

Wigton Motor Club Ltd

Start Line

Issue 2023/01

www.wigtonmc.xo.uk

January 2023



Great Car, Great Driver!

How many wins will M Sport get this season?

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

February	12 th	WMC	Sun	Autotest	Lillyhall
	16 th	WMC	Wed	Twelve Car Rally	
	18 th	FSAC	Sat	Northern Trial	Various venues
	19 th	WMC	Sat	Scrutineering Day	Motor House
	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	
	29 th	WMC	Wed	Twelve Car Rally	
	26 th	SMC	Sun	Autotest	
April	1 st	WMC	Sa	White Heather Tests	Kirkbride
	9 th	WCMSC	Sun	Autotest	
	16 th	WMC	Sun	Cars & Coffee	Motor House
	23 rd	WMC	Sun	Drive It Day	Dalemain
	30 th	WMC	Sun	Awards Lunch	Motorhouse
May	3 rd	WMC	Wed	Coronation Meander	Motor House

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

It seems to me that stage rallying has reached a cross roads with no apparent route instructions. The TV coverage of the Monte Carlo Rally was a cure for insomnia; only eight cars were featured and a complete lack of atmosphere in the presentation. Where were all the spectators that you usually see on the Cols? It certainly looks as if the Championship needs a new promoter with new ideas.

The recent MSUK webinar saw Hugh Chambers explain the lack of a WRC round in the UK was due to money. A round will cost £3.5m and the income from entry fees etc will leave a shortfall of £1m which really can't come out of MSUK funds which in turn comes from our licence and permit fees.

The main UK championships, British, Scottish and BTRDA have all seen big slumps in entry levels in the last few years. The Scottish and BTRDA for years would each fill an entry list on their own, but no longer. The British Championship once graced by the best drivers in Europe in works cars now barely gets a dozen entries spread over all the classes. A shortage of venues, lack and cost of forests have all pushed prices up and entries down.

Also I think there is another reason. According to MSUK's figure there has been an increase in the number of race licences issued in 2022. It may be people of choosing racing instead of rallying. The costs per minutes of competing in now quite a lot cheaper in racing than rallying while the chance of major damage to your car is greater in rallying where you can hit the scenery. At the same time race circuits are now pleasant places to go, Jonathan Palmer has done a lot with MSV and other circuits have had to follow.

Circuits are places where you can take the family and sponsors and they will have clean paddocks, pit garages, decent loos and restaurants, a far cry from muddy service area, porta-loos and a burger van on a rally. You have a 20 minute practice and a 30 minute race and as soon as you have had your race you can pack up and go if you so wish, perhaps a rally takes all day for perhaps less competitive time and greater cost.

Of course the circuit based rallies are doing well, no doubt due to the venue being a decent place to spend the day. 30 years ago, or more, we were running 5 stage rallies a year, all with full entries, most from our own members. I think this year, other than a few doing the historic events they enjoy we will see almost no members stage rallying.

I don't think you can really blame anyone, although the keyboard warriors will blame MSUK with out any real reason, other than the lifing of seats, belts and helmets. Hopefully that will be addressed but in the scale of a year's spending they are not a major factor. I think the change is more about expectations in terms of the venue, facilities and time taken for the event.

Food for thought? We will see how the year develops!

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

Notes from the January Committee meeting

Jacqui delivered the shredder and the card reader.

First Aid training. Awaiting date from the trainer.

Clothing samples were displayed and approved as of good quality. Graeme to work out costs and samples will be displayed at the Motor House.

Reports were received on the Festive Autotest and the December 12 car event.

Forthcoming events:

White Heather Tests. Rob was only going to use the fully sealed surface area this year. We would try the online system of entries.

Awards Lunch at the Motor House. April 30th

Coronation Meander: Ron was running this for pre 1950ish cars. Motor House to Base Camp North on a Wednesday, May 3rd.

Classic Show: Featuring the centenary of WMC, plus MG & Triumph. Special display of rally cars. Try to get people to pay the £5 entry by cash rather than cheque or BACS.

Future events: January 12 Car, February Autotest and March autosolo all in hand.

Cars and Coffee to resume from March. Some will have additional attractions in terms of traders.

Finances. Graeme outlined the current situation and that the accounts had been completed. He was concerned about getting a good investment rate and many banks and BSs were unhelpful. He was meeting MSUK's finance director to discuss.

It was agreed that our **charities for 2023** would be: Cockemrout Mountain Rescue and the Great North Air Ambulance.

Membership; John reported a high rate of renewal and a steady flow of new members.

Motor House: The floor was now fully coated. It was agreed the lower sections of the wall in the main area with plywood which would be painted. We needed another office cupboard for the main office. David Wiggins was to be consulted.

Control Boards: We agreed to buy 12 new ones.



motor
sport
UK

Recognised
Club

Club News & Events

February Autosolo

At Lillyhall on Feb 12th

This has a full entry.

February 12 Car Rally

Thursday Feb 16th (note new date)

Entries to Joe Cruttenden: joeCruttenden@googlemail.com;

Scrutineering Day

At the Motor House, Feb 19th

You have to prebook. Booking form on the website.

Cars & Coffee

10 until 12 ish, Sunday, March 12th

At the Motor House (CA13 0QE)

First one of the year!

March 12 Car Rally

Date TBC

White Heather Targa Rally

Single Venue For Historic & Targa cars

Saturday, April 1st

On line Entry forms on the website shortly

Marshals needed (meals included)

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

Rain and snow and dark dark days – it's depressing and hard to motivate myself to get into the garage, particularly as the GTV V6 has almost everything wrong with it that you read in those 'what to look for' guides in classic car magazines. The problem being that you can't see the things that were wrong with it, not during the visit I'd made to look at the car last year anyway. The only thing it doesn't have from the 'what to look for' guide is rust or damaged wheels, which were the things I could obviously look at and then came to the conclusion that it was a great example of the marque! Having now completely rebuilt the suspension and the rear brakes I found the front brakes (discs and pads replaced) were severely dragging on one side. With the lovely but notoriously temperamental (what to look for guide!) Brembo callipers under the microscope, I found the pistons were seized solid on one side of one calliper.

Getting one of the pistons out was a serious job that ended with long suffering friend Paul Eastwood tapping a bolt into the piston in order to then effectively unwind it. Literally everything else I'd tried had failed! Cleaning and rebuilding the calliper was quite an enjoyable experience and the front brakes are now all good – unlike the clutch slave cylinder. Moving the car around between overhauling brakes and suspension I noticed the clutch pedal sticking and found...yep you guessed it – common problems no.257 - failing clutch slave cylinder leads to the clutch pedal sticking down at times. It's on the list of things to do....with any luck by the time the summer comes I will have a fully operational GTV – just don't bet on it!

I often see articles and people in the media moaning about driving standards and how they've fallen, which is an odd phenomenon given that the driving test is more in depth and harder to pass than it was 30 odd years ago when I passed. Young drivers now have to pass quite an extensive theory test and the practical test also seems to be more rigorous than ever before. I guess roads being more crowded, more elderly and potentially infirm drivers on the road and less tolerance by road users of all types (you only have to see the online rants between cyclists and drivers to know how fractious things have become sometimes) towards each other has created a perfect storm, particularly when mixed in with the ever-increasing size of cars on our roads. So many people now don't seem to know how wide their car is.

I've sat recently behind people giving way to on-coming traffic, because they perceive an obstruction on our side of the road too wide to pass, that clearly is wide enough. Similarly I see people giving way to me when they have no need to do so – and then I have to decide whether to be polite and wave even whilst I am thinking "you had no need to stop, you just don't know the width of your own car"! I usually do give a half-hearted wave because I am quite polite and it's better that they are too cautious than too confident if they lack driving skills! Cars are wider than ever and driver aids such as cameras and parking sensors have undoubtedly made everyone a little bit less skilled at judging spaces but none of that should take away from basic perception when you're sat in the driving seat and can see the front of your car, the on coming car and the gap in question. I'm not talking about judging things within a few centimetres...some of the gaps I've seen people sat at can be measured with feet to spare! I won't even start on parking because that's a whole other column for another time...

Peter

Street Car

So, you don't think you can afford to enjoy Motorsport? Oh yes you can! As a member of Wigton Motor Club's committee, I am involved in helping the club to organise some of our various motorsport events. I also enjoy taking part in classic car tours in my Morgan and marshalling. Many years ago I used to compete in road and stage rallies, hill climbs and sprints and to be honest, I miss that. I now stand watching other drivers having fun competing on various Autotests and Targa events. I got to thinking that I am missing a trick here. Wigton Motor Club is very active in running some cracking 'grass roots' events and after getting to know some of the crews, I have learned that these must be some of the most cost effective forms of motorsport. I have to say that I admire the guys and girls who search out and buy a car for very little cash, drive them hard and have loads of fun.



Let me explain why this formula works so well for them. I was chatting to Peter Masters at one of our Autotests and he was telling me that his Suzuki Alto cost him £700 at an auction. The car had a damaged rear bumper and the insurance company had written it off (Cat C). The car had an excellent service history and Pete repaired the bumper in half an hour. Since then he has used it for a couple of years in events, what's more he drives it from the North East, gets to the event and changes wheels and tyres before driving the hell out of it all day and is competitive. Brilliant!

For low cost fun, no one comes close to Rob Iveson and his partner our own committee member Jacqui Raine. Last November we ran an autotest at Kirkbride and Rob turned up with an old Nissan Micra which he found in his friends scrap yard. The little car had been gently rolled into a ditch and was again written off. Rob loaded it onto his low loader and brought it to the event. He and his pal proceeded to thrash the Micra all day, whizzing around the cones on three wheels and with the engine bouncing off the rev limiter. On our last Autotest the little car was back out again, this time with three shared drivers. You just can't be more cost effective than that!



Several of the cars in our events cost less than £1,000. They include the Nissan Micra, Vauxhall Corsa, Citroen C1 and others. Some of these are what we call Street Cars because they are MOT'd, taxed and insured and can be used on Targa Rallies, Autotests, Autosolos and track days all of which are run by our club and indeed other clubs. Of course, whenever you have competition, you have those drivers who have the need for speed. The favourite car for this is the Mazda MX5. These cars are out there for under £3,000 and are plentiful. being rear wheel drive, they can be tail happy, but in the right hands they are quick and handle really well.

Although, I have seen drivers of the smaller cars holding their own amongst these faster cars. It makes for great sport. With the average Autotest entry fee of between £22 to £25, the club is offering superb value for our grass roots drivers and members. Many of our competitors share their cars making the event even better value. Not everyone realises that youngsters can compete at the age of 14 as long as they are accompanied by someone experienced. Ideal events for Dad or Mum to teach their budding

rally drivers good skills and get them interested in our sport. They don't have to be competitive, just have fun in a safe, well organised location. MotorSport UK are our controlling organisation and do a huge amount to help drivers become enthused about motorsport. Should you wish to take part in one of our events, you will need to apply on line to MSUK for a Clubman's Licence which is FREE! If as a member of Wigton Motor Club you would like to know more about taking part in these type of events, you will find your fellow members (many of whom are very experienced and knowledgeable) very willing to help, advise and encourage you. You can meet our members regularly at our Cars and Coffee events, or why not come along to see an event and talk to the drivers and marshals ur next Autotest is to be held at Lillyhall, (the old bus factory) near Workington on February 12th and you would be most welcome to come along and see what goes on and see what you are missing. I hope this article has given some of you food for thought.

Rob Grant

The Royal Automobile Club

It was founded on 10 August 1897, with the name **Automobile Club of Great Britain** (which was later changed to Automobile Club of Great Britain and Ireland). The headquarters was originally in a block of flats at 4 Whitehall Court, before moving to 119 Piccadilly in 1902.

In 1902, the organisation, together with the recently formed Association of Motor Manufacturers and Traders, campaigned vigorously for the relaxation of speed limits, claiming that the 14 mph speed limit imposed by the Locomotives on Highways Act 1896 was 'absurd' and was seldom observed. The organisations, with support from the Prime Minister Arthur Balfour, had considerable influence over the forthcoming Motor Car Act 1903, which originally proposed to remove all speed limits for cars while introducing the offence of driving recklessly. In the face of considerable opposition a speed limit of 20 mph was retained in addition to the creation of the offence of driving recklessly, dangerously or negligently.

In 1905, the club organised the first Tourist Trophy (TT) motorcycle race, the oldest regularly run motor race. The club became the governing body for motor sport in Britain. King Edward VII's interest in motoring led to the command in 1907 "that the Automobile Club of Great Britain and Ireland should henceforth be known as The Royal Automobile Club" In 1911, they moved to the current address, part of the site of the old War Office; the club house was (and remains) one of the largest in London, with a frontage to Pall Mall of 228 feet and a depth, in the centre, of 140 feet. It cost over a quarter of a million pounds and is described in the *Survey of London* as "a polished essay in the late French Renaissance manner".

The RAC still own the Pall Mall building which is well worth a visit if you can get and invite. They also have the equally splendid Woodcote Park country club.

At the outbreak of the First World War in August 1914, the club arranged for 25 of their members, with their personal cars, to accompany the British Expeditionary Force to France and Belgium to act as chauffeurs and messengers for the British General Staff. Describing themselves as the "RAC Corps of Volunteer Motor Drivers", the drivers included the Duke of Westminster, Lord Dalmeny and "Toby" Rawlinson; many of them were given commissions and went on to give distinguished war service. In September 1914, a further group of RAC members put themselves and their cars at the disposal of the British Red Cross, to help transport war casualties.

The RAC was responsible for organising the first British Grand Prix motor race at Brooklands, Surrey in 1926 and in 1977, created the motorsport governance and events organisation, the Motor Sports Association (now Motorsport UK).

In 1978 during a re-organisation the 'Associate Section' was established as a separate company RAC Motoring Services Ltd, which was owned by the organisation.

In 1991 the RAC Foundation was split off as the research arm of 'RAC Motoring Services'. When RAC Motoring Services was sold in 1999 the foundation was granted a legacy and was subsequently established as a charity to research and promote issues of safety, mobility, economics and the environment related to motoring.

In September 1999 members sold RAC Motoring Services to Lex Service plc, who renamed themselves RAC plc in 2002. RAC plc was then acquired by Aviva plc in March 2005 for around £1.1 billion.^[8]

The Motor Sport Association was originally housed in Belgrave Square in London. A rather pokey building in an area where many embassies were. The building was sold to finance the move to Colnbrook. There was a purpose built building on a commercial estate. It was very difficult to get to and the joke was that they liked it that way!

However the major changes that came with becoming Motor Sport UK saw the move to Bicester Motion and the excellent facilities there. It's also accessible from the motorway network and is in the heart of Motorsport Valley.

Awards Lunch

At the

Motor House

12.30 for 13.00 on Sunday April 30th

Special Guest Malcolm Wilson OBE

Tickets £16.

Club Matters

Sadly for a small number of you this will be the last **Start Line** you will get as you have not renewed your membership. Those who have renewed will have had their club card via the membership system. Membership gets free entry to some events and discounted entry fees to many of our many events plus free entry to the Classic Show.

We have three bank accounts to cover the different events we run and the overall club administration. We would ask all members to ensure that they pay into the correct account as given on the entry form or on the membership page.

Sustainability: we do not use any single use plastic items in the Motor House and our mugs are fully recyclable.

Festive Frolics Autotest

27th December

We had a pleasingly full entry of 24 competitors for Eddie and Rob's Autotest held at Kirkbride Airfield between Christmas and New Year. It would seem to be a great way to get out of the house and play with the cars.

The weather was not too bad to start with but deteriorated into an absolutely foul day of wild wind and driving rain. Hellish for the intrepid marshals who were out there running the event but the enthusiasm of the drivers was not dampened one bit. We were treated to some excellent displays of driving over what was a slippery tarmac surface.



Two tests were run concurrently in batches of six cars before returning directly to the start again. Once again, the drivers chose to keep running all eight tests in the same direction which saw the times improve.

The Mazda MX5 boys were out to produce some spirited drives and were obviously having fun. It turned out to be Phil Hodgson's day as he gave us a superb display of fast, accurate and stylish driving. He gave us a master class in 'how to do it' by winning the event outright with only 422 points. Phil was the only driver to have a totally clean sheet with no mistakes proving that it could be done.

The fastest driver on the day was Tom Hall in his Mini taking a string of fastest times but, he dropped the ball on the last two tests because of car issues. Never the less, Tom took first place in the front wheel drive class with 456 points.

Hot on the Mini's tail was Geoff Rae in his rather handy Corsa 1.8. Geoff took a well deserved second in the front wheel drive class with a tidy 472, only making a small mistake on test four.

Craig Stamper was pushing his Citroen C2 on well to take a tidy third in the front wheel drive class scoring 481 points.

Best in the rear wheel drive class was Ali Procter in his Toyota MR2 only dropping points on test six. Ali was right up there with a score of 445; a tidy drive there Ali. Second in the rear wheel drive class was Drew McLean in his MX5. Drew scored 514 but if we had a class for the most entertaining driver of the day, the award would go to him. Third in the rear wheel drive class was a brilliant result for Tom Waterhouse scoring 591. Why was this such a brilliant result? Well, if I'm not mistaken, this was only Tom's second event. Tom was peddling Tom Pearson's MX5.

I have give a special mention to Rob Iveson and our own committee member Jacqui Raine for the 'spirit of the event' for doing all they can to encourage new, young drivers to our sport. Rob and Jacqui entered Rob and two of their young employees Ethan Atkinson and Tom Robinson who were also using Rob's car to have a go.

Rob left the start line on the first test in his usual inimitable way; that is with the car bouncing off the rev limiter only for it to let go when the cam belt broke. So, What did Rob do? He just loaded the broken car onto his transporter and drove to his mates scrap yard and recovered the old Nissan Micra which he had used on our last event. Yes, you read this right, the scrap yard. The three guys then proceeded to have fun driving this car for the rest of the day. Ethan drove the Micra with Rob sitting beside him. Ethan has not taken his driving test yet and was beaming even more when Lei Mashiter let him sit with him for a run in the Spitfire. That is how to introduce young folk to our sport.



Phil Hodgson receiving his winner's prize of a nice new bucket, a microfibre wash mitt and some car wash soap. You can see how delighted he was, but what is Mary up to behind Rob Grant?

Eddie and Rob would like to thank our Marshals for turning up and standing out in such terrible weather to give the competitors a great day. Thank you too to Mary Parsons for producing the results for us.

A big thank you to our competitors. We are delighted when you come and support our events and enjoy your

day. That's what grass roots competition is all about.

Wigton Motor Clubs next Autotest will be held at Lillyhall in February so, keep those eyes peeled for the regs coming out.

Rob Grant

WMC Branded Clothing

These are top quality items and samples are available in the Motor House. Dark blue.

Heavyweight Hoodie	£28.00
Micro Fleece	£30.00
Polo Shirt	£18.00
Cotton Polo Shirt	£18.00
Oxford Shirt	£28.00
Soft Shell Jacket	£45.00

Industry News

Manufacturers are getting criticised in the press for producing cars that customers do not want. As Andy Armstrong notes BMW want buyers of some models to have automatics rather than manual so customers are moving elsewhere.

Mercedes and BMW are being called out for their “aggressive” front grill designs while VAG have put large touch screen in most models. As one journalist wrote, “ You are not allowed to use a phone in the car but you need to touch three screens and slide your finger in order to change the temperature inside the car. The technical director for the VAG group has now left the company.

VAG are considering the future of the SEAT brand and where it fits in to the overall group. VAG seem to be moving to badge engineering with the models becoming increasingly similar.

With Porsche now fully part of VAG there are more bits from the VAG parts bin appearing on Porsches.

Dacia and MG have been the big winners in sales for 2022 both increasing sales at a time when overall sales have dropped to the lowest for 66 years.

Volvo are moving sales to an agency model from May, while their up market Polestar range is planning increased sales.

The average age of a car in the UK is ten years old, which is still younger than in Europe.

Renault sales in the UK have fallen for the fourth consecutive year.

Bell selling individual model of 2022 was the Nissan Qashqai which recorded 42704 registrations.

Kia have sold more than 100,000 cars in 2022, triple that of 15 years ago.

Mazda have dropped their Mazda 6 due to lack of demand.

Subaru have had the worst sales even since starting car sales in the UK.

Tesla sales are declining and are being countered by discounts while the second hand value of three year old models is very low.

The VW Buzz ID is the “What Car” Car of the Year.

Cazoo has cut the workforce and changed CEO due to their market not expanding as hoped.

The car buying public are likely to keep their cars for longer and not change them this year due to the economic situation and higher costs. Also many will have done a lot fewer miles during the pandemic.

The second hand value of electric cars after five or more years is very poor. Even some Nissan dealers don't want to take in old Leafs in part exchange. There is also a crisis in disposing of “dead” electric cars with it being difficult to recycle the batteries and many of the lightweight materials used on them. The issues with recharging and poor range in wintry weather have seen a big decline in demand for EVs.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

In the Palmer household we don't do New Year resolutions in the accepted sense but try to think of doing things appropriate to the coming year. For me the misery of losing weight or drinking less is not worth it as advancing years take care of those things anyway, although more exercise will be an objective this year. Last year was the 1900th anniversary of the start of construction of Hadrian's Wall so Christine and I organised the 'Roaming with the Romans' run from Bowness on Solway along the line of the Roman Wall.

This year being the Coronation Year of King Charles 111 we have decided on a midweek run on the 3rd of May, three days before the Coronation. Although as a club we run several touring events each year we don't cater specifically for the older, pre-war cars except in classes at the Dalemmain Show. The Coronation Meander will be only for those cars built before 1939 with others up to 1950 being welcome. We don't know at this stage what the response will be from the owners of such cars but if we can get 15 to 20 entries that will have made the effort of running the event worthwhile.

The Meander will be about 55 miles long and run midweek to avoid the congestion we get on the events calendar at weekends. I am aware that not all owners of such cars are retired and some are gainfully employed but hopefully the attraction of such an event will bring them along. Full details and entry forms are now being circulated and as I write this the entries are rolling in and it was only announced today, good news!

I took part in my first 12 car event (they were called Maiden Rallies in the 750MC then) as a navigator in 1960 and I believe they are the best training ground for aspiring navigators and drivers. They are cheap to take part in, are run locally and on quiet roads on a winter's evening. After Ed and I marshalled on Joe Cruttenden's last 12 car in December I decided to venture an entry with Charles on the January event and to be honest I can't remember the last 12 car I took part in – perhaps 15 to 20 years ago. If I can keep my last meal down I look forward to a ride round in a comfortable seat.

David Seymour has kindly offered to host the popular Cars and Coffee at Lingholm once again. This year it will take place in the morning of July 16th on the lawn of the Main House with the opportunity to see David's own Motor House which each year expands a little and gets more interesting. This year the recently acquired restored vintage petrol pumps should be well worth seeing. Once again David and Jane will have a nominated charity which will benefit from this event.

Over the years we have enjoyed no less than five Mazda MX5s with the last one, a black 'S' being sold to a club member from Co Durham about five years ago, I did enjoy this car and did the odd driving tests in it without ever covering myself in glory. Anyway it appeared in the For Sale section of Startline recently and being weak willed I have bought it back without having any real idea of what I will do with it.

We shall see. Ron.



Autojumble

Items for sale or wanted

For Sale



Hartwood Seven. This not a Caterham but is just as much fun.
Now reduced to £5999.



Mini Mayfair Cabriolet. Ideal auto test car or just posing on a sunny day!

Now reduced to £7250.

Please phone if interested, Eric 07783943982



For Sale

Camping/luggage trailer, versatile top box combination, new wheels etc. £120 o.v.n.o. Please phone Eric 07783943982



Subaru 7x17 inch x4
Split 5 spoke WRX type rims
All straight, paint good but not perfect

Some bubbling in a few corners
Really useable now
Would benefit from a refurb in future

£200 for a quick sale



Contact Jim O'Neill on
07922182796

Autojumble

Items for sale or wanted



Westfield 2.0 Zetec SEIW

Navy Blue with Hood, tonneau, side screens, lockable boot and spare wheel

Trim, Biscuit seats with navy piping & inserts with matching dash

Built from Westfield Classic edition kit, built with new parts

SVA in July 2011, current owner since July 2018

Less than 8000 miles, only used in dry weather, wheels unmarked, cam belt changed in 2019.

Lots of original receipts. Selling due to lack of time to use.

£12,750

Advertising for a friend, really clean car, and I think a very competitive price.

Contact Jim O'Neill on 07922182796

Autojumble

Items for sale or wanted



Castrol Quart measure 1960s version
£25.



ESSO 1 gallon contain 1930s marked 5/-
£40



Genuine Land Rover wall sign from a dealer
£70;

Contact Graeme on gtfmg@yahoo.co.uk

Membership

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

Welcome to new members

Kimberley and Peter Gardner	of	Billingham
David and Ben Creighton	of	Penrith
Richard Overton and Dionne Hubbard-West	of	Leadenham
Simon Bentley	of	Dearham
Colin Sharpe and Jacqueline Sharpe	of	Workington
Arthur Norman	of	Blitterlees
Kieran Anders	of	Kirkby in Furness
Jim Burgess and Sheila Burgess		
Michael Holmes	of	Otley
Ethan Atkinson	of	Shap
Chris Meyer	of	Burgh by Sands
Daniel Hurst and Trevor Hurst	of	Dearham

Trophies

If you have one of the annual awards can you drop it back at the Motor House, or to a committee member please, so that we can get it engraved for this years awards night please?

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

Wigton MC Marshals championship table 2022

Marshal	POINTS TOTAL	Moata AT Dec 12th	Northern Trial Feb 19th	Rally 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	Whins Farm AT May 21st	Bothel AT July 31st	Blue Streak Aug 14th	Show Set-up Aug 19th	Classic Show Aug 21st	Solway Rally Oct 23rd	Kirkbride Autotest Nov 6th	12 Car Nov 23rd	Kirkbride Autosolo Dec 27th	12 car Jan 25th
Eddie Parsons	160	10	10	10	5	10	5	5	10	10	10	10	5	10	10	10	10	10	10
Mary Parsons	150	10		10	5	10	5	5	10	10	10	10	5	10	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	
Rob Grant	85				5	10	5						5	10	10	10	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				
Tim Cruttenden	75			10		10				10			5	10	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	
Joe Cruttenden	50									10				10	10		10		10
Jacqui Raine	45												5	10	10	10		10	

Marshalling with WMC:

Saturday April 1st White Heather Tests at Kirkbride.

Saturday April 15th. About 13.00 HERO Flying Scotsman (vintage cars) at Carlisle Airport, we are doing two tests.

Please contact Eddie Parsons on eddieparsons5@icloud.com if you can help.

Motor House News

We are back with Cars & Coffee from March, usually on the second Sunday, but watch for dates in Start Line.

We have a very large number of old magazines from the 60s, 70s, 80s onwards that people have donated. There has been little interest in them sadly; so they are going to be pulped at some point, so do take any you want at the March meeting.

We are delighted to receive autojumble donations as there is a ready turnover of items. The same with Haynes manuals. We have a large stock of popular and obscure makes and models. These can be had for a £5 donation.

We have decided to line the bottom sections of the walls of the main room with plywood to add insulation and make it look even better. There will be some Wednesday work sessions coming up!

As well as our monthly committee meetings, the Motor House has been the starting point for our winter twelve car rallies which Joe Cruttenden has put on.

Coronation Meander

Wednesday 3rd May 2023

We have pleasure in inviting you to take part in our Coronation Run to be held on Wednesday 3rd May 2023, three days before the Coronation of King Charles III. This Touring Assembly is authorised by Motorsport UK with an Organising Permit Certificate of Exemption number .

The event welcomes anyone in cars from the pre World War Two era although similar cars up to 1950 will be accepted. We warmly invite those who are part of the Oily Fingernails Group to join us.

The Meander will be approximately 55 miles long and will be run at a very sedate pace with simple route instructions and no formal timing. It is simply an opportunity to exercise your cars on quiet, non challenging Cumbrian roads in the company of fellow enthusiasts. We will start at the Motor House at Moota on the A595 and finish at Base Camp North, Cocklakes on the A66 one mile east of Troutbeck. A list of entries with start times will be sent out by e-mail with final instructions during the week prior. We start our day with coffee and biscuits at the Motor House from 10.30am and for those requiring something more substantial The Moota Coffee Shop is next door. First car departs at 11.30am.

The route will be defined by a simple road book with tulip diagrams, directions and distances and the entry fee for Wigton Motor Club members will be £25 per car and for non members £30. Included are coffee and biscuits at the start. The road book instructions and self adhesive plates will be distributed at signing on in the Motor House at the start. Food and refreshments will be available at the finish at entrants cost.

Please ensure your car insurance covers you for the Touring Assembly which is a non timed, non competitive event run entirely on public roads.

Entry form is on the website. www.wigtonmc.co.uk

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I've been a loyal customer of the BMW brand since 2009 and generally been very satisfied with the vehicle's I've driven and the service I've received, but I'm about to desert them as they simply can't supply me with a car I actually want. To put it in a nutshell it would cost me £20k to change from a car just over 3 years old to a new one. The replacement which is generally decent looking is ruined by the front grill which must have been designed as a joke and to cap it all I'm not allowed a manual gearbox, so a change of supplier is definitely on the cards.

Anyway I'm now searching alternatives and thinking of something reasonably lively, a bit taller and probably provided by a manufacturer who doesn't consider themselves in the prestige bracket. We'll see, there are a few possibilities but it might hinge on who can deliver a replacement before I'm too old to enjoy driving it.

It's hard to believe but this year is the 60th anniversary of Jim Clark winning his first World driver's title in the Lotus 25, a car which created a good deal of angst around the F1 paddocks of the day. To cut a long story short Chapman had sold a batch of space frame Lotus 24s to several teams assuring them they were the same as the works chassis his own team would be using that 1962 season. In many ways this was true, the engine, gearbox, suspension, wheels, body panels etc were the same as he claimed but his works cars had ditched the space frame construction for something moving towards the modern monocoque idea which was lighter and torsionally much stiffer which gave it a distinct advantage over the space frame rivals. In his defence Chapman claimed it was feasible this new design could have flopped and he couldn't sell it to customers as an untried prototype, which would have possibly led to teams demanding their money back.

Can his reasoning be believed, probably not, as a very shrewd operator it seems to me he knew exactly what would happen in the following season.

When the 25 burst onto the scene Team Lotus had competed in Grand Prix for many races and had only achieved a single win so weren't at that point very successful. In 1962 they managed 3 outright wins with Clark even though the car was still being developed and still a work in progress.

The following year 1963, the car was ready and produced these results from the 10 race championship, 7 firsts, 1 second, 1 third and one retirement one of the most dominant seasons ever in F1.

A special car and driver which provided a Great Leap Forward in racing car design. Of course Cooper had done a similar thing in 1959 with its rear engine concept, Lotus or more precisely Cosworth with the V8 DFV engine in 1967 and Lotus again with its ground effect chassis of 1978. With today's highly prescriptive regulations you wonder whether such huge leaps forward in design will ever be possible again.

Ends AA.