

**Wigton Motor Club Ltd**

# **Start Line**

**Issue 2023/05**

**[www.wigtonmc.xo.uk](http://www.wigtonmc.xo.uk)**

**May 2023**

## **Sun Shines on the Heather**



**A very enjoyable and challenging 20 test event in the air-field, great craic and great food.**

**What more can you want?**

## **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

## Coronation Meander

**10.00, Wednesday May 3rd**

Starts at the Motor House

For Pre 1950 cars.

## Solway Sunset Saunter

**Pub Run**

**19.00 Wednesday, May 10th**

Starts at the Motor House.

£7.50 per person for the food at the end after 40 miles.

Entries to Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

The first of our monthly pub runs.

## Cars & Coffee

10 until 12 , Sunday May 14th

at the

**Motor House**

## Getaway to Galloway

**May 13/14th**

You might be still able to get an entry for this.

Entry form on the website.

## Speed Test Evening

At Rowrah Circuit

*Tuesday May 16th*

Must be pre booked. Just a few places left. Form on the website. £20 per car.

Note this is a Tuesday evening.

Wigton Motor Club

## Cumbria Classic & Motorsport Show

August 20th

Dalemain Mansion

Limited to 800 cars.

Entry form at [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

## Show News

There has been a good start to entries coming in for the Show, even though it is four months away. Half the individual places have already been taken. As it's our centenary we would like as many competition cars, particularly rally cars that used to do our County Motor Championship events for the club display. We are also celebrating the centenaries of MG & Triumph with the classes arranged in age order.

If you know of any clubs who may wish to enter please point them to our website for the entry forms. Similarly anyone who would like a trade pitch, which start at just £15.

Andy of course we need about 70 marshals on the day - is that you?

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# *Talking Point*

## Topical Comment on Motoring & Motorsport

It is very heartening when we get feedback from members and recently, we have had emails and Face Book comments following Cars & Coffee and Drive It Day, as to how welcoming we were, and of course how well run Drive It Day was. We do really like hearing from members by any means they wish to use, emails, social media, or even word of mouth!

The club is growing steadily by about a dozen members a month so hopefully, events like the ones we run, are proving popular. If you have any ideas for future events, comments on existing ones, or indeed would like to help in some way please let us know. Of course telling friends and fellow enthusiasts about the club and getting them to join is a fantastic way to promote the Club.

This month is a bit strange with three Bank Holidays and a Coronation, but we have a packed programme for you. May 3<sup>rd</sup> sees a brand new event, the Coronation Meander for pre 1950 cars with the oldest entry being David Rushton's Bentley which has its own centenary this year. Cars will leave the Motor House from 10.00 and reach the finish at Base Camp North at about 12.30.

Wednesday, the 10<sup>th</sup> sees the first of this year's pub runs. Pub Runs are a 40 mile scenic tour using a "Tulip" road book finishing, as the name suggests, at a pub for sandwiches etc. There is no entry fee, just a charge for the food. I've found some "roads less travelled" as well. It starts at the Motor House and finishes at a pub near Cockermouth. Let's have a great turnout. Entries close on the 7<sup>th</sup>.

Sunday, May 14<sup>th</sup> sees the next Cars and Coffee at the Motor House from 10.00 until 12.00. We've spread more of the road planings so we have more parking, and we will try and park a bit more formally in order to get you all in. We hope to have two guests from Motor Sport Uk visiting during the morning.

Tuesday the 16<sup>th</sup> sees our annual speed test day at Rowrah, an opportunity to try your car in three lap sessions in the testing track. It starts at 18.30. Entries of course in advance.

We can't fit in an autotest this month, but they will be back next month and in July.

We will look forward to seeing you at one of these events!

GTF



**Editor: Graeme Forrester - [gtfmg@yahoo.co.uk](mailto: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

## April Committee Meeting

First on the Scene training to be arranged.

Clothing , first batch now on sale and prices agreed. Possible to set up a shop via the membership system.

CCTV system for the Motor House to be set up shortly by a member.

AV system being costed.

We had an MSUK grant towards a new gazebo, table covers, flags and AV system.

We are required to have a Safeguarding Officer. Anyone interested?

Reports: Excellent turnout for Cars & Coffee, need to organise the parking to get more cars in.

White Heather Targa: Well organised event. A number of issues were raised and noted for changes for next years event, simpler tests, no reversing and using stop watches for all tests.

Future events: Drive It Day: Parking plan arranged by Eddie.

Awards Lunch is all arranged, awards ordered, raffle prizes.

Coronation Meander; May 3<sup>rd</sup>: a great entry of older cars. Starts at the Motor House.

Pub Run, May 10<sup>th</sup>, Graeme has a run organised from the Motor House.

Rowrah test evening, May 16<sup>th</sup>

Future autotests TBA, organisers and venues needed.

Financial report received. We are in a strong position. Good income streams.

Membership: 884 at the moment with about 12 new members joining each month.

Marshalling requests for SMC' s Blue Streak in August.

Motor House: CCTV and AV in progress, bottom wall to be completed and planings spread out.

PAT testing and extinguisher tests to be carried out.

Next meeting May 17th.



motor  
sport  
UK

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# PG Tips

## Peter Reflects On His Month

This year was going well – I'd made it to April without buying a car, and now I've blown it and replaced the Mercedes daily estate with a Skoda Superb. It should do more mpg and it's a lot younger as just under 10 years old. I've been assured it's never been a taxi and it's a big old bus with lots of toys, nearly all of which work. Someone in my village bought the Mercedes and has already been mistaken for me by at least 2 people I know, one of whom rang me to check it hadn't been stolen. I also have the Alfa GTV back and in full working condition (touching wood) and the summer does finally appear to be coming, so all in all my car world is looking good at the moment. We all know it won't last but at least I can enjoy it while it does.

One of the things that could easily stop me enjoying my cars at the moment are the potholes. I genuinely don't think they've ever been worse. Almost every road appears to be pock marked with them, and some are huge. I don't think we've had a particularly bad winter and I can't think of any reason why so many have appeared in the last few months but I have feared for my tyres more than once recently.

The Astra is due new front tyres this year looking at the tread and it's fair to say I'll be getting the tracking done at the same time as I've properly thumped the front nearside wheel at least twice since the beginning of April in it. I believe the government have promised some billions to address the problem and it can't come soon enough I'd say. I don't think merely filling the holes is going to work in a lot of cases. The roads are so dire they will need completely resurfaced.

I noticed in the press that a new large BMW SUV has been released and follows their current design trend of producing ever more ugly cars. The XM is a monstrous V8 hybrid brick that has been beaten to a pulp with the ugly stick and then given a good kicking whilst on the ground with the ugly boot. It has then been stripped of anything tasteful and left to die. If you haven't seen it, it's worth marvelling as how horrendous it is. It is very powerful and luxurious and will appeal to people who want to be noticed at any cost.

BMW's design studio in California apparently are now claiming the ever uglier designs are a deliberate attempt to be controversial and gain attention. Sales seem to have been unaffected so far, but at some point I suspect they will go too far even for the US market (where vast and ugly seems to be a badge of honour). The days of pretty 3 door 3 series coupes seem like a lifetime ago and I note that the recent 2 series coupe has a kerb weight of nearly 1800kg – roughly the same as my recently sold 7 seat E-class estate, and that's despite having a carbon fibre roof. Colin Chapman would not be amused!

There is good news on other fronts though - the golden days of GT racing look to be coming back. I love Le Mans, it personifies summer for me and there have been so many memorable periods of time when the racing there has been close and created legendary tales, Ford v Ferrari in the late 60s, the arrival of Porsche as a serious force in racing with the 917, the Group C era, the McLaren F1 era of the 90s and then things tailed off for a while as manufacturers lost interest due to high costs and lack of competition. Audi, Porsche and Toyota have all had wins in recent years but rarely have there been tight battles.

The new hypercar class that has been launched this year looks set to bring numerous manufacturers in due to the decreased costs and there are likely to be serious factory teams competing from Toyota, Porsche, Cadillac, Peugeot, Ferrari, BMW, Accura and more. This year will be the first year of the new formula and whilst some of these teams will still be finding their way it should be a good race and pave the way for some epic battles in the coming years. Le Mans this year is June 10<sup>th</sup>...I wish I was going!

Peter

## White Heather Targa Results

Pos	Driver	Navigator	Car	Class	Total	Historics
1	Tom Hall	Andrew Fish	Riley Elf	H	2233	
2	Alex Willan	Paul Taylor	BMW 325i	D	2347	1st OA
3	Tot Dixon	Nick Townley	Morris Mini	P	2413	D
4	Joe Harwood	Geoff Fletcher	Twingo	T2	2421	P
5	John Sloan	Alisdair Venn	Ford Escort	C	2425	T2
6	Mike Cook	Ross Blyth	Austin Healey Sprite Mk IV	P	2477	C
7	David Agnew	Shane McKeon	Porsche 911	H	2499	P
8	David Marsden	Mike Garstang	Ford Escort Mk1	P	2514	H
9	Thomas Pearson	Thomas Waterhouse	Ford Escort RS2000	H	2538	P
10	Jack Willan	Matthew McClements	Talbot Samba	D	2652	H
11	Charles Graves	Ron Palmer	Ford RS2000 Mk1	P	3652	D
12	Clive Escreet	Tom Leeming	Hillman Hunter	P	2704	P
13	Mike Kirk	Malcolm Capstick	Ford Escort	C	2744	P
	David Alexander	Callum Alexander	Vauxhall Nova			C
						<b>Targa</b>
1	Barry Lindsay	Martyn Petry	Peugeot 206	T2	2083	
2	Chris Dodds	Peter Gibson	Mazda MX5	T2	2116	T2
3	Philip Hodgson	Lewis Hodgson	Mazda MX 5	T2	2194	T2
4	Robert Hargreaves	Andrew Graham	BMW 318ti	T2	2253	T2
5	Matthew Burton	Sam Wigham	Mazda 2 Sport	T2	2274	T2
6	Kevin Stones	Christopher Holden	Toyota MR2	T2	2330	T2
7	Helen Harkness	Heidi Garstang	Vauxhall Corsa B	T1	2497	T2
8	Frank Mattocks	Simon Bentley	Peugout 205XS	T2	2504	T1
9	Michael McNiven	David Biott	Proton Satria	T2	2534	T2
10	Jamie Barnett	Taylor King	Nissan Micra	T1	2556	T2
11	David O'Connor	Patrick Hesmandalgh	Mazda MX5	T2	2690	T1
12	Patrick Pennefather	Richard Bickley	Bmw 318 ti	T2	2708	T2
13	Brian Bradley	Stephen Perry	Golf Mk1	T2	2750	T2
14	Andrew Thompson	Joshua Bailey	Mazda MX5	T2		T2

## IT SEEMED LIKE A GOOD IDEA AT THE TIME.

Well, the Escort had been sat in the garage and apart from an occasional run around the block hadn't been used since the ill-fated 2021 Rally of the Tests (when the back axle imploded.) Therefore, over a couple of beers one Sunday afternoon, Mal (Capstick) and myself decided to enter the White Heather Tests. Simple, just a few tests, no difficult navigation or regularities to contend with, should be OK for ageing brains like ours. Neither of us had done anything competitive for over 12 months so maybe it could be the start of a comeback.

The car was checked over by Tot Dixon and given a clean bill of health so nothing to stop us – except Mal hadn't got a competition licence and didn't come back from holiday in Spain until the day before the event. For once I was glad of modern technology and we sorted it on line in the nick of time.



The event however turned out to be a little more demanding than we expected. Five long tests were laid out around Kirkbride Airfield, and some were longer than others, and some were more difficult than others. Cars were started in different groups on different tests, and we started on Test 2, M-Sport. This was probably the longest test of the day, not too complicated but it was impossible to memorise, as were most

of the tests, so some real work for the navigator. In general it was fast and flowing but with one impossible turn around a cone surrounded by old tyres. Our undoing though was a gate, with a stop astride, reverse into another gate at right angles and stop astride, then forward to stop astride in another gate. This was all on a rather muddy section of track, especially the last gate where we failed to stop astride on both the morning runs. So, two maximums to start off with. The next test was quite an enjoyable 'clover leaf' and I managed to get the car drifting a little but unfortunately as I got more confident (carried away) I approached the stop line on the wrong side of the cones. Luckily I was able to back up without incurring another maximum, but it lost us about ten seconds. The third test was another long one with some grassy sections but was quite good fun – but I got a little crossed up on the grass and *apparently* side swiped a cone – dash!



Test four (actually test 5, but our fourth) was tight and technical and most people, even minis, were having to shunt at one point. We devised a method of going a bit deeper into the turn where there was room to do a u-turn and back through the cones. It worked once but *apparently* we went back through the wrong set of cones – another wrong test. The last run at this test saw us come to a halt with total brain fade – but I think we got it right – eventually.

The final test, for us, was actually test 1 – I hope you are following this. This was my nemesis. I hated

it! It never got better through the day and was I think our biggest downfall. The first half was great, fast and flowing, but it then went onto the perimeter road where you had to do about 4, 180 degree



turns, BUT, you were instructed NOT TO GO ON THE GRASS. There was a ten second penalty for every infringement of this rule. Therefore I tried to play the game and turn within the confines of the road. Unfortunately the handbrake only seemed to be working on one wheel and I just

couldn't get the car to turn. As a result I ended up doing about 4 three point turns per test – and it was used 4 times. I realised afterwards I probably wouldn't have got as many penalties if I had gone on the grass every time!

After the first two runs there was a lunch break (soup and roll provided) and we got out of the car in something of a daze. A fellow competitor was heard to say, "I don't know if I enjoyed that – or was it just a huge culture shock?" I couldn't have put it better myself.

After some time to recover we started the second half in a better frame of mind and began to enjoy ourselves – except for that d.....d test 1. which I never did get the hang of. A roast beef dinner and a couple of shandies rounded off an *interesting* day.

Many thanks to Wigton Motor Club for a very well organised and remarkably relaxed, if somewhat testing (pardon the pun) day.

Apart from the handbrake, I was delighted with the cars performance, but I am not so sure I can say the same about the crew! I can say it left me feeling I wouldn't mind doing some more, it is just a problem fitting things in with my own tours. After all, I think my first ever autotest was about 55 years ago (in an Anglia) so with a bit more practice.....



MK

#### FOOTNOTE

We actually got two second places – 2<sup>nd</sup> from last overall, and 2<sup>nd</sup> in class – yes , you guessed it, only 2 cars in our class.

# White Heather Targa

As the Wigton MC event got nearer the yellow 206 was pushed out the shed to get it ready. It had been washed after the Rowrah targa last November and put away over winter. It needed some love and care. With the same tyres we headed for what was forecast a showery day.

Arriving at Kirkbride everything seemed a lot drier than East of Carlisle and the weather was definitely looking like to me like a MX5 and rear wheel drive kind of day.

Signed on and pre event checks done and a coffee and bacon roll we headed out to our start point. Five tests around the airfield all starting at the same time so crews were split into groups then followed round the route for two laps before lunch then a repeat after which made 20 varied tests.



The morning tests seemed to be going well, Martyn was confident with his calls and was also keeping a close eye that I was following his instruction. When I'm heading to the left of a cone after he's said right of cone twice times the tone of voice changes for the third time!. Over the first 10 tests we'd had 5 fastest tests though we didn't know that till the finish the only indication was marshals sometimes we got a that's a good time or in the case of the 'Speedboat' test a one we have always struggled to be competitive on the marshal there said "Whats up? Chris Dodds/ Pete Gibson were a lot quicker" They had been too on all four runs during the day. Over the morning tests they

had had 5 fastest tests also all that separated us at lunch time was 11 seconds and they had collected a 10sec for a cone. Tom Hall & Andrew Fish also set off to a great start in the Historic Riley Elf but clutch issue meant a couple of slower tests but would be fixed at lunch time.

No results were posted at lunch due to a technical issue which meant nobody had a clue what everyone else was up to so the afternoon had to be go for it and see what happens. Our tyres were suffering with the 90% dry tarmac and a lot of chippings making it abrasive. I opted to leave them on to see the day which was there third event... I like this part of Targa's and they were 2<sup>nd</sup> hand when I got them!!

The first test after lunch the last cone I stalled and lost a few seconds restarting but this was probably the push to say stop making silly mistakes I needed. Martyn was again on fine form and the 206 was going well four fastest times our times dropped off by the last few tests I wasn't sure it had been the right option the tyres were almost like slicks and the wet bits and grass were interesting thankfully the weather stayed dry! Dodds / Gibson were too flying with three fastest tests but dropped 13sec on the long M-Sport test. Phil & Lewis Hodgson were too flying with three fastest tests.

With the results posted and a fabulous evening meal provided by the White Heather the awards presented and home in time to wash the car off before the airfield mud re set itself.

## Results

1<sup>st</sup> OA Barry Lindsay / Martyn Petry 2083sec

2<sup>nd</sup> OA Chris Dodds / Pete Gibson 2116sec

3<sup>rd</sup> OA Phil Hodgson / Lewis Hodgson 2194sec

1<sup>st</sup> Historic Tom Hall / Andrew Fish 2233sec

Big thank you to all the organisers for a well ran event and a varied selection of tests with some good length ones, hopefully there was something for everyone. Thank you also to the marshals giving there day so us competitors can have a days motorsport but sure you enjoyed it too. Till next time. Cheers

Barry Lindsay

# THE STORY OF A PHOTOGRAPH, A MEMORY AND A CAR



Of the many pleasures in owning a vintage car, the chance conversations that come about with the curious public are some of the most enjoyable. In my case these are normally prompted after a quick look at the name badge on the radiator has left them a little confused. "Crossley? Never heard of them before, where were these made? " And so begins all my stock answers to all the predictable questions. It usually raises a few eyebrows when I get to the part about Crossley once being in the top four car manufacturers in the country in terms of output from their Stockport factory.

Crossley' is a marque that I have been familiar with all my life and there is a simple reason for this - my grandfather used to own one. I never knew my paternal grandfather as he died twelve years before I was born. Also, I knew nothing of his car as he had donated it to the war effort during the early years of the conflict. What I **did** know was the part that the family car played in my father's early life in Wilmslow, Cheshire. 'The Old Crossley', as he affectionately referred to it, featured in the many stories that he would tell me when he was recounting tales from his childhood.

Fast forward to 2017. My mother had just passed away having survived my father by five years. I was clearing out the farmhouse in Loweswater, which had been their home, and, among the many old photographs consigned to the many boxes in the many cupboards and drawers, I found a small, faded old sepia photograph of a car parked beside a lake. I realised that it was 'The Old Crossley' with my grandfather, Robert Spencer, in the passenger seat with his brother Jack at the wheel.

I restored the photograph and filed it away on my PC where I looked at it regularly over the next couple of years. When all you have left of your parents are memories, I found that little things take on a more significant role and every time I looked at the photograph I remembered my father's stories. Although I didn't realise it at the time, this was the catalyst for a story of my own that was beginning to play out. Until I had discovered the photograph of 'The Old Crossley' it hadn't taken on any specific form - it was just a car of my imagination and I'd never really considered what it might have actually looked like. But now I knew.

I soon identified it as a '**Crossley Model 14**' and began to read all there was about the marque and model. Something of an obsession was beginning to grow.



**My grandfather Robert Spencer in his Crossley 14 at Thirlmere around the late 1920s**

In the opening sequences of the popular TV series 'Bangers and Cash' Derek Mathewson sums up his experiences of the type of people who buy old cars, and their motivation for doing so. From memory it goes something like this..... “Most people will buy a car that they had in their youth, or their dad had one! We're selling dreams really”. I smile every time I hear those lines.

At the height of my Crossley obsession, whilst perusing the classifieds, there it was!

**BT 7825**, a 1924 Crossley 14 for sale in Denton, Manchester. The dream was about to become a reality! We travelled to view the car and for my wife, Barb, it was love at first sight, she quietly told me to get a deal done, she adored it! We did get the deal done and returned a couple of weeks later to trailer the car home. It was while we were heading north on the motorway that Barb suddenly said, “I have an announcement to make, she is called Connie” and so, 'Connie Crossley' became part of our lives.

A few interesting facts about **BT 7825**. Before bringing it to West Cumbria, the car had previously spent its entire life in the Manchester area, where it was built almost a century ago. Also, it is the only surviving example of a three door Crossley 14 in the world - there isn't a driver's door! The car previously spent some time on display in 'the 'Manchester Science Museum' but was still used regularly. Connie is also something of an actress, having starred in several films.

We used and enjoyed Connie for the first year or so of our ownership. I was aware of quite a few jobs that needed doing to her, and so late last year I took her off the road and embarked on quite an extensive mechanical overhaul. Having no experience of nineteen twenties automotive engineering, I quickly realised just how far technology has come in the hundred years since she was built. Luckily I have friends with a wealth of knowledge about cars of this period who kept me right and offered help and advice throughout the rebuild. Principal amongst these was Terry Richardson and I can't thank him enough.

We had finished the work by late March and a much more reliable version of the car is now back on the road and clocking up the miles. I now feel that I know the car intimately and have developed an in-depth knowledge and understanding of its workings. I still marvel as to how a car could be built without using an oil seal of any description in the entire vehicle.

Ever since buying the car I had harboured a desire to recreate the now iconic photograph of my grandfather's car at Thirlmere. I had quite accurately pinpointed the spot where the photograph was taken with the aid of Google Street View. This turned out to be a few hundred metres beyond the dam wall on the back road of the lake. However, there was one major problem - the road had been closed to vehicles for over a year for safety reasons.

The landscape at Thirlmere has changed dramatically over the last hundred years. Back then there were few, if any, trees. I realised that we needed to get the photograph taken before the roadside vegetation came into leaf and obscured the view up the lake towards Dunmail Raise. Everything fortunately came together in late March - the road was re-opened and the weather was good so we headed to Thirlmere. Here we met up with Malcolm Bobbit, a motoring journalist and photographer friend to whom I am deeply indebted for his help with my project.

Once we had the car in position we attracted the attention of several members of the public, all keen to know what we were doing. So I showed them a copy of the old photograph and explained its relevance and that we were attempting, as best we could, to recreate it. By sheer coincidence one of these interested parties was a professional photographer from Carlisle and he asked if we would mind if he took some photographs. The day went well and we returned home triumphant, our plan having come to fruition.

Chris Spencer



Photo by Brian Austwick, Photographic Creations

# Elderly Utterances

**The Voice of Experience!**

**Ron Palmer has his say**

As you read this the Coronation of King Charles 111 is fast approaching and the club is beginning our celebrations with the 'Coronation Meander'. This as you may know is a run for the older cars of a type built prior to 1950 and takes place on Wednesday May 3<sup>rd</sup> starting from the Motor House at Moota.

Midweek events are unfortunately not manageable for everyone but with the weekends being so full of existing bookings some new events have to move to weekdays to be accommodated.

Everyone who can make it is welcome to the start venue which will offer a rare opportunity to see cars of a bygone age together. For those not entered please park away from the front of the Motor House as we will park the old cars there for maximum effect. This will be a good photographic venue and there are two other places we suggest will be good to see the cars on the move. These are:-

1/ Hesket Newmarket village green opposite the Old Crown pub at map reference 90/341386 from approx. 12.15 pm.

2/ High Row Bridge and junction. Map reference 90/356354 from approx.. 12.30pm.

Please park considerately at these places as we want to maintain good relations with residents and visitors alike.

Our thanks to Mary Parsons for looking after the coffee and biscuits service at the start. Remember the coffee shop next door is open for those requiring something more substantial to eat.

The entries are listed after this, what a glorious selection of cars we have with one missing due to the driver, Eddie Farrell having fallen off his cycle and damaged his shoulder, so we won't see his 1935 Derby Bentley.

We hope the weather is kind.

Ron and Christine.



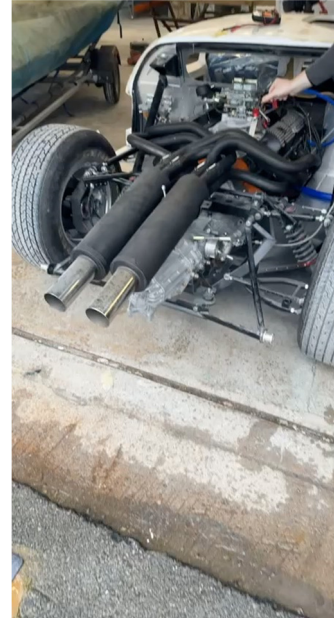
# Coronation Meander

## Start List

1	Kirk Rylands	Alannah Rylands	Bentley	3/4.5	1923	EL8149
2	Chris Spencer	Barb Spencer	Crossley	14	1924	BT7825
3	David Rushton	Debbie Rushton	Bentley	3 litre	1925	XW9349
4	Clive Kennedy	Penny Kennedy	Austin	Clifton	1926	BF6645
5	David Moffat		Alvis	12/50 SD	1927	NF7098
6	John Meeks	Rob Steele	Austin	12/4 Clifton	1928	ES8385
7	David Agnew	Jim Crockett	Austin	7 Special	1928	BF8791
8	T Richardson	S Richardson	Alvis	12/50 SD	1929	UV6717
9	Alan Smith		Austin	7	1932	EW7597
10	Michael Robinson	Fred Bell	Ford	AA	1932	WS6188
11	Peter Hewitson	Margaret Hewitson	Austin	10/4 Saloon	1932	SS3551
12	Dave Nicholson	Pauline Nicholson	Austin	7 RP	1933	ALT675
13	Harold Blair	Patricia Blair	Morris Minor	2 seat Tourer	1934	CRF572
14	Keith Graham	Sue Hoffmann	Bentley	VDP 3.5	1935	EAS958
15	David Wilson	Ed Glaister/Chris Hodgson	Riley	Kestrel	1936	BFJ516
16	Eric Smith		Austin	7 Tourer	1936	NSV854
17	Peter Beattie	David Beattie	Morris	8 Tourer	1936	EPB471
18	Norman Hamer	Susan Hamer	Riley	Kestrel Sprite	1936	COM313
19	David Whittle	Joan Whittle	Riley	1.5 touring	1937	OAL785
20	Robert Cook	Geoff Morson	Chevrolet	Coupe	1937	VXS336
21	Charles Graves	Kit Graves	Bentley	Derby Special	1937	DVU660
22	Ian Smith		Lagonda	Rapier	1938	EYX2
23	Andrew White	Vanessa White	Frazer Nash BMW	326 Special	1939	BAJ413
24	John Brown	Denise Brown	MG	TC	1947	FWP276
25	Chris Hunter	Fiona Tyson	MG	YA	1948	FRX211
26	John Hunter	Janice Walker	Bristol	400	1949	400HAA
27	Hamish Macleod	Irene Macleod	Bentley	Special	1949	EVH244
28	David Seymour	Jane Seymour	Morris	Minor Tourer	1950	XSL514
29	Robert Gate	Di Gate	Bentley	Royal	1950	DWG644
30	Peter Keen	H Keen	Allard	P1	1950	454XUP
31	Doug Gilmour		Singer	4AB Roadster	1951	OWA5

# Autojumble

Items for sale or wanted



## GT40 for sale

SGT Chassis No60 (2020 built)

£28.000

Rare opportunity to get a great low cost starting point for a GT40. Car has been built as close to original as is possible under latest IVA restrictions on arguably the best chassis available in the UK. IVA restrictions have been followed throughout the build to make passing IVA easier. Chassis is rolling and engine is running, not many parts needed to get it drivable and ready for IVA, its 80-90% done. A great package that will be worth more than double when through IVA and finished. Unfortunately lack a of time, funds and the space needed to finish it forces sale. Includes all paorts.

Contact Dave Nicholson on: [dwandpnic@btinternet.com](mailto:dwandpnic@btinternet.com)

**Fuchs Silkolene 20/50 Oil** for classic cars: 5 litre can for £25. Contact Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

**Lots of MG B parts for sale,** Graeme ot [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

# Membership

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

## Welcome to new members

Bruno Summerson-Brown	of	West Auckland
Fred Bell	of	Wigton
Daniella Hope	of	Keswick
Daniel McKelvie	of	Dalston
Charlotte Woodruffe	of	Dalston
Stephen Downham	of	Grange-over-Sands
Terence Peat	of	Cleator Moor
Simon Lunken/Jo-Anne Lunken	of	Langrigg
David Thomas,	of	Keswick
Paul and Eileen Reid,	of	Wigton
Norman and Jim Scott	of	Penrith
David Thomas	of	Keswick
Phil Carver	of	Notts
Paul Reid and Eileen Reid	of	Wigton
Norman and Jill Scott	of	Penrith,

We look forward to meeting you at events and social meetings.

## M-SPORT CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

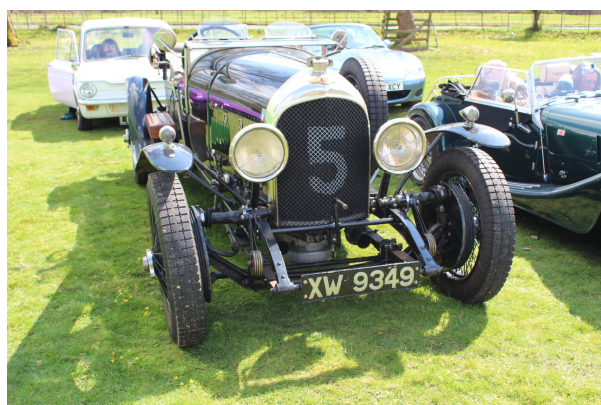
**[WWW.M-SPORT.CO.UK](http://WWW.M-SPORT.CO.UK)**

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

# Drive It Day

A very successful day in good weather . Some 200 cars arrived along with some marmalade fanciers (!) and just over £1,000 was raised for our charities, Cockermouth MRT and the NW Air Ambulance. Well done to the marshals who kept things moving.



## More Drive It Day Photos



# WMC Clothing



**Heavyweight Hoodie  
£28**



**Soft Shell Jacket £45**



**Oxford  
Shirt £28**

**New WMC Clothing range  
now available to order**



**Polo shirt  
50% cotton £18  
100% Cotton £18**



**Micro Fleece  
jacket £30**

**Quality clothing range in  
sizes from small to 4 XL**

**All garments can be ordered for collection at the Motor House or at events.  
To place your order please email David Agnew on [davidwagnew@aol.com](mailto:davidwagnew@aol.com)**

**Price correct at March 2023**

# Club Championship 2023

## 1.0: Overall Club Championship

### 1.1) Counting Events:

- 1.1.1 All competitive events organised by Wigton Motor Club with the first counting event to be the White Heather Targa in March 2023 and the last to be the 2024 February Autosolo.

### 1.2) Scoring:

- 1.2.1 Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2<sup>nd</sup> place **overall** and then reducing at 1 point per place down to 1 point for 25<sup>th</sup> place **overall**.
- 1.2.2 Points totals for any one discipline will be limited to the best 5 performances in that discipline. (i.e. The maximum number of points available in any one discipline is 125).
- 1.2.3 Members completing more than 5 events of any one discipline will have the lower points scores disregarded so will receive their best points total based on their best 5 performances.
- 1.2.4 In **Autotest** events points will be awarded to the driver only.
- 1.2.5 In the **White Heather Tests**, **Lake District Classic** and **Solway Classic** points will be awarded on a separate basis for overall position in the Historics event and overall position in the Targa event and will be awarded to both driver and navigator.
- 1.2.6 In **Autosolo** events points will be awarded to the driver only.

### 1.3) Event organisers:

- 1.3.1 Members who organise a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
- 1.3.2 These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
- 1.3.3 These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise. ( i.e. Only 10 points can be gained in the Club Championship per season, for organising, regardless of how many events in the Championship a member may organise).

### 1.4) Event marshals:

- 1.4.1 Members who marshal in a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
- 1.4.2 These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
- 1.4.3 These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal. ( i.e. Only 10 points can be gained in the Club Championship per season, for marshalling, regardless of how many events in the Championship a member may marshal).

**Note:** Only 10 points per year will be awarded for either marshalling **or** organising an event. Once those 10 points have been awarded any further marshalling **or** organising will not gain any further points in the Overall Club Championship.

## 2.0: Autotest Championship

### **2.1) Counting Events:**

2.1.1 All competitive autotests organised by Wigton Motor Club from March to February.

### **2.2) Scoring:**

2.2.1 Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2<sup>nd</sup> place **overall** and then reducing at 1 point per place down to 1 point for 25<sup>th</sup> place **overall**.

2.2.2 Points totals will be limited to the best performances in all but 1 event less than the total number of events held. (i.e. if all 5 events are held the best 4 results will be used).

2.2.3 Members completing all five events will have the lowest points score disregarded in order to receive their best points total based on the number of qualifying events.

2.2.4 Points will be awarded to **drivers** only.

### **2.3) Classes:**

#### **2.3.1 Overall Championship:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on **overall** finishing position regardless of class.

#### **2.3.2 Front Wheel Drive Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Front Wheel Drive Autotest Class.

#### **2.3.3 Rear Wheel Drive Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Rear Wheel Drive Autotest Class.

#### **2.3.4 Front Wheel Drive Production Car Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Front Wheel Drive production Car Autotest Class.

#### **2.3.5 Rear Wheel Drive Production Car Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Rear Wheel Drive production Car Autotest Class.

#### **2.3.6 Specials Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Specials Autotest Class.

### **2.4) Awards:**

Awards may be presented at the end of the year to the Overall Autotest Champion and the winner of each class. The Overall Champion is not eligible for a class champion award as well, so in the event of this occurring, the relevant class award will go to the next best finisher in that class.

## 3.0: Autosolo Championship

### 3.1) Counting Events:

3.1.1 All competitive autosolos organised by Wigton Motor Club from March to February.

### 3.2) Scoring:

3.2.1 Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2<sup>nd</sup> place **overall** and then reducing at 1 point per place down to 1 point for 25<sup>th</sup> place **overall**.

3.2.2 Points totals will be based on all counting events in the series.

3.2.3 Points will be awarded to **drivers** only.

### 3.3) Classes:

#### **3.3.1 Overall Championship:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on **overall** finishing position regardless of class.

#### **3.3.2 Front Wheel Drive Autosolo:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Front Wheel Drive Autotest Class.

#### **3.3.3 Rear Wheel Drive Autosolo:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Rear Wheel Drive Autotest Class.

### 3.4) Awards:

Awards may be presented at the end of the year to the Overall Autosolo Champion and the winner of each class. The Overall Champion is not eligible for a class champion award.

as well, so in the event of this occurring, the relevant class award will go to the next best finisher in that class.

### 4.0: Ladies Championship:

This will be awarded to the highest placed lady in the Overall Club Championship. In the event of a Lady winning the Overall Club Championship, the award will go to the next best placed Lady in the championship.

### 0: External Championship:

This will be awarded to a club member(s) who has competed successfully outside the Club events. (Decided by committee)

### 6.0: Enthusiast of the Year:

This will be awarded to a member who has shown considerable enthusiasm as a competitor, organiser or marshal or a combination of those. (Decided by committee)

### **7.0: Newcomer of the Year:**

This will be awarded to the member in their **first year** of motorsport who has impressed the committee with their efforts. (Decided by committee)

### **8.0: Stage Rally Champions:**

This will be awarded to the member(s) who has achieved excellent performance on stage rallies. (Decided by committee)

### **9.0: Speed Championship:**

This will be awarded to the highest position WMC member in the ANWCC Speed Championship at the end of the 2023 season.

### **10.0: Hill Climb Championship:**

This will be awarded to the highest position WMC member in the ANWCC Hill Climb Championship at the end of the 2023 season.

### **11.0: Marshals' Championship:**

#### **11.1) Counting Events:**

- 11.1.1 All WMC events (competitive and non-competitive).
- 11.1.2 All events where WMC are requested to provide a marshal's team.

#### **11.2) Scoring:**

- 11.2.1 10 points will be awarded for a full day's attendance.
- 11.2.2 5 points will be awarded for a half day attendance.
- 11.2.3 Points will be awarded for duties performed either on the day, or prior to the day for setting up, or after the day for clear up.
- 11.2.4 All points must be verifiable by the appropriate marshals signing on sheet.
- 11.2.5 10 points will be awarded in the marshal's competition for event organisers.
- 11.2.6 All events will be scored, there is no limit to the number of qualifying events.

Any marshals attending events can contact the Championship Coordinator to ensure their attendance has been registered, preferably by e-mail.

**Championship Coordinator: [maryparsons5@icloud.com](mailto:maryparsons5@icloud.com);**



31 members took part in the White Heather Rally which took place at Kirkbride Airfield on 1st April 2023. Points were on offer for the drivers and navigators in the Targa and Historic classes to go towards this year's championships.

The championship table stands as follows

Alex Willian	25
Nick Townley	25
Barry Lindsay	25
Martyn Petry	25
Heidi Garstang	25

All WMC organised competitions count towards the championships

The marshals championship is recorded separately and your participation plays an important role in the smooth running of events.

Competitions can not happen without organisers. If you can help, please step forward as we'd love to hear from you. No experience necessary as we will guide you all the way.

Many thank to all involved  
Mary  
maryparsons5@icloud.com

## Reflections

### Graeme looks in the rear view mirror

I was remind the other day that we always have our weekday evening meetings on a Wednesday. The reason is historic, in that in days gone by when there were a lot of active car clubs in the area, each had its own "night" to avoid clashes and so people could attend more than one club night or event a week - we were young and enthusiastic then! Wednesday was the "Wigton" night, while CSCC, Workington, West Cumberland and Spadeadam all had their own night.

In our case, it was club night on the first Wednesday, committee on the second, twelve car rally on the third and in the summer a treasure hunt on the fourth. It's not quite so hectic these day as there are fewer active clubs but fortunately we can fill most Wednesdays.

One of the most popular clubs nights were film nights, at the time there was little rallying on TV so in the winter we tried to get the latest sponsored films from Castrol, Duckhams or Ford and we would get really good audiences for shows at the White Heather with people travelling for an hour or more to be there. Rally forums with the top rally and race drivers of the day would being in hundreds. Sadly that is not the case these days, how many of us know who the current British Rally Champion is?

# Motor House News

There was a big attendance at the April Cars & Coffee. We ran out of milk, cups and parking! Before the next one we will have spread more road planings to create more room and also we will marshal the parking to get more cars in.

In the next few weeks we hope to have CCTV installed and the AV system. Other items that are expected at a new gazebo, promotional table covers and feather flags.

At the May Cars and Coffee we will be joined by Claire Kirkpatrick (Head of Club and Community Development) and Sofia Macbeth (Regional Committee Secretariat) from Motorsport UK.

We also have monthly “work days” at the Motor House where we get ready for events, or pack things away or do work to develop the Motor House. There is a fair bit of “Coffee & Craic” as well, bring your own lunch or just pop in for a coffee.



# Andy's Armchair

**Andy Armstrong takes an irreverent look at motoring and motorsport**

I don't have and never have had Sky TV so for many years now what I've seen of Grand Prix racing has been on Channel 4 which is only a highlights programme where the race is cut, or more precisely butchered so coupled with advertisement breaks, the whole thing becomes impossible to follow. In every broadcast lately the transmission resumes after a break and drivers have dropped dramatically down the field or made fabulous progress in the other direction and we never find out why. Usually of course it's connected to a pit stop but was it scheduled or taken for another reason, maybe contact requiring a nose cone or loss of hydraulic pressure, we rarely find out.

Anyway I've eventually given up and started listening to races live and uninterrupted on the radio. Yes it's nice to see the cars but they all look pretty similar and as long as you have a circuit map handy you're in with a decent chance of following the race and seeing how things develop much more successfully than trying to work it out on the TV.

I don't know if it's just me, but to fully enjoy a race I think you've got to be aware of much more than cars simply lapping a circuit. If you don't know who's using which tyre compound, how long stints are between stops and who's driving defensively protecting their rubber etc then you can't really understand what's going on and who's having a good race rather than just some fast laps.

Maybe it's better on Sky, I can't comment, but certainly for the time being I'll be happy enough to listen rather than watch. Well that's nearly always true but exceptions will have to be made for decent tracks, so Spa, Monza, Zandvoort etc will be looked at more for the history of the place than anything else.

Now, I've got a new car, a BMW 128ti and yes it's an automatic and no I don't hate it. So after years bemoaning the death of the manual box I need to own up to being too set in my ways and stubborn. I still reckon it makes things a bit boring but I'll soon be brave enough to use the paddle changers so that will help matters. Our editor did comment it's the slippery slope towards electric but he needn't worry as that goes way beyond the boundaries of common sense and anyway my wife wouldn't allow it. She's not happy with the petrol gauge showing under half full so range anxiety might be an insurmountable problem.

And finally there's a picture below which I suspect I attached to an article many years ago. The question I asked then and no one could answer was who and when? Now, we've many new members so I thought it was worth another try to solve it. As you can see it's a Carlisle registered 850 Morris mini, I think the rally plate looks like it's on an RAC of the early 60's, and presumably after the event moved into the forests so let's say 62 onwards. Any help identifying the crew would be much appreciated as I've had the book at coming up to 60 years and never worked the answer out yet.

Ends AA.

