

Wigton Motor Club Ltd

Start Line

Issue 2023/01

www.wigtonmc.xo.uk

January 2023

WMC Member Receives Top Award at the Autosport Awards 2022



Paul Brooks with the Award for Rally car of 2022 (Toyota) .

Not sure who his little friend is!

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

Forthcoming Events

January	17 th	WMC	Tue	Navigational Training	Motor House
	18 th	WMC	Wed	Committee Meeting	Motor House
	25 th	WMC	Wed	Twelve Car Rally	
February	12 th	WMC	Sun	Autotest	Lillyhall
	18 th	FSAC	Sat	Northern Trial	Various venues
	19 th	WMC	Sat	Scrutineering Day	Motor House
	22 nd	WMC	Wed	Twelve Car Rally	
	24-26 th			Race Retro	Stoneleigh
	25 th	A&PCC	Sat	Pennine Targa & Historic Rally	Nr York
March	11 th	Trio	Sat	Malcolm Wilson Rally	Lakes forests
	12 th	WMC	Sun	Cars & Coffee	Motor House
	19 th	WMC	Sun	Autosolo	

Cumbria Classic Weekend

August 19/20th

Rose & Thistle Tour

Saturday, August 19th

Cumbria Classic & Motorsport Show

Sunday, August 20th

At Dalemmain

Entry forms will go out in April

Driving Motorsport Forward

Club Events in 2023

Provisional List

Month	Date	Day	Event	Notes
January		Wed	Twelve Car Rally	Joe
February	12th	Sun	Autotest	Chris at Lillyhall
	TBA	Wed	Twelve Car Rally	Joe
March	12th	Sun	Cars & Coffee	Motor House
	19th	Sun	Autosolo	
	TBA	Wed	Twelve Car Rally	
April	1st	Sat	White Heather Tests	
	16th	Sun	Cars & Coffee	Motor House
	23rd	Sun	Drive It Day	Dalemain Mansion
	30th	Sun	Awards Lunch	
May	3rd	Wed	Pub Run	
	13/14	S/S	Getaway to Galloway	John Ross
	14th	Sun	Cars & Coffee	Motor House
	21st	Sun	Grass Autotest	David Agnew
June	7th	Wed	Pub Run	
	11th	Sun	Cars & Coffee	Motor House
	TBA		Grass Autotest	
July	5th	Wed	Pub Run	
	9th	Sun	Cars & Coffee at Lingholm	
	TBA	Sun	Autosolo	
August	13th	Sun	Cars & Coffee	Motor House
	19th	Sat	Rose & Thistle Tour	Ron
	20th	Sun	Cumbria Classic & MS Show	Dalemain Mansion
September	TBA	Sun	Grass Autotest	
	10th	Sun	Cars & Coffee	Motor House
	24th	Sun	Cumbrian Canter	
October	8th	Sun	Cars & Coffee	Motor House
	22nd	Sun	Solway Historic & Targa	
November	12th	Sun	Cars & Coffee	Motor House
	19th	Sun	Autosolo	
December	27th	Wed	Autotest	

Talking Point

Topical Comment on Motoring & Motorsport

As we start a new year, I like to be positive at the time when so much of the media seems to want to spread gloom and despondency. Yes, we may all be having to tighten our belts a bit but most of us survived the 80s with high inflation and power mad union leaders. We will get through it.!

The Club has had a brilliant year and I have every expectation that 2023 will be a good year as well. We are in a good position in every way, and we have lots of events planned for what is our centenary year.

In this issue I've put quite a bit in about StreetCAR the new initiative from MSUK to promote motor-sport with road going cars. This has always been part of the ethos of WMC so we will be pushing it hard this year.

We hear a lot about sustainability these days, mostly related to environmental issues, but it also applies to membership numbers and to finances. It's not secret that some very big clubs have had fiscal crisis recently while many clubs are losing members, particularly the one make clubs.

As a sport we have realise that public interest is fickle and that the rate of change reputedly doubles every ten years. Many of us were rallying when over a million watched the RAC Rally and the other home internationals. Those days, and events, are long gone.

We are not alone as many other sports have their peaks and troughs. Remember when snooker was king of the TV screen? Cycling had a huge boom from the success of Bradley Wiggins and go and the country roads were packed with MAMILs going flat out. Where have they gone to? Rugby Union went professional some years back and had a lot of success but recently has seen a big drop in spectators, loss of income and some clubs going broke. We now have ladies' soccer and rugby on the up, but they need players, spectators and income to survive. Where will that come from? People and money are being spread more thinly. Motorsport has to promote itself and provide excellent value for money.

F1 seems to be driven entirely by greed these days, it will go anywhere that will pay them the most and we must have past saturation point in the number of events. Erven the teams are questioning the need for events on half the weekends of a year. Surely they loose their impact and eventually public interest and is in danger of becoming a scripted farce like WWE wrestling?

Have a great New Year!

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

There's not much to report this month as we did not have a committee meeting. The committee took their partners out for a very enjoyable meal as a thanks for the time we spend on the club.

It's also a good time to thank everyone who has contributed in any way to the club over the last twelve months, Organisers, marshals, those who helped with the Motor House and in any other way. The success of the Club would not be possible without you.

There are so many ways that members can assist the committee

For example coming up with good ideas for events. We tend to be pioneers but good ideas are not exclusive to us, if you see any interesting ideas at other events please tell us.

We are always looking for venues for autotests, autosolos and targa tests, anywhere in the northern half of Cumbria.

We have a number of touring events each year. Looking further afield are their potential venues for places to visit, lunch halts, coffee stops etc. that we could use? All suggestions are welcome.

Nearer home, we have the various "pub runs", which of course need a finish venue - a friendly establishment with light refreshments.

Advertising. We can do a quarter page advert for a year for £100 which will reach 1,000 members and friends. We can also send to the same number directly via email for one off shot. WE can also take adverts for the Show programme and on our website of Face Book pages.

Contact any committee member for more details.



July 2019 - we've come a long way since then!



motor
sport
UK

Recognised
Club

months. Club Expo sponsored by Peter James Insurance in association with the British Motor Museum will take place on Saturday 21 January. We have a stunning programme lined up for you, so we hope you can join us for a day of useful content and support for historic vehicle clubs. Details below.

David Whale, Chairman, FBHVC

Club News & Events

Work Meeting

At the Motor House

Wed, Jan 11th from 10 a.m.

Coffee and mince pies provided.

Navigation Training

Tues. January 17th

At the Motor House

Starts at 7.30.

You will need a pencil, eraser and ruler

Entry to joeCruttenden@gmail.com

January Twelve Car

Wed. January 25th

Approx 55 miles on maps 89 and 90 with just one mile of whites. First car away at 7.30 pm and finish at approx 9.30 . Starts at the Motor House. Classes for Beginners and Experts.

Simple navigation. Entry fee £15. Entry form from joeCruttenden@gmail.com

HAGERTY
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

PG Tips

Peter Reflects On His Month

Depending on how I look at things the GTV is either going rather well or it's a terrible mess. It's going rather well because I am successfully replacing a variety of tired old parts and refreshing the car but it's a terrible mess because I did not think I was buying a light overhaul project! I am getting pickier in my old middle age and when I finally went to pick the GTV up after Jonathon at JDM had done the belts, exhaust and a few other bits that also needed sorting immediately I drove it home and was not happy with the sloppiness of the front suspension or the rear camber angle of one rear wheel – which was slouched like a drunk compared to the other side. The front brake discs were also clearly warped as any enthusiastic braking caused the typical vibration that I've had on many cars over the years. The suspension is all easy to get to bits and parts were available for all of it so I bit the bullet and decided to replace the front arms (with bushes), shocks, springs (all round not just the front), drop links, and all 10 rear rubber bushes.

I took the car for one final run out to let my youngest child Heidi (fellow car enthusiast...although she does refer to it as 'the Astra Mayo'). Just to convince myself I was doing the right thing and to throw a couple of gallons of petrol in it. We made it about 2 miles from my house when it spluttered and died. The damn thing had run out of petrol! It was a very unamused Trudy to the rescue and after throwing a gallon in it, I limped it home. I'd clearly sucked the crap from the bottom of the tank into the in-tank filter as well, because anything beyond light acceleration caused spluttering and a drop in power.

First job was therefore to extract the pump and filter from the tank – something that was a real pain due to the pump and filter unit being larger than the space available behind the seats to remove it through. I still haven't got it out and I also appear to have disturbed the fuel level warning sender although I did successfully wash some gunk from the filter despite not being able to fully extract it. I decided to forget about all that and crack on with the suspension and brakes, which is what I've been doing for the last week or so when I've had time...in freezing conditions. I have missed working on cars – there is something deeply satisfying when you successfully fit new parts...although being an older Italian car the Alfa has not simply allowed this all to happen and has fought valiantly against me at times!

Electric cars do seem to be multiplying locally of late, I now know several people who own them and as you'd imagine one of the topics that always comes up when talking about them is range anxiety/charging. Range is improving and some of the higher end EVs can cover several hundred miles between charges, but running out of electricity and having to then find a charger and wait a potentially significant amount of time before being able to carry on is an issue – which makes me wonder why so many EVs are absolutely covered in extra lights and light bars! Why when these things are draining the battery do so many EVs have a full length front light bar and often the same at the rear? You don't see them on petrol/diesel cars where they won't be noticeably draining the ability of the vehicle to keep moving. I genuinely don't know the answer and as they appear to be for decorative purposes and not practical, it makes no sense at all.

As this is the last edition of the year I will wish you all a happy new year and pray that next year the war in Ukraine ends and we can return to some kind of normality in the fuel market and bring down the recent rampant inflation – as well as saving the poor Ukrainian people from the complete destruction of their country.

Jottings

The bird came home to roost for EV owners over the Christmas holiday and the cold weather. Long queues at motorway service area charging points for Teslas as people found their range in the cold weather halved with the need for air con, wipers and lights draining the batteries. Some folk had to wait up to three hours for a charging point. Many service areas are at capacity at peak times pre EV, like Scotch Corner and Wetherby on the A1M, so it only takes a few EVs staying for longer than the typical 20 minutes of normal motorists to create chaos. Having additional charging points will actually lead to less parking space so it's a double whammy. At the same time industry figures say sales of new EVs are rising the demand for second hand one is very low.

Have you seen these TV programmes about converting classics to electric? I fail to see the point as the ICE is part of the character but more so how does the complete change of power unit and a big block of batteries affect the handling? The weight distribution is got to be very different with less weight under the bonnet and more where even to batteries are. What you don't see on these programme is how they alter the suspension to sort the handling - if in fact they do.

If you've ever heard someone from North America say "Peugeot", you'll be aware that countries often have unique ways of pronouncing particular car brands.

The UK has long stood out for its pronunciation of Hyundai, but the Korean brand has now made it official: We've been doing it wrong.

Well, not technically. Because just as car advertisements in the US genuinely urged local customers to pronounce Peugeot as "Poo-joe", the UK's three-syllable "Hy-un-dai" has long been the official pronunciation over here, incorrect or not.

Now though we're being urged to go with the more global "Hyun-day", accompanied by a TV ad amusingly poking fun at the old method, as people struggle to find their local Hyundai dealership as their sat-nav leads them to similar-sounding businesses.

We suspect it might take a little while for the new pronunciation to take hold – just ask Dacia how the official "Da-cha" line is going, compared to the more phonetic "Day-see-ah" – but as the brand's wares crawl ever higher up the sales charts, don't expect it to go away either.

Courtesy of Hagerty.



Both MG & Triumph celebrate their centenary this year.

Autojumble

Items for sale or wanted



FOR SALE: Mazda MX-5. S-VT Sport. (30.06.2003) Colour: Black. Mileage: 61800. MOT: 22.12.2023. 6 Speed manual gearbox. LSD Rear axle. Tyres OK.

Good average condition. Not Concours!! **£2000.00.**

This is a nice example of a MX-5. It's great fun and it all works!! Ideal for Wigton MC events. Ex Ron Palmer car, so it knows the Cumbrian roads very well and won't get lost!!

Contact Nicky Porter on 07971/606686.

NESCRO

North of England Classic Rally organisers

2023 NESCRO CHALLENGE DATES LIST

Sat 25th Feb	Pennine Winter	Airedale & Pennine CC	Regs available
Sat 11th March	Mull Classic	Mull CC/Saltire RC	
Sat 1st April	White Heather Tests	Wigton MC	
Sun 16th April	Shaw	Whickham & DMC	
Sat/Sun 29/30th Apr	Berwick	Berwick & DMC	
Sat/Sun 3/4th June	Rallye East Yorkshire	Yorkshire Wolds MC	
Sun 16th July	Northern Dales	Hexham & DMC	
Sun 13th August	Blue Streak	Spadeadam MC	
Sun 3rd September	Doonhamer	South of Scotland CC	
Sun 8th October	Solway Coast Targa	Solway Car Club	
Sun 22nd October	Solway Wigton MC	Historic/Targa	
Sat 11th November	Saltire Saltire Rally Club	Historic/Targa	

Note: Solway Coast date will be confirmed later in 2023 due to using MoD land.

Lindsay / Lodge Rallying

End of Year Report

An end to a busy few months saw us clinch the Association of Northern Car Clubs stage rally championship. Class wins on the Malcolm Wilson Rally & Greystoke earlier in the year put us into contention but then a setback on the Tyneside Rally where clipping an edge on the tarmac road broke a steering joint pitching us into a ditch. I'd set about repairing it in the ditch while Caroline watched the time for us going OTL. After it was repaired, we got it out of the ditch. We got to the finish of the stage with only seconds to spare. The rest of the day was to claw as much time back as we could to collect as many points as possible. Was an interesting few stages getting back to 2nd in class.



Since then we've done the Cheviot which wasn't a counting round but is one of my favourite events, having done it most years with some good results. The route this year didn't work in our favour with the stages being open and fast, not using the narrow roads on the north of Otterburn. We settled for 14th overall and a class win.

Just a fortnight later we were at Three sisters for the Penultimate round of the Proflex ANCC championship. There weren't many contenders there, but the championship points are worked out on the class result of the event whether the class contenders are registered or not. So with class win needed we had to learn a new venue to us

quickly. An early class lead was lost when the sun came out at mid-day, and I was on the wrong compound tyre for two stages (We didn't have the hard compound Pirelli with us). Thankfully, the sun doesn't have much strength in October, so heat was short lived, and we clawed the time back. Even a threat of rain for the last stage didn't stop us clinching the class wins and good points.

Contesting the SG Petch ANECCC championship also we then put the tarmac 106 to bed for the winter and swapped the lifed items (seats, belts, fire extinguisher etc) back into the forest 206 for the Carlisle Stages based in Kielder. Stages I know reasonably well from when I was Chief Marshal for the Pirelli International. But over the few years of not being in there due to Covid and the devastation of Storm Arwen its surprising how quick these stages have changed. Adapting back to the wet muddy forest tracks didn't take long and led the class and all front wheel drive cars all day finishing 16th Overall and a class win by 2min.

The following day I took the yellow targa 206 out to Rowrah for the Solway targa with my nephew Martyn navigating for seat time. I believe you can't support to many events. These targa events also learn both driver and navigator something every event. We did have one or two issues with the car that we overcome and have been fixed for the next one. Martyn kept us going the right way all day and came home with the event win.

To finish off the year another favourite event was Grizedale. The only event still running that I did in my first year back in 1993. An event I also got my first class win back in 1998. This year a different format to the norm. The event would start with almost 5mile on the Friday night in the dark in a section of forest not used since Colin McRae won the Rally GB back in 1995. Then the Saturday would be the main Grizedale and finishing with an 18mile stage.

The event got off to a better than expected start. To be 4 seconds off the expected class winner in a new R2 car when we hadn't done the stage before, done any night rallying before or watched any route note DVD and in a 20 year old car was happy. The Saturday also went to plan on the limit but safe (ish)! A good finish was needed to seal second in the SG Petch championship was needed. Just routine servicing at the mid-day halt and new Pirelli tyres for the final 18 miler. With belts extra tightened and Caroline took a deep breath, 18 mile in Grizedale feels a long way there is so many corners, dips and crests



but it's a fantastic stage. After being on the edge of a couple of ditches early on I recall thinking you won't get away doing that for 18 miles. But we got there in a fastest front wheel drive car and fastest in the class time. Wasn't enough to win the class but 16th Overall and 2nd in class was a good end to the year.

The season saw 11 starts with 11 finishes, 6 class wins and 3 second in class. Winning the Proflex ANCC championship and runner up in the SG Petch ANECC championship.

What happens in 2023 we'll wait and see but will struggle to beat this year. Thank you to everyone who has supported us this year and everyone who has organised or marshalled on events. Your work is much appreciated and hoped you enjoyed the events also.

Merry Christmas & a Happy motorsport filled 2023.

Barry Lindsay

January Quiz 2023

- 1) Who was the winning co-driver in the 2022 Monte Carlo Rally?
- 2) What was the model name of the Clan sports car?
- 3) J.M. Fangio, multiple world champion, was what nationality?
- 4) What motorsport takes place at Curborough?
- 5) What is the nearest former stage venue to the Motor House?
- 6) Who revived the Donington Park Circuit post war?
- 7) In which country is the Toyota Gazoo rally team based?
- 8) Which motor club ran the R.L. Brown Rally?
- 9) Which is the furthest west car racing circuit in the UK?
- 10) Where does the 2023 Dakar Rally take place?
- 11) Who was the 2022 BTCC Champion driver?
- 12) Which will be the first round of the 2023 British Rally Championship?
- 13) What was the "Car you always promised yourself?"
- 14) Which car advert said, "The Golf will be along in a second?"
- 15) In which city is the Red Bull F1 team based?
- 16) The R5 was made by which tyre manufacturer?
- 17) Volvo are now owned by which manufacturing group.
- 18) The registration 7 DBL was on what car?
- 19) The Race Against Dementia charity was founded by who?
- 20) Which make of car was built in Bradford until the early 50s?



StreetCar covers all the types of motorsport you can do in a standard road car, which includes classic and vintage cars. The cars are completely unmodified and the emphasis is on enjoyment and good value for money.

Autotests

What is an AutoSOLO?



A great entry into motorsport, an Autosolo is a test of your precision and car control, with slalom sections and longer turns. Courses are on a sealed surface (closed car parks, for example), marked out by plastic cones or pylons, often numbered to help with navigation.

The aim is to complete the course in the correct direction, as quickly and accurately as possible. If you hit a marker, you incur a time penalty, and driving in the wrong direction results in a 'fail'. Completed mostly in first and second gear, the risk to your road car is negligible. You can have multiple competitors taking it in turns with the same car – but be warned,

like Formula One, your closest competitor will be your teammate. Some organisers also allow passengers in the vehicles.

What is an Autotest?



The eponymous competition in this category, an Autotest is a low-speed, challenging test of precision car control against the clock. Taking place on tarmac or grass areas, often car parks or flat fields, courses are marked out by plastic cones or pylons, and are generally completed in first and reverse gears. Often, an Autotest will include skills like handbrake or J-turns.

Participants tackle a number of timed tests, which they must memorise beforehand, and have a number of attempts at each. Five second penalties are incurred for hitting cones, or for failing to stop at a line. A more severe penalty is given for taking the wrong route. The winner is the driver with the lowest accumulated time.

You can take part in an Autotest in an everyday road car, and cars can be shared, or ‘double driven’. Your closest competitor would then be the person in the same car as you.

What is a Production Car Autotest?



A Production Car Autotest (PCA) is similar to an Autotest, a low-speed, challenging test of precision car control against the clock. The main difference between the two is that a PCA requires a passenger, allowing drivers aged 14 and above to compete.

A PCA takes place on tarmac or grass areas, often car parks or flat fields, with courses marked out by

plastic cones or pylons. Generally completed in first and reverse gears, a PCA often includes

skills like handbrake or J-turns.

Participants tackle a number of timed tests, which they must memorise beforehand, and have a number of attempts at each. The passenger comes in handy, supporting the driver with navigation of the course.

Five second penalties are incurred for hitting cones, or for failing to stop at a line. A more severe penalty is given for taking the wrong route. The winner is the driver with the lowest accumulated time.

Rallying

What is a Touring Assembly?



A non-competitive form of Rallying, a Touring Assembly is a fantastic way to enjoy your car and experience the navigational aspects of other rally formats. Touring assemblies are social events designed as fun for the whole family. Participants follow a pre-determined, often scenic, route on public roads. Directions are provided ahead of time, and speeds rarely exceed 30mph. Often, there are one or two refreshment stops, where you can socialise with other enthusiasts.

Depending on the club, Touring Assemblies are often organised for historic cars, or particular makes or models, but others may be eligible.

Our Touring Assemblies may be evening “pub runs”; one day tours of perhaps 140 miles or events run over two or three days.

What is a Treasure Hunt?



techniques of navigation and starting to build the teamwork that is needed between driver and navigator.

Routes are often on public roads, with speeds rarely exceeding 30mph. Events usually start in car parks and finish at a place of interest or refreshment, picking up clues and treasure along the way.

What is a 12 Car Rally?



accurately while following a time schedule.

Like most road rallies, a 12 Car Rally takes place on public roads, with speeds rarely exceeding 30mph.

What is a Navigational Rally?

Rose Traders Historic Tour - Saturday					
MC1 to Test arrival 1.					
Instruction Number	Miles Interval	Miles Total	Direction	Description / Comment	Distance to Go
1	0.00	0.00	↓	MC1 Zero Trip. Follow exit signs.	3.90
2	0.24	0.24	↘	Care when joining main road	3.66
3	0.52	0.76	⊥	On Blind crest. SP - Parkend Yorkley Blakeney	3.14
4	2.01	2.77	⊥	SP - Yorkley Blakeney	1.13
5	0.29	3.06	⊥	Junction comes up quick! Two way rally traffic.	0.84
	0.68	3.75	⊥	SP - Yorkley Viney Hill Two way rally traffic.	0.15
			⊥	Enter Forest.	0.00

Treasure Hunts are fun, social events. Teams are made up of driver and navigator, but additional passengers are often permitted. After being given a set of clues, or a list of items to collect, all teams must determine their own route to reach the various plot points necessary within the time limit.

Both Treasure Hunts and Navigational Scatters are excellent entry points to learning the

A 12 Car Rally, perhaps unsurprisingly, is a rally featuring 12 cars. Competitors participate in teams of two, a driver and a navigator.

A 12 Car is Navigational Rally limited to 12 vehicles. Crews have to locate route checks, navigate a route and time controls whilst maintaining a time schedule. The difference lies mainly in that, in a 12 Car Rally, you are given a series of instructions defining your route, visiting the plot points in order and at particular times. At each point, there will be a marshal waiting to note your time and to provide the next set of instructions. The objective is to navigate to each time control

A Navigational Rally is similar to a 12 Car Rally, but does not have a limit on entrants. It takes place in the evening or at night and involves navigating to a number of different plot points in the designated area.

All teams (made up of a driver and a navigator) are given a series of instructions defining the route and must visit the plot points in order and at particular times. At each point, there will be a marshal waiting to note the time of arrival and to provide the next set of instructions.

Like most road rallies, a Navigational Rally takes place on public roads, with speeds rarely exceeding 30mph. The aim is to complete the course accurately, in the best time possible.

What is a Road or Historic Rally?



The most advanced StreetCar rally format, Road and Historic Rallies tend to have the greatest number of competitors and cover the furthest distance. Taking place in the evening or at night with a top speed of 30mph, these events take place on public roads – though there may be some off-road special tests.

Sometimes the directions are provided beforehand, so teams (made up of driver and navigator) can pre-plot their routes, but the navigator may also need to plot while moving. Both driver and navigator must complete the route at the set time schedule.

Historic Rallies operate in fundamentally the same way, though usually during the daytime, and with classic cars. Clubs will specify the makes, models and years of eligible cars for each of these events, as they may differ.

Both Road and Historic Rallies are a progression from the previous types, requiring team members to have accomplished driving, navigational and collaboration skills, so it is advised to start with a Navigational Scatter or 12 Car Rally to develop your technique.

What is a Targa Rally?



A popular spin-off of a Road Rally, time plays a greater part in a Targa Rally. A cross between a Rally and an Autotest, a Targa consists of a course marked out by cones, with a set route and a navigator to direct. The aim is to follow the correct route, in the quickest time possible.

Targa Rallies are most commonly held during the daytime, on private land, with twists and turns keeping speeds low. Some events may use multiple venues, navigating on public roads between locations.

At single venue Targa Rallies, you may share your car, taking it in turns to act as driver or navigator. Teamwork is key.



Car Trials

What is a Car Trial?



Taking place on private land, Car Trials usually cover challenging terrain, with hills, mud, or other obstacles. The courses are marked out with coloured markers or canes, and the aim is to get from the start line to the finish line without stopping.

Speeds are low and there is no time limit, but momentum must be maintained in a forward motion in the direction of the course.

Planning your approach to each section is key, as is technique, but some Car Trials allow support from a bouncer – a passenger who can bounce the car up and down to help the car gain traction.

For a Car Trial, no special equipment is needed, though there are some regulations for the car that is entered. The car should have good tyres, ground clearance and turning circle. Local car trial clubs are always looking for people to passenger on events.

You do not need a driving licence, provided someone else is driving the car to and from the event, as such drivers can be as young as 14. If the driver does not have a licence, they must be accompanied by a passenger who holds a full driver's licence and has experience in Car Trials or Sporting Trials.

Cars must not have four wheel drive or limited slip differential and use standard road tyres.

WMC Centenary

A Hundred Years Flat Out

The Club notches up its centenary this year. The original Wigton & District Motor Cycle and Car Club (not the order of importance) existed in 1923 as we have a silver trophy dating from that year, for "Speed Judging, perhaps an early form of regularity? Nothing is new!

The Club was reformed post war as the Wigton & District Motor Club and then renamed in the 60s as the Wigton Motor Club.

The bike side remained strong until the mid seventies with trials and scrambles, many at an area of land near Rosley that the Club leased. Obvious we were forward thinking even then!

Reading past magazines and club minutes, many of our events were rather "hairy" in those days quite a lot taking place in the Caldbeck fells, and which would cause the tree huggers heart failure these days.

For the past 60 years many of our events have been held on the former airfield at Kirkbride and for many years our club night were held at the White Heather Hotel.

We will be celebrating the centenary at Dalemain in August and with some other events to gather together past competitors on our stage rallies.

Membership

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

Welcome to new members

Alex Tarmey of Stockport
John Brown and Denise Brown of Parsonby
Jordan Lake and Bradley Lake of Cockermouth
Andrew Twigg of Maryport
Tom Riley of Longtown
Matthew Oliver of Carlisle
Austen Raine and Susan Raine of Torpenhow
Joe Cruttenden of Cockermouth
Mike Ferneyhough and Alison Ferneyhough of Penrith
We look forward to meeting you at events and meetings.



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

Marshals' Post

Marshals Wanted

Northern Classic Trial on 18th February 2023.

Fellside Auto Club have asked if WMC would assist in providing marshal team(s) their event above. If you are able to assist or know someone who could, please contact me.

Thanks Steve Fishwick

07796871899 fishwick38@gmail.com

Wigton MC Marshals championship table 2022

Marshal	POINTS TOTAL	Moats AT Dec 12th	Northern Trial Feb 19th	Bally The Globe Mar 25th	White Heather Set-up Apr 1st	White Heather Rally Apr 2nd	Track Night Apr 19th	Drive It Day Apr 24th	Maryport AT May 1st	White Farm AT May 21st	Borthol AT July 31st	Blue Streak Aug 14th	Show Set-up Aug 19th	Classic Show Aug 21st	Selway Rally Oct 23rd	Kirkbride Autotest Nov 6th	12 Car Nov 23rd	Kirkbride Autotest Dec 27th
Eddie Parsons	150	10	10	10	5	10	5	5	10	10	10	10	5	10	10	10	10	10
Mary Parsons	140	10		10	5	10	5	5	10	10	10	10	5	10	10	10	10	10
Graeme Forrester	95	10		10		10	5	5	10	10	10		5	10	10			
John Holliday	85	10	10		5	10		5			10	10	5	10	10			
Steve Fishwick	85		10	10		10					10	10	5	10	10			10
John Sloan	80	10		10	5					10			5	10	10		10	10
Roger Pope	75	10	10			10				10	10		5	10	10			
Rob Grant	75				5	10	5						5	10	10	10	10	10
Tim Cruttenden	65			10		10				10			5	10	10		10	
Chris Hunter	65									10	10	10	5	10	10		10	
Colin Woodall	55			10		10	5				10			10	10			
Chris Leece	55	10				10		5				10		10	10			
Norman Dainton	50					10						10			10	10		10
Jacqui Raine	45												5	10	10	10		10
John Graham	40					10						10		10	10			
Lynda Graham	40					10						10		10	10			
Bob Leyland	40					10						10		10	10			
David Agnew	40	10					5						5	10	10			
Joe Cruttenden	40									10				10	10		10	
Ron Palmer	40					10									10	10	10	
Michael Marsland	40							5					5	10	10			10
Maureen Dixon	35			10						10			5	10				
Chris Bailey	30			10		10									10			
Duncan Petty	30					10						10			10			
Dave Miller	30					10								10	10			
Chris Spencer	30			10										10	10			

FBHVC News

Federation of British Historic Vehicle Clubs

To all in the historic vehicle community, we wish you a very Merry Christmas and thank you for your ongoing support for our mission to keep yesterday's vehicles on tomorrow's roads. There are even more of you supporting us this year, with well over 500 subscriber organisations and many individual and trade supporters joining us over the past year. We have achieved much and seen the historic vehicle market weather the current economic crisis pretty surprisingly well so far.

However, there are signs that events in particular are feeling the pressure and clubs are needing to try ever more innovative approaches to recruit and retain membership subscriptions. A continuing success story has been the return of Drive it Day in support of Childline. Last year we smashed the total of the previous year, with a total of £47,000 raised through the sales of our rally plates.

When an organisation raises more than £30,000 (the cost of operating Childline for a 24-hour period), the NSPCC award the title 'One Unforgettable Day' in recognition of children who make that first call on that day to Childline to ask for help. So, let's push for doing two unforgettable days in 2023!

Over a million miles of historic vehicle usage has now been off-set by our partnership with Tree-V which continues to grow in both an arboreal and popularity sense! Whilst we all realise that our vehicles have already paid their dues regarding their manufacturing output and that our usage is so minimal that we contribute immeasurably small levels of CO2 to the environment, we must be seen to be doing what we can. It is also a very useful way of engaging positively in conversation with the public and an even better opportunity to demonstrate and educate them on our minuscule impact to carbon emissions.

On a legislation front, the politics of the nation have mainly meant that Government's eyes were elsewhere. The expansion of the ULEZ zones in London continued but with exemptions for historic vehicles. DVLA are continuing to rebuild their operation in the wake of the pandemic and we have been working through several issues with them in recent months regarding the registration and classifications for certain historic vehicles.

However, news of the plans for travel lockdowns in the new 15-minute city of Oxford and ever more draconian laws being mooted by the EU for our European colleagues, reminds us to remain ultra vigilant and not to be complacent about the victories already won.

Your support throughout the year and the hard work of our team of volunteers means that we are able to do just that, so a huge thank you for all that goes in to making our work as the Federation possible. That thanks extends to our commercial partners as well, who have been incredible in their unwavering support throughout the past 12-months.

Club Expo sponsored by Peter James Insurance in association with the British Motor Museum will take place on Saturday 21 January. We have a stunning programme lined up for you, so we hope you can join us for a day of useful content and support for historic vehicle clubs. Details below.

Please enjoy the festive break and we hope to welcome you to Club Expo in just a few weeks.

David Whale
Chairman, FBHVC.

Reflections

Graeme Looks Back on 2023

I think we can be very pleased with 2023 as far as the Club is concerned, As well as running a full programme of events and a packed show we got the Motor House up and running. Motorsport is a very social pastime as we spend a lot of the time not driving and I, for one, missed the social interaction caused by the pandemic.

I think to get to lots of difference events and see different cars and meet old friends. As an organiser you can learn a lot of other events, they might have some promising ideas and equally you can see what is likely to go wrong. The local shows have had the ups and downs over the years, and some have not moved with the times. It's also good to travel further and visit other shows and competitive events.

The Jack Stewart Classic at Thirlstane was a new event based on the long standing Border Vintage Show but on this occasion the caste owners wanted to do a "Goodwood" rather than the club run displays. Lots of great cars, lovely folk but a poor track. Much money had been spent and people employed. However there was a lot wrong with it and the spectator numbers were perhaps not what the landowner had hoped. Over the years there have been so many attempts to do a Goodwood type event in the north and in Scotland and them either don't happen or only happen once. I understand that this year Thirlstane will be having a competitive 4WD event instead this year.

We were invited for Cars and Scones at the M Sport Evolution Centre by the Wilson family. What a fantastic display and facility! Cumbria should be really proud at what has been achieved there!

I was asked to do the PA at KLMC's show at Holker. I'd not been to it since it moved to Holker. It's a nice venue and deserves a better turnout. I do PA/commentating by asking for a donation to my nominated charities. It was an enjoyable day which followed straight on from stewarding at Barbon. Barbon is an event that never changes and perhaps because of that has been dropped from the BHC after well over 60 years. It still has a charm of its own though.

Motorsport UK is based at Bicester Motion and at our annual visit for the Hill Climb and Sprint Committee we were given a tour of the MSUK offices and were able to meet some of the people we correspond with on a regular basis. Bicester Motion and Bicester Heritage are very interesting and worth touring round to see the variety of businesses that are based there.

Another new event was going to the BTCC meeting at Oulton Park, courtesy of MSUK who invited all the senior officials and committee members, a lovely gesture. BTCC is the UK equivalent of WWE Wrestling, lots of hype and snappy between drivers but at the end of the day they all go off and have a pint together! The pit lane walkabout was something else as Joe Public queued to get the drivers autographs. It must take a few meetings to get a full set but perhaps that's part of the plan!

I've watched F1 since going to Silverstone as a three year old and now on TV I can see the C4 version of events in an event as I am certainly not going to pay to watch it. I have to say my interest waned this year and I missed the last few races. This year we are looking at 24 races and 6 sprint races. I am sorry I have better things to do with my life. I don't like the way Liberty Media are dumbing the whole thing down and increased hype and induced "rows" between team managers just to reduce it to the level of Middle Americans.

Much the same applies to rallying and the WRC, the ITV4 coverage is dreadful, and I really fear for the series. Fortunately, I have a link to the Toyota live feed so can keep up with the events any time. With only three teams shown it struggles to fill an hour of action. Perhaps the answer is to run the

WRC for WRC2 cars and allow privateer entries to compete on equal terms?

M Sport may not have done so well on the WRC, but they have racked up victories in national series and major events all over the world. Have a look at their website to see. [HOME](#) | [M-Sport](#)

Now my garage hasn't got a revolving door like Peter Garforth's but I did sell one and buy one this year. Pre pandemic I bought a MG BGT 1980 which had been restored some years ago and then stored for more than ten years in a garage with lots of stuff piled on it to the detriment of the paint. I spent time during lockdown getting the interior up to scratch and waiting for Andrew Wilkinson to do the paint. Now those who know Andrew know the quality of his work but also how difficult to tie him down to a slot as much of his work is minor accident repairs. Anyway it went over to him early in 2022 but a few weeks later he rang me and asked if I wanted to sell it. A fellow MG enthusiast had been into the workshop and was looking for a project. I totted up my costs added a bit and he snapped by hand off - obviously did not add enough! Just about at the same time a very nice MX5 appeared at a car sales place in Cockermouth. Now having an MX5 was an itch that had to be scratched so a deal was done. It was an immaculate low mileage example, two litre with LSD and had had a cosseted life. A deal was done and it's been a great joy all summer. So much really as a modern MGB!

It's been my main transport other than for longer run and towing the race car. The big advantage over the B is the hood which takes ten seconds to put up or down as opposed to ten minutes for the B. Helen likes it as well as she missed her TF. It has its quirks, like why does it have four cup holders, two in the middle and one in each door? The one disadvantage is the tax which is massive, so it's hibernating until April.

GTF

Festive Quiz 2022 Answers

Name all the British drivers who have won GPs for Mercedes	Seaman, Moss, Hamilton, Russell
Which two marques had models called Rapier?	Lagonda, Sunbeam
Susan Stoddart is better known as.	Suzy Wolff
On what Lake District Stage did Barry Lee roll for a reputed 100 yards?	Dodd
Which car company does Jenson Button own now?	Radford
WMC ran the first single venue event in Greystoke in 1982. What was it called?	Eden Forest Stages
Where did the Scottish Rally traditionally start?	Blythswood Sq, Glasgow.
Who won the 2022 Formula W series?	Jamie Chadwick
Motor Sport UK is based where?	Bicester Motion
Name the two famous British marques that have a centenary in 2023.	MG & Triumph
Which is the furthest north (UK) licenced motorsport venue?	Golspie Kart & Sprint track
How did KLG plugs get their name?	Kenelm Edward Lee Guinness
LE JOG stands for what?	Lands End – John O' Groats
What does the SU stand for in SU carburettors?	Skinner's Union
An iconic film of the Lombard RAC Rally was called: "From It Started"	Harrogate
What was an early link between BMW and Datsun?	Their early models were licenced Austin 7s
What racing circuit was near Weybridge?	Brooklands
The RAC's Country Club is at?	Woodcote Park
The MG Metro 6R4 – what did 6R4 stand for?	6 cylinder, Rally, 4 wheel drive.
What was unusual about the first LSR car to do over 60mph?	It was an EV. "La Jamais Contente"

Motor House News

The main activity at the Motor House in December was the coating of the rest of the floor with two coats of epoxy resin. Fortunately it dries in cold weather which we had for the first coat. The contractor had to cope with a power cut in the area when they first arrived as well. The second coat was put on and dry just before Christmas.

Early in the New Year there will be a work morning and craic to put everything back in its right place. Details on the Face Book page.

That probably completes the work on the Motor House until we come up with some new ideas!

Keith Thomas has volunteered to go through the autojumble and catalogue the new parts which are boxed and have part numbers so we know what cars they fit.

We also like a volunteer (s) to go though the boxes of motoring magazines that we have been gifted.

As well as the committee meetings, there will be a navigational training night and a scrutineering day and that's before the first Cars & Coffee in March. After that there is a safety training day and first aid as well.

If you have any ideas for future events there or additional things we could do at The Cars and Coffee please let any committee member know.

Membership Renewals

A the time of writing more than half the membership have renewed for 2023. The membership mojo will be sending a reminder out to the rest in the next few days. It makes life easier for both the membership secretary and the editor if renewals are done by the end of the January.

We always appreciate that there are a few folk who won't be renewing for various reasons; change of interest, sold the car, ill health etc. So that we stop sending you reminders, if you are not renewing please drop John Sloan an email and he will take you off the list.



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I saw recently that John Brown has died, and for those of you out there who don't know of him, you need to be made aware that, if you compete on club events today you actually owe him quite a bit. From memory he was a member of Oxford University Motor Club and was credited with the invention of "Targa Timing" on road events. Basically he devised a system which enabled organisers to run rallies on the public roads, stay within the law which stated a maximum target speed of 30 mph, and yet set selectives which required averages of close on three figures. It was a concept which produced the "Motoring News" rally championship which through the 60's 70's and 80's attracted entries an international stage event could only dream of today.

Initially he was a co driver winning the 1961 RAC with Eric Carlson and the British Stage Championship with both Colin Malkin and later Russell Brookes. Other drivers he crewed up with included John Sprinzel Pat Moss (Carlson's wife), Roy Fidler, Brian Culcheth and Jean Francois Piot.

In later years he took to organising, was the driving force behind Le jog and founder of the Historic Endurance Rally Organisation (HERO). He also wrote for Motoring News in its heyday.

So you can see he was a pivotal figure in much of the sport we enjoy today and his legacy to all enthusiasts shouldn't be forgotten or underrated.

Several months ago I recorded a film from the TV. It had been forgotten about but recently I found it so thought I'd have a watch. It was about the 1966 Le Mans 24 hour race. The story revolved around the massive grudge match between Ferrari and Ford after Enzo pulled out of a deal to sell his company to the Americans. The whole thing was "hammed" up with cars crashing into trees and exploding on the Mulsanne straight, none of which happened if you read the contemporary race reports. Ken Miles a capable driver is given godlike status where his skills appear to be so great he could pass world champions in identical cars with consummate ease. Total piffle.

The funny thing is Ford did win and that was the whole point of the film really showing how the mighty Americans put the Italians in their place. What wasn't mentioned was that the next time the teams met was in early 1967 at Daytona and on that occasion the Ferrari P4's were first, second and third in the 24 hour race while six of the seven Ford entries failed to finish largely due to broken gear-boxes. I doubt there'll ever be a film made about that event other than by an Italian director of course.

Oh, by the way, that victory is the reason we have Ferrari Daytona road cars (a new model bearing that name has been recently announced.), just to remind Ford who came out on top at the end of their war, when Ferrari were sports car world champions in 1967 and Ford could only manage third place behind Porsche.

Ends

AA.