assemblies**, or classic tours, usually of about 120 to 140 miles with some having an overnight stay. These are non-competitive, and the route is by a road book with tulip diagrams.

12 Car Navigational rallies are run on the last Wednesday of each month in the winter.

During the spring and summer we have **pub runs** on a Wednesday evening. Usually about 40 miles and finishing with light refreshments.

In about February we have our **annual awards dinner**.

Marshalling: No event, whether it be competitive, or the shows, can take place without marshals. It's great fun and allows you to be involved with events and meet like minded people.

The **Cumbria Classic and Motorsport Show** is our major public event, held at Dalemain where we also run the informal **Drive It Day** on the Sunday nearest to St George's Day.

Our cars: It doesn't matter what you own, all we ask is that you enjoy it in a responsible way. It does not matter if it is worth £1000 or £100,000 you will be welcome at our events.

The monthly magazine **Start Line**, comes out on the 28th or each month, while we issue a mid-monthly update as well. Event entry forms are sent out by email.

We are active on **Face Book** with the open page (Wigton Motor Club) and a member only page (Wigton Motor Club Members).

Expertise: We have members who take part in all types of even and have restored all types of car. If you need help or advise you just have to ask.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Well a decision has had to be made and so I can now say I own a car with an MOT test certificate for the first time in many years. I've also shelled out for an extended two year warranty, (why can Korean firms give 5 and 7 years and Germans, who purport to be "top dogs", only 3?), and so can now settle down for the foreseeable future and see what develops on the new car front.

I have heard that people running cars on PCP deals are having them extended which I suppose is logical enough if the dealers can't provide a new vehicle to replace their three year old one, which in many cases the customers either can't afford to, or don't want to buy outright. It's all a bit of a mess to be honest.

We were at Croft for the Historic meeting, luckily we went on Sunday when the weather was benign not like the monsoon season they had to endure on the Saturday. Anyway I got to thinking "why is this event one of my favourites of the year" and it's basically down to three things, first variety, second nostalgia and third the fact that there are actually some open wheeled single seater cars on the track. There are now so many meetings where there's a race for 1 series BMW's followed by one for Mazda MX 5's then another for old style Honda Civics. Finally to cap it all a two or three hour endurance event for C1 Citroens. In other words a full afternoon of racing with only four types of pretty boring and slow cars circulating the track. It's not the most enticing programme to attract the crowd.



The "Leaf" has now gone to Coventry, it's the first time it's been out of the garage since 2013, but it was all dusted down and the chrome cleaned before it climbed on the museum trailer. All the neighbours came out to photograph it and the owner shed a few tears, but it's how done and we've even got special cards which give us lifetime free admission to go and visit the old thing. Maybe we'll pop in when we're at the Alexander stadium for an athletics event. A few days after the car went the phone rang and all you could hear was an old engine chugging away and a Brummie voice saying "she's awake". Apparently sometime during the last 10 years the old thing had been frozen and blown out the core plugs, the starter motor was jiggered and the petrol pump was full of gunge. There

was a longer list which I can't remember but she's running again so that's what matters. Once it's roadworthy we're getting a video of it driving round the block so that'll be the real end of the story.

Finally there have been some very nasty accidents these last few weeks. Colin White and Mike Brown were very lucky to escape a huge crash at Church corner Thruxton in the Ginetta super cup. They were seriously hurt but will pull through OK. Charles Knill-Jones was hurt even more badly at Castle Combe racing his historic Austin A30. He should recover but it's likely to be a long job. It just reminds you that motorsport can still bite you pretty hard even if you're safety conscious.

Ends AA.