

Wigton Motor Club Ltd

Start Line

Issue 2023/08

www.wigtonmc.xo.uk

August 2023

Time for the Cumbria Classic!



The Rose &
Thistle Tour

The Cumbria
Classic &
Motorsport
Show



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

Aug	6th S	Cars & Coffee at the Motor House. 10 until 12
Aug	13th S	Blue Streak Targa (SMC) Historic/Targa Challenge Round
Aug	19th Sa	Rose & Thistle Tour
Aug	20th S	Cumbria Classic & Motorsport Show
Aug	25-27	Silverstone Classic
Sept	2/3rd	Croft Nostalgia Racing and Show
Sept	3rd	IDMC Ilkley Jubilee Historic7 Targa WMC invited.
Sept	24th	Cumbrian Canter
Oct	8th	Cars & Coffee at the Motor House 10 until 12
Oct	22nd	Solway Targa & Historic Rally

Classic Show Marshalling

We still need a few more people to offer to do a job for an hour or so during the day, either with a class or on the admission gate.

Please drop Graeme an email on gtfmg@yahoo.co.uk if you would like to help.

Cars & Coffee

At the Motor House

Sunday, August 6th

10 until 12

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Shocking News! I have to admit to getting exasperated by our political leaders (of all parties) and the BBC for their constantly promoting of electric cars. It should be obvious to them that there is huge public resistance to EVs, and any sensible person can see through the myth being promoted. Politicians are only interested in getting re-elected at the next election rather than coming up with real solutions. In the last week we have seen a number of telling news stories. At the World Rallycross meeting at Lydden Hill, the entire team of the Lancia Delta electric cars and their transporter went up in flames that could be seen 20 miles away. The photos they showed that the organisers had to import generators into order to charge the competing cars. Hypocrisy?

Much the same applies to the rather odd Extreme E race series which takes place in remote and fragile environments. Taking a whole race series there with generators and flying all the drivers etc in must give ammunition to Greta; it certainly does not make sense to me!

Then we have a ship with 3000 cars in it and one of the EVs went on fire and sadly a crew member died, and the ship has had to be abandoned and is now drifting aimlessly.

It was reported a few days ago that there had been 190 serious fires caused by electric bikes being re-charged. Some of the videos in the report was dreadful – houses being completely destroyed.

EV batteries use a mixture of rare metals mined in dubious conditions while in order to reduce the weight of the car the manufacturers are using more costly lightweight materials which are difficult to recycle. As EVs are about 50% heavier than an ICE car, their tyre wear is great and creates more rubber particle pollution and well as the owner having to buy tyres much more frequently.

Civil engineers tell us that many multi storey car parks will be unable to cope with the addition weight of EVs. The EVs have much worse range in hilly areas as they have more weight to pull up the gradients.

35% of car owners park their cars on the road (and a greater percentage in cities) and can't have home chargers, battery life declines steadily after 5 to 6 years and owners are finding it difficult to part exchange them and get a reasonable price.

If you drive down the M6 you find that most of the service areas are nearly full, even though these days people are mainly stopping for a comfort break, or a quick coffee and moving on in 15 to 20 minutes or less. There seems to be about six recharging points per service station and of course each one takes up about a metre of parking, so the capacity of the car park is reduced. If more people need to charge, then there will have to be many more chargers and cars will have to be parked for longer. A recipe for chaos.

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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What about towing? Many EVs can't tow apparently. When they do they have a short range. How do you charge up? Autocar borrowed a new unloaded caravan and towed it up the M4 and the EV needed charging after 100 miles. This meant unhitching the caravan and leaving it in the lorry area while the car went to find a charging point. It meant one of the family had to stay with the caravan while the car was charged. And of course it added to the journey time.

Many manufacturers are looking to hydrogen which is far less damaging to the environment than electric while there are synthetic non fossil fuels being used in racing cars, Sebastian Vettel's Race without Trace is a good example.

GTF



Autojumble

Items for sale or wanted

For Sale

Mobility Scooter (hearing aid beige) Not uses for a while. No expensive. Can be delivered if needed

Ring John on 01228 534483

Blast From The Past



This photo popped up recently of Daryl Weidner leaving a control in Keswick on the 1984 Lakeland Stages. The "Century Theatre in the back ground was known as the "Blue Box Theatre", it was originally a mobile theatre made up of ten "boxes" that fitted together. In it's later, rather tired days, it came to rest in Keswick at various locations in the town prior to the Theatre By The Lake being built. The old blue box had some surprises for drama lovers in that you could get a free shower at times and you also had to be careful on wet nights not to kick the bucket(s)!

It's now part of an open air museum in Hinckley

From The Top

News from MSUK, Associations & WMC Committee

July Committee meeting notes

CCTV and AV to be completed shortly.

We now had a lease on the Maryport Business centre site of autotests.

We need someone to take on the role of Safeguarding Officer

Reports Lingholm Cars & Coffee was well attending despite showers.

50 people came to the BBQ, although not all had booked. Rob has offered the use of a large BBQ for future events.

Major events: Rose & Thistle filling up well. Show also has a lot of entries. We need more marshals. Simpler and cheaper programme to be used. The details of the show organisation were discussed. We will have two First Aiders present.

Chris is well on with the Cumbrian Canter

The organising team for the Solway is starting work.

Rob will run at Autotest in November at Kirkbride.

Finances were very healthy and more members joining every month.

August Cars and Coffee, a week early so as not to clash with the Blue Streak.

Next work party at the Motor House to dig soil out from the back fence and complete the bottom wall. Peter Tyson coming to install the AV system.

New first aid kits to be bought.

It is hoped to organise a meeting for competitors who did the !County Motors” championship some-time in the autumn.

Safe Guarding Officer

The Club has to have one to comply with MSUK regulations. They do not have to attend events but we would like to find someone to take this on who has similar expertise or qualifications in other fields. Please contact any committee member if you are interested.



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Reflections

In the rear view mirror

I was looking through some old WMC magazines the other day after I got a request for some rally results. What hit me as I flicked through the pages was the number of events there were. The Cumbria Motor Sport Groups dates list showed a stage rally championship with 12 rounds, a similar number in the road rally series and the Field Championship (autotests and PCTS) of ten rounds, plus lots of other events with most clubs running 12 car rallies series. In Wigton's case we had nine of them, four Novice and four Expert and one Ladies. Most had full entries and possibly in some cases "travelling marshals".

And of course in those days there were far more active clubs and they all had full programmes. For example Furness and Morecambe were great clubs running some fabulous road rallies. Sadly many of the clubs have withered and died.

In those days pre internet information was either through a posted newsletter or going to club nights. Clubs often met once a week with local clubs co-ordinating so they did not clash, we were always Wednesdays, Workington on Monday, CSCC on Tuesday and I think West Cumberland on Thursday although I am sure Ron Palmer will correct me on that. When we were young and keen you go to several meetings a week and there was a real buzz. These days we manage three events a month, pub run, autotest and committee meeting.

Club nights might be film shows (there were not many films then, a couple from Castrol each year and the RAC Rally film which usually came out some months after the event), table top rallies or quizzes.

Quizzes were popular and both Ford and Castrol ran inter club events for a national prize, it was quite competitive in a friendly way!

Things change or "progress" and evening events seem less popular everywhere. On the other hand "Cars & Coffee" type events are popping up all over and evening pub runs get a good turnout.

Speed Test Evening

There has been interest in a second test events at Rowrah
before the dark evenings come

Please drop us a line if you are interested. We need ten to make it viable.

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Wigton members at Classic Nostalgia

Classic Nostalgia at Shelsley Walsh in Worcestershire is the biggest of all events in the British Hill-climb calendar and attracts thousands of spectators, it is now not just a hillclimb but like Goodwood Revival and Silverstone Classic the organisers have widened the scope of the event to attract as many as possible members of the paying public commercialism is what drives motorsport these days.



In their efforts to do this they invite lots of motor-ing heroes and personalities, historic cars, not just from the hill climbing fraternity but from F1, Tour-ing car championships, American Can- Am series, land speed record breakers and cars whose now have significant various anniversaries such as this year as it was the 60th anniversary of the iconic Mini Cooper.

There are always lots of famous cars from the very earliest days of motorsport and one of the most famous is “Spider” built by Basil Davenport in the 1920s and still competing regularly at events all over the country. This fearsome machine is capable of putting up fastest time of the day but driving it at this level can only be done by a very competent and extremely brave person indeed as it has lots of exposed cogs and chains, no footbrake but a hand brake which needs the driver to lean right out just to reach it and confusingly the gear lever for the crash box is alongside the handbrake lever. The main drive chain runs under the driver’s seat which consists of a piece of wood about half inch thick, if the chain snaps which it often does under load as the car is so powerful it usually drops onto the ground but if it came through the wood it would perform more than a vasectomy !



Several Wigton people managed to get an invite to this event as you couldn’t just enter but initially had to “Express an interest” then hope you managed to get an invite if they considered your car was of sufficient interest to the paying public. Fortunately Fred Bell from Waverbridge near Wigton got an invite with his Cooper -JAP V twin which is not surprising as I was told it was the Ex David Boshier Jones car. In 1959 and 1960 Boshier Jones put up FTD no less than 4 times at Shelsley as well as other countless FTDs at events all over the country and I believe he was British Hill climb champion in that period, I remember seeing the car at Bar-

bon in the early 1960s when I was still a schoolboy.

Graeme Forester was competing in his FIA MGB race car, I was in my Buckler MK5 with its super-charged Ford sidevalve engine, I’ve entered this event every year since it started in 2007 and met countless interesting people there, many have become lifelong friends ever since.

Steve Murphy from Kendal was there with his Mini GT competing in the Mini Cooper celebration and no doubt there would be other members competing too but I’m afraid I don’t know all the members so I do apologise for any omissions, please let me know if I’ve missed you out so I can get to know you for future events.



Saturday was wet, very wet and everyone was going about under umbrellas, conditions were tricky and getting off the line was a problem but suited my car better than most in my class and I was lying in second place only one second behind the class leader in a much more powerful car as my car is tractable and his doesn't come on the cam until almost 5,000 rpm ! Even my Bucker was getting wheelspin going up out of Top Ess on the steepest part of the course,

Sunday was lovely dry and warm but I never up as far as Top Ess as after climbing strongly on the first part of the course absolutely flat out through the sweeping bends and up the straight on the first part of the course and having removed the rev limiter to allow the old supercharged side valve to rev over 6000rpm it started popping and banging then coasted to a halt between bottom Ess and Top Ess. I freewheeled under marshals instructions into where the ambulances and recovery trucks are stationed, got out of the car and removed the bonnet but couldn't see anything wrong, no wires coil leads or anything obvious amiss. As I have a spare coil mounted alongside the one in use, I swopped over the wires then tried the engine, it fired up instantly and sounded great so was duly sent back down the hill with my batch as they returned after a pleasant chat with the ambulance and recovery crews.



In the paddock several people came to see what the problem was including some expert engine tuners such as Terry Griffin renowned Austin 7 engine builder. Just to be sure it didn't happen again I replaced condenser with a new one, did a compression test, all at 130 psi so all in order, checked and replaced ignition lead and even fitted a set of new plugs, car started perfectly and would rev freely up to over 6000 rpm whist standing in the paddock. Fingers crossed for a decent run in the afternoon as because of all the other attrac-

tions we were only getting two runs each day instead of the usual four.

Second run was an exact repeat of the first it popped and banged then expired just in the same place so back down to park beside the same marshals again only this time there was "Spider" the Health and Safety officer's nightmare parked there too! At this event it was being double driven by the owner's best mate and not being used to driving the car much at the critical time he leaned out pulled what he thought was the brake lever but had found the gear lever so ended up in the barrier but fortunately without injury or too much damage other than a bent steering arm.

I got a bit of stick from the ambulance and recovery guys as you can imagine having enjoyed my previous chat with them and one guy called Graham had travelled from Kendal to be on duty, he was Robin Jaegers brother in law. Many of you will know Robin who is a superb trials driver from our area but recently moved near to Malvern. I later learned from Fred Bell he broke down lower down the hill to discover a marshal there was from Silloth which is just down the road from Fred's



house, what a coincidence, it shows the dedication of all these volunteers, it is 262 miles from Branthwaite to Shelsley so it's even further from Silloth.

Usual clerk of Course Dave Nursey was competing in a mate of his Morgan 3 wheeler, he would find that vastly different from his usual car which is a beautiful 1951 Jaguar XK Reg number EHH633 which is of course a Carlisle reg number, it was first owned by John Burns (or Burrow) of 9 Fisher St Carlisle then by Dr Rattrie of Maryport

who was my doctor when I was born 76 years ago, my auntie was Dr Rattrie's housekeeper, what a small world isn't it. Does anyone know anything about the first owner of the XK as Dave would be keen to hear about its early history.

Looking forward to another Classic Nostalgia next year but first have to sort out my car's reluctance to go past bottom Ess !

It was a great event and full credit to Annie Goodyear the comp sec and Rebecca Leppard the event coordinator both of them could be seen all weekend running about organising things and of course a big thank you to all the marshals and people behind the scenes who worked equally hard but were less visible on the day.

Keith Thomas



PG Tips

Peter Reflects On His Month

Normal summer weather has resumed in Cumbria after the glorious, seemingly never-ending sun of late May and June, and I think we were damn lucky to get a dry night for the BBQ earlier in the month. I was pleased to see a good turn out after the weather had threatened to do it's worst...in fact the turnout was possibly a little too good. I had 28 confirmed attenders plus my 2 daughters who wanted to come and I ended up catering for 45 plus a chap called Chris who hadn't booked but arrived with his own sausages and rolls (thank you Chris). Clearly something had gone wrong with the booking system! There was a nice variety of cars and I think everyone got fed in the end, and the charcoal just lasted long enough to cook it all. Thank you to Marion and the Grahams for helping out as well as my wife Trudy, who only came to drop the kids off, and ended up collecting funds!

My youngest daughter Heidi who now seems to want to come to every car event I attend, and is a real petrol head was eyeing up the Talbot Samba rally car as someone told her that she can co-drive on Targa rallies when she is 12 – which is next year rather scarily. Whether this enthusiasm lasts or not remains to be seen but she Googled 'good rally cars' on her tablet and came to advise me we needed a Lancia Stratos. I completely agree with this assessment, we do indeed need a Lancia Stratos...now I just need to find about half a million pounds to buy it! Last month we attended a party at a friend's farm in Cheshire and their 15-year-old nephew kept his Autograss buggy there and offered to let her have a go in it. It had a 1.2 Corsa engine in the back and was basically a large cage with a seat and a wheel at each corner. It had 2 forward gears, one for about 30 mph and the other to take it to it's 60 mph top speed. With 65bhp and weighing about 400 kgs it was a quick little thing and after stalling it once Heidi soon had the measure of the clutch and set off round a field with the owner hanging on to the tube frame skeleton.

I don't think he was expecting her to max first gear and then start sliding it around at 30mph while he clung on for his life. After getting her to halt it, the poor brave boy then let my elder daughter Emily loose in it as well, and whilst Emily has no expressed motoring ambitions, she wasn't about to be outdone by her younger sister and treated him to an even more aggressive display of driving whilst he clung to the outside. I think he was very relieved when he escaped uninjured, and someone else's child then gently drove round at about 10mph to conclude the test session.

Not much car news this month – all 3 appear to just work which is giving me time to try and tame the garden and plot what car to buy next. I did have to fit new front tyres to the Astra Bertone though as they were worn to the markers at MOT time in June. I had a set of Nankang vaguely sporty, but not very expensive tyres fitted from a time when it had but it's original 147bhp and decided that as it's now sporting over 260bhp I probably ought to invest in something better this time round. I bit the bullet and went for a pair of premium Dunlop Sport Maxx, having read reviews that said they would not only provide better grip and feedback but also improve the ride. I've never been much of a tyre guru outside of what is stickiest for a hillclimb car, but it's fair to say I am now a convert. The ride quality is noticeably better and they seem to absorb the ruts and bumps on our broken country roads significantly better than the Nankangs. It's an expensive business as they are over a 1/3 more in terms of price but they are definitely worth it on a performance car I'd say.

My pothole battle continues but I can confirm the council have now passed my claim to their insurers.
I await a decision!

Peter

Forthcoming Speed Events

July	30	Scammonden	Mid Chesh.	HC
August	5/6	Harewood	BARC	HC
	26/27	Forestburn	Monklands	HC
	27	Harewood	BARC	HC
September	2 nd	Aintree	LMS	S
	3 rd	Three Sisters	Longton	S
	16 th	Southport	Aintree CC	S
	16/17	Harewood	BARC	HC
	16/17	Doune	LCC	HC
	30/1	Anglesey	Longton	S
October	7/8	Kames	EACC	S
	30 th	Golden	Sheff & H MC	H



Beginners Guide to Speed Hill Climbing

Having campaigned MG Midgets in autotests and Classic/targa rallies for several years I moved on to running a Mk2 Escort. Even after 7 or 8 rallies the car is still in quite good nick despite losing the odd rear light cluster, nudging several banks and breaking the engine mounts....twice. I decided to try to preserve the car's longevity by reducing the number of rally events and having a go at this hill climb malarkey or, to use its correct title, speed hill climb malarkey. I was encouraged to give it a try by lifelong friend Chris Spencer and the ever enthusiastic hill climber and Escort repairer and all round font of knowledge Keith Thomas.

I had some idea of what was involved....cars going uphill as fast as possible against the clock. There is also a similar version on the flat or around a race track called sprinting. So what do you need to take up hill climbing/sprinting.....?

A Car. Pretty much any car will do. It varies from exotic bike engined single seaters through to old cross flow powered 1600 escorts (which is where I come in). Some cars are just used for hill climbing and, as such, will be highly modified and lightened and some will be standard road going cars. The choice of modern cars depends on your budget i.e. what you can afford to run and what you can afford to take home in bits.....accidents do happen. Quick Minis, Renaults, MX5s, Honda S2000s, Caterham/Lotus7 types are popular 'modern' road going choices. The car will need a timing strut to attach to the front which can be bought or made from a bit of sheet metal painted black, yellow tape fixed onto the earth terminal, two towing eyes or straps, ignition "off" label and a pack of big black numbers for affixing to the sides of the car. Regulation tyres are a complete mystery to me so read the MSUK Blue book. I drive the car there and back and compete on the same tyres, so nothing exotic. A roll cage and harnesses are optional for road going classes to be on the safe side.

Driver. You will need a licence (RS Inter) which costs around £80 (MSUK allow the use of the RS free licence but only for competing in a modern road going saloon car), helmet ideally approved by FIA, overalls or race suit (again ideally FIA approved or lower grade Nomex for RS licence holders). A degree of competency is always helpful.....this can be attained by attending a hill climbing school course. I can highly recommend the Harewood Academy near Wetherby where you only need a road licence and a car. They provide tuition for 1 run then you get around 12 runs up the track at full chat on your own. This will let you know if it is the event for you and is a great value motorsport day out for around £200 with food included and a video of your exploits to study later at your leisure. There are upwards of a dozen WMC club members competing on a regular basis, some just do the Barbon local events and others travel the length of the country and into Scotland to compete.

Which class? There are so many classes in hill climbing - again the Blue book will be helpful. Sometimes there is only one car entered in a particular class but mostly the class will be dictated by the type and age of car. I enter the Classic Cars category which is a very broad church covering any road going car registered between 1962 and 1993! There is no split for age or cubic capacity so I have competed against Mini Cooper S, Porsche 911, TVR, Sunbeam Talbot, TR7 V8, Stag, Lotus Cortina, Lotus Elan, MG Midget, MG B, etc. In reality you can compare times with others but you are mostly competing against yourself by trying to improve on your best time up the hill.

Where? The nearest venues are Barbon (twice a year), Harewood, Aintree (sprint), Three Sisters (sprint), Bo'ness (historic), Kames (sprint), Forestburn and Scammonden. There are several championships that can be entered at the start of the season.

Cost? I have only competed at Barbon so far but the average cost is around £120 per event. You typically get a couple of practice runs and around four timed runs with your best time to count.

Give it a go if you can, everyone is very friendly and helpful and you are never too old to start.

John Sloan

Barbon 2 July 2023

Barbon is one of the shorter courses in the country with only three real corners; two left handers and a hairpin right. The quickest cars go through the speed trap at 120mph, I can just about manage half that speed but it does save me buying new underwear.

Having done the course twice previously on red hot days, in July '22 and June '23, the prospect of some dampness in the air for the July '23 event was giving me pause for thought. Technical support (the wife) followed me down the M6 in the Land Rover with spares and tow rope on board – belt and braces to be on the safe side. We encountered the first heavy rain shower on top of Shap where I had to engage the two speed wipers...not sure I knew that it had two speeds but both were dismal. Our allotted parking space was amongst the others in our class and it was great to be parked beside Damon Green with the Volvo Amazon and Mike Garstang in the Mini Cooper S. It was such a miserable weather forecast that it had put off some of the other entrants who did not turn up so there were six in our class.

After adding the timing strut, rear tow strap, Herdwick sheep cushion (for some home comforts) and relevant door numbers the car was set for scrutineering. The organisers had been keeping an eye on the weather forecast so during the drivers briefing we were told that we were to have just one practice run and then get in as many timed runs before/between the forecast biblical showers. Cars go up the hill individually but in allocated groups of around 12 cars, park at the top where you wait to return to the bottom after everyone in the group has completed their run. We were in the 4th group and so heard a few mutterings about it being still green (slippery) from the previous days rain. The surface can also be green in places from squashed random sheep dottles as the area is open to grazing ruminants.

I was due to follow a Morris Minor to the start line. Good, I thought, I will not be the slowest here today...no offence to Moggy fans but in basic trim they could never be described as quick. However this one had massive arches with 10 inch cut slicks underneath and a huge rear aerofoil so anything but basic. I had a chat with the driver and found it was based on a 1.8 supercharged MX5 with 240 HP and MX5 underpinnings. He didn't think it was quick enough and was looking to put an engine from a Nissan 370Z in it for around 350HP. Gulp.



As I approached the start line the track was pretty dry looking so I didn't warm the tyres in the allocated area. Many tracks don't have or allow tyre warming where you engage highish revs, drop the clutch and boot it, spinning the rear wheels furiously for a couple of yards. This needs a degree of skill in case there is more or less grip than expected and you scatter the bystanders - usually race officials.

I approached the start line watching the marshals for where to stop, then knocked it out of gear and released the brake whilst they rolled the car back a

little and chocked the rear wheel. I was now watching for the green start light and casually blipping the throttle for effect. It is not like a rally where when the light goes green you give it the beans, the green light here means you can go in your own time. First corner was taken in 2nd but not too wide as the Armco can be unforgiving, up to third on the first straight then decide whether to lift or not on the second corner....lifted a little as it was practice run and not 100% dry, then the long straight in 3rd at full chat whilst listening for valve bounce, where to begin to brake for the crux corner.....there are yardage markers but I still have not sorted this out yet. I have been around that corner 10 times

previously but never done it the same way twice. To do it properly you need to identify an entrance, apex and exit point. So brake, but not hard enough typically, drop it into second and boot it around the corner with a little bit of play at the back end....worked for me but perhaps not the best or quickest way around. Up through the finish line in 2nd and glimpsed my inevitably disappointing run time (around 38 secs) on the digital board before parking up at the top of the hill.

Back to the paddock and a chat about how it was still a bit slape underfoot. Everyone was watching the dark clouds approaching from the west but it stayed dry for the first timed runs. A long pause in proceedings then resulted from an impressive accident to a classic mini brought back down the hill on the back of a low loader. The car belonged to WMC member Wayne Gregory who thankfully was OK. Apparently the car had run wide at the second corner, put a wheel on the wet grass and then spun and rolled. The sight of the battered mini acted as a moderator for the rest of our runs. Fastest in the group was the very experienced Damon with 34.83sec which was impressive on his first Barbon outing. I managed 37.98. There was a shower of rain after the first runs and consequently all of the second runs were slower, mine by around 2 secs. Some competitors packed up and went home at this point as they did not expect to beat their dry times. As it turned out there were some very black clouds passing by but no further significant rain fell during the remaining two timed runs.

After three runs I was lying 4th out of five in the group with only one more run to go. My best so far had been 38.75sec behind a Lotus Cortina (with 1966 BRM 1600 fuel injection once driven by Jim Clark and worth a lot of money apparently) on 37.61sec and Mike Garstang's Mini Cooper on 37.79secs with Damon Green in first place on 34.51secs. The other group competitor was TR Register member Peter Bonsall in a TR7 V8 on 39.43sec. Very close times considering the variety of vehicles. Where tenths of a second make a big difference I had some gap to make up if there were trophies to be bagged!

As we lined up in the infield for the final run of the day, would you believe it, it started to rain. I had gained a wee bit of confidence with two dry runs and this time managed not to lift at all for the second corner resulting in a time of 37.32sec....quick enough for second place and a whisky tumbler as reward. Damon won the group with a 34.51 secs, an excellent result.

Other WMC members and their best times were;

Phil Hallington	Westfield SE (1700cc)	31.80 secs.
Dave Smith	Mini Marcos (1380cc)	32.31secs
Ian Wozencroft	Alvis 12/70 Special (1842cc)	37.87secs
Ian Smith	Alvis 12/70 Special (1842cc)	43.67 secs

The fastest time of the day overall was recorded by Eve Whitehead in an OMS 2000M (998cc) at 26.35secs.

The organisers, KLMC and Liverpool MC, wisely called it a day before 3pm and the heavens duly opened during prize giving.



Speed hill climbing is a bit like golf, nothing much happens for the majority of the time but you have to concentrate like hell for the short time that matters. It is addictive as you are always looking for a better line to get a tenth of a second off your personal best time. Then comes the inevitable hunt for more power and/or more grip when all you really need is more skill and slightly less fear!

John Sloan

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

August is a busy month for our club with the two main events looking to take advantage of summer weather, we hope, and lots of participants. The Rose and Thistle tour takes place on Saturday 19th and is the 34th running of this classic club event and celebrates the 100 years of Wigton Motor Club. We currently have over 70 entries and would like to reach the 80+ entries we had last year. With the start from Carlisle, a brief sortie over the border, lunch near Matfen and the finish at Penrith Golf club the 130 mile route will be straightforward, scenic and enjoyable. ENTRIES CLOSE ON AUGUST 9TH so get cracking and complete your entry now – lest you forget. Late entries just add to our work load and confuse our catering requirements, thank you.

A big thank you to David Seymour for the use of his lawn at Lingholm for our annual Cars and Coffee. The visit to his garage/workshop/showroom was a great experience which gets better each year and is a place that even Malcolm Wilson would approve of. A sum of £125 was raised for David's charity the Cumbria Community Foundation.

Twenty years ago I was enjoying Classic Rallies and had taken part in the first two 'Rally of the Tests' with my late friend Tony Payne from Hest Bank in his Jaguar 3.4 Mk 1 saloon. For 2003 – the third Tests I was due to take part with Tony again this time in a Cortina GT Mk1 but at a late stage Tony's son Nick (MD of Pye Motors Lancaster) took over the driver's seat. Nick is a rapid confident driver and we were looking forward to a competitive run. The start was from Cheltenham in Gloucestershire with the first tests and a regularity to be at Ashchurch Military camp. Alas the Cortina didn't want to play and within a short time the head gasket had failed and we retired. Lots of work and pre event preparation all to no avail. That's rallying.

In 2004 for the fourth Tests, I teamed up with Charles Graves after he had taken part the previous year with Eddie Farrell on the maps. We were in his XK150 FHC which was to be the backbone of his long Classic rallying career. Back in the early '80s I had been winding down my forest rallying career with a few events with Darryl Weidner in the two RS1800s he had commissioned from M-Sport and others including the 79 RAC (DNF) with Chris Lord in his ex-Works Chevette. I also did the odd events with Robin Murray in his Firenza including a win on the Greystoke Stages and a one off with an Irishman in a MLP Sunbeam, the Border Counties I think. Anyway work was more important and took a larger portion of my time after promotion and greater responsibilities. I did sit in with Dougie Watson-Clark in the CG Ford Sierra BDG and occasionally in Paul's Mk11 Escort which was an exciting episode in the CG Ford/ Dougie development with a very enthusiastic Paul Gilligan driving the rally programme forward. In between work responsibilities and domestic and social changes I was approached by old friends moving into Classic events which in the '80s and early '90s were really taking off. I did events with David Scaife in various Escorts and a MK 11 Lotus Cortina and Frank Davies who had the Climbers Shop in Ambleside in a Lotus Cortina and a TR4. All of this equipped me to be unafraid of the later and tougher Classic events which were developing

such as the Rally of the Tests or ROTTS as they are known. Until this period – early 2000s, I had absolutely no experience of regularity sections so that was a steep learning curve over a few years. I never really managed to get to zero seconds penalties consistently on sections in the way the very best navigators do these days and even a session with Kevin Savage one evening didn't clear the mists of the black art of regularities, but we got by and had fun. A skill which I did have which helped to redress the balance was my ability to read a map, sounds simple but there is really no substitute for 40 years in the left hand seat on road rallies.

Enjoy August, see you about.

Ron

Northern Dales Targa Rally

Photos by Tony North



Alex Willans

Barry Lindsay



Wigton Motor Club

Cumbria Classic & Motorsport Show

11 until 4, Sunday, August 20th

Dalemain near Penrith on the A592



Celebrate 100 years of Wigton MC, MG & Triumph

Autotests, traders, food, crafts, car clubs.

The region's biggest show - 800 entries.

Admission £10. Free parking and programme.

Dogs welcome

Membership

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

Welcome to new members

Phil and Vivienne Jobson of Carlisle

David and Eileen Tuke of Moota

Gary A Holland of Horden, Co durham

Mark Humphries and Dorothy Wintrip of Newcastle

Nathan Graham of Carlisle

We look forward to meeting you at some of our events and social activities during the year.



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Championship News

2023 WMC Historic Championship after Northern Dales

Overall

Driver			Navigator		
1	Alex Willan	75 (3)	1=	Paul Taylor	25 (1)
2=	Tot Dixon	24 (1)	1=	Richard Welsh	25 (1)
2=	Ian Dixon	24 (1)	1=	Stuart Davies	25 (1)
2=	Brian Bradley	24 (1)	4=	Alisdair Venn	24 (1)
5=	John Sloan	23 (1)	4=	Judith Grasse	24 (1)
5=	Joseph Hardy	23 (1)	6	Ross Blyth	23 (1)
5=	Alan Hawdon	23 (1)	7	Shane McKeon	22 (1)
8=	Mike Cook	22 (1)	8	David Garstang	21 (1)
8=	Nick Grasse	22 (1)	9	Thomas Waterhouse	20 (1)
10	David Agnew	21 (1)	10	Ron Palmer	19 (1)
11	David Marsden	20 (1)			
12	Thomas Pearson	19 (1)			
13	Charles Graves	18 (1)			
14	Mike Kirk	17 (1)			

Numbers of rounds (*)

Classes

Pre 1960

None

Pre 1960

None

Cat 1 1960 - 1967 inc

1	David Agnew	10 (1)
2	Thomas Pearson	9 (1)

Cat 1 1960 - 1967 inc

1	Shane McKeon	10 (1)
2	Thomas Waterhouse	9 (1)

Cat 2 1968 - 1974 inc

1=	Tot Dixon	10 (1)
1=	Ian Dixon	10 (1)
3=	Mike Cook	9 (1)
3=	Joseph Hardy	9 (1)
5	David Marsden	8 (1)
6	Charles Graves	7 (1)

Cat 2 1968 - 1974 inc

1=	Ross Blyth	10 (1)
1=	Richard Welsh	10 (1)
3	David Garstang	9 (1)
4	Ron Palmer	8 (1)

Cat 3 1975 - 1981 inc

1	John Sloan	10 (1)
2	Mike Kirk	9 (1)

Cat 3 1975 - 1981 inc

1	Alisdair Venn	10 (1)
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Cat 4 1982 - 1985

1	Alex Willan	30 (3)
2=	Nick Grasse	9 (1)
2=	Brian Bradley	9 (1)
4	Alan Hawdon	8 (1)

Cat 4 1982 - 1985

1=	Paul Taylor	10 (1)
1=	Judith Grasse	10 (1)
1=	Stuart Davies	10 (1)

2023 WMC Targa Championship after Northern Dales

Overall

TARGA

Driver			Navigator		
1	Kevin Stones	66 (3)	1	Christopher Holden	65 (3)
2	Barry Lindsay	50 (2)	2	Martyn Petry	50 (2)
3	Philip Hodgson	49 (2)	3	Lewis Hodgson	49 (2)
4	Craig Stamper	24 (1)	4	Heidi Garstang	39 (2)
5=	Matthew Burton	23 (1)	5	Terence Peat	24 (1)
5=	David Garstang	23 (1)	6=	Andrew Graham	23 (1)
5=	Ben Jude	23 (1)	6=	Mike Garstang	23 (1)
8=	Kimberley Gardner	22 (1)	6=	Sam Jaggard	23 (1)
8=	Chris Hunter	22 (1)	9=	Sam Wigham	22 (1)
10=	Frank Mattocks	21 (1)	9=	Peter Gardner	22 (1)
10=	Mike Cook	21 (1)	9=	Fiona Tyson	22 (1)
12	David O'Connor	20 (1)	12	Ross Blyth	21 (1)
13=	Patrick Pennefather	19 (1)	13	Simon Bentley	19 (1)
13=	Michael Pears	19 (1)	14	Richard Bickley	18 (1)
15	Brian Bradley	18 (1)	-	Robert Iveson	0 (1)
-	Jacqueline Raine	R (1)			

Numbers of rounds (*)

Class

Targa T1 (FWD)

1	Barry Lindsay	20 (2)
2	David Garstang	10 (2)
3=	Matthew Burton	9 (1)
3=	Kimberley Gardner	9 (1)
3=	Craig Stamper	9 (1)
6=	Frank Mattocks	8 (1)
6=	Ben Jude	8 (1)
8=	Brian Bradley	7 (1)
8=	Mike Cook	7 (1)
9	Michael Pears	6 (1)
-	Jacqueline Raine	R (1)

Targa T1 (FWD)

1	Martyn Petry	20 (2)
2	Heidi Garstang	14 (2)
3	Mike Garstang	10 (1)
4=	Sam Wigham	9 (1)
4=	Peter Gardner	9 (1)
4=	Terence Peat	9 (1)
	Sam Jaggard	8 (1)
8=	Simon Bentley	7 (1)
8=	Ross Blyth	7 (1)
-	Robert Iveson	R (1)

Targa T2 (RWD)

1	Kevin Stones	27 (3)
2	Philip Hodgson	20 (2)
3	Chris Hunter	10 (1)
4	David O'Connor	8 (1)
5	Patrick Pennefather	7 (1)

Targa T2 (RWD)

1	Christopher Holden	26 (3)
2	Lewis Hodgson	20 (2)
3	Fiona Tyson	10 (1)
4	Andrew Graham	9 (1)
5	Richard Bickley	7 (1)

Qualifying Rounds

1	White Heather	Wigton MC	1 st April
2	Shaw Trophy	Whickham & District MC	16 th April
3	Northern Dales	Hexham & District MC	19 th July
4	Blue Streak	Spadeadam MC	13 th August
5	Doonhamer	South of Scotland CC	3 rd September
6	Solway	Wigton MC	22 nd October

It's Show Time

It's Show time! This month sees our biggest event of the year, the Cumbria Classic Weekend, made up of the Rose & Thistle Tour on the Saturday and the Cumbria Classic & Motorsport Show on Sunday. At the time of writing both events have a full entry and indeed we had to stop taking individual entries for the Show as we had reached capacity.

These events take a lot of organising, starting with the "debrief" in October and initial planning such as selecting the featured marques for the following year. Such is demand we get the entry forms out quite early in the year for the car entries, club entries and trade stands. The food concession traders have been loyal to us for many years and are always keen to get us on their calendar.

Mean time Ron Palmer is planning the route of the Rose & Thistle. He looks for new routes and importantly venues for the lunch halt. Surprisingly getting a hotel or café to cater for 160 people for Sunday lunch is getting more difficult. The route then has to be approved by the MSUK Route Liaison Officers for the areas traversed.

For the show we have to book the PA system, barriers, waste bins and importantly plenty of loos. Our insurers cover the Public Liability cover of the event. When the entry forms come out, we get a rush of entries and then a steady flow until nearer the closing date when there is another rush. The club stands tend to be slower in coming in as they have to get their members to commit to coming. We then have to work on the site plan and that very much depends in the club displays being confirmed and we have a giant jigsaw puzzle to put together, usually a variation on the previous year's plan. We have to order the attendance awards and the prizes for the final judging.

Work sessions at the Motor House get all the signage cleaned and updated, the main roadside signs go up about a month in advance. The individual markers of each car in a class are sorted and numbered to the number of entries in the class. We then have to get enough marshals to make the event tick over efficiently. We need around 70 to allow people to have time off to enjoy the show. The more we have the more time they get off – I hope you have volunteered!

A couple of weeks before the show the entries secretaries send out the final instructions and the J hangers. Only cars with hangers displayed get through the entrance, this makes it easier for the gate marshals as we have to get a car into the field every 8 seconds to meet the deadline.

The goody bags have to be packed as well, one for each car and then packed into boxes to be given out when cars arrive. On the Friday before the Show the team load everything up, hitch up the caravan and head to Dalemain to meet up with more of the team and the well-oiled system of setting the parkland out begins. Lots of signs, hundreds of arrows, class signs and 500 markers. It all looks very impressive on the bare field. The autotest team get their arena sorted and the test marked out.

Saturday sees the Rose & Thistle Tour while there will be last minute queries for the entries secretaries and also some of us are back at Dalemain to ensure everything is in place. It's also time for getting our prayer mats out asking for good weather!

The main aim of the Show is for everyone to have an enjoyable time, obviously these days many shows are run commercially for profit. Our show probably costs more than most to put on as profit is not our motive. This does mean a wet day and a lower attendance hits us harder. If we have a good day, we can invest in the Club in terms of equipment and the Motor House and make a generous donation to our nominated charities.

Motor House News

Busy BBQ



There was a great turnout of members and cars for the summer BBQ. Many thanks to Peter, Marian Lynda for doing the work and everyone else for coming along. Several new members joined and some extra entries for the Show!

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I was visiting family in Lincolnshire in late June and went for a look around Grimethorpe castle, an impressive pile within a few miles of Bourne, which as a lot of you will know was the home of ERA and BRM. It's also where Pilbeam race engineering and Hall and Hall the leading restorers of very expensive competition machinery can be found, so could be regarded as something of a special small town.

Anyway while visiting the castle I saw it was holding its annual speed trials on Sunday 2 July, a few days after we'd have left the area, a shame as we'd probably have gone along to suss it out. Apparently, the event is purely for cars and bikes from the pre 1939 era and was first run in 1903, Raymond May's (late of ERA and BRM) father competing there in 1904. The event is organised by Lincolnshire Automobile Club and details can be found on the internet. If you're in the area next year when it takes place it might be worth a look.

Just to give you an idea they had 100 entries with 1911 Wolseley, 1925 Bugatti, 1927 Amilcar, 1935 ERA, 1920 Ford and 1909 Lincoln being some of those present, plus bikes from Scott, Velocette, and Royal Enfield.

I really enjoy reading the "Spotlight" magazine we've had access to since becoming part of a larger family of car clubs. The fact that night rallying still seems so active came as a bit of shock as I thought it had struggled to keep going in recent times. I can't be certain of dates, but I think it must have been about 1987 when the "selective" format was more or less killed off by new legislation from on high, and the element of what were little more than heavily disguised "special stages" bit the dust. Has someone found a way round it?

There's a busy spell coming up with Croft hosting a BTCC round, a Classic touring car festival, a 2 day historic event and finally a weekend when the Minis turn up in September. All worth a visit, but to avoid the mayhem I recommend going to the BTCC weekend on the qualifying Saturday when you can see everything without such huge crowds and then catch up with the rest of the weekend on live television on the Sunday.

As often happens the package of support races this weekend is a bit watered down compared to some of the bigger tracks, with smaller Porsches appearing, which is a shame, but overall still worth going. Oh, and finally, to see Ferrari win at Le Mans was pleasing in the extreme. I well remember Rindt and Gregory taking the chequered flag in 1965 in an NART 250 LM and began to think I wouldn't be around long enough for the next Prancing Horse victory. One thing's for sure if we have to wait another 58 years til they do it again I won't be watching.

Ends
AA.