

Wigton Motor Club Ltd

Start Line

Issue 2023/09

www.wigtonmc.xo.uk

September 2023

What A Fantastic 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

- | | | |
|------|-------|---|
| Sept | 2/3rd | Croft Nostalgia Racing and Show |
| Sept | 3rd | IDMC Ilkley Jubilee Historic & Targa WMC invited. |
| Sept | 3rd | SoSCC Doonhamer Targa Rally (WMC Tara Challenge round) |
| Sept | 6th | Pub Run from the Motor House |
| Sept | 10th | Cars & Coffee at the Motor House. |
| Sept | 17th | Touch a Truck at Walkers in Cockermouth. Cars welcome |
| Sept | 24th | Cumbrian Canter |
| | | |
| Oct | 8th | Cars & Coffee at the Motor House 10 until 12 |
| Oct | 22nd | Solway Targa & Historic Rally |



Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

The Classic Weekend takes a lot of planning and work, months ahead of the events. The Rose & Thistle on the Saturday is masterminded by **Ron Palmer** who puts his many years of rallying experience to good use in finding the very best roads for the run, aided by **Christine** and then **Chris Leece** on the day.

We now get the entry forms out for the Show very early in the due to the demand. **John & Lynda Graham** look after the individual entries as they have done for many years. There is a rush of entries when we send the forms out and then a steady flow which then speeds up in the last month. Dealing with over 800 entries is a mammoth job, not helped by those who can't read or write clearly! Every entrant has an envelope written to be ready for when the final instructions and hangers are sent out. Where email is used Lynda sends a confirmation. These days we have ended up with three ways of paying, cash, BACS or cheques. Sadly now the banks charge us 40p for each cheque for we will not accepting them in the future.

John Holliday looks after the club entries. These are slower to come in because clubs have to find out how many members are coming, There tends to be a late rush of additions to club numbers in the last month.

David Agnew does the trade stands which can vary from autojumble to crafts and the charities that we support. Again there is usually a late rush for place and the numbers grow every year.

I look after the nine food pitches; we have used the same providers for many years and have a good relationship with them and they always pay in advance. I also book the infrastructure - loos, barriers, bins and PA system. Again all providers we have used for years.

Eddie and Mary Parson run the autotest demos which also involves taking on new MSUK licence holders. These always draw a big crowd.

Jim Crocket, David Wiggins and Jim O'Neil run the WMC display and take on new memberships and well as explaining what the Club does.

Phil Hallington has been a stalwart of the entrance gate in overseeing that only pass holders get in and that no one leaves until the show ends.

Possibly the busiest team is on the admissions gate, where **John Sloan** had a team of about eight. This year we were taking entrance fees by a card reader as well as cash and no doubt this will expand over the years to come.

We have involved various charities in doing the car parking in the past with varying success. This year **Steve Fishwick** had a team from Cockermouth Rotary, and it worked well.

Chris Leece keeps the arena flowing as well as doing the show results with **Jacqui Raine**, hidden away in the caravan.

Add to that another 50 or so marshals out on the field!

Well done all and thank you!

From The Top

News from MSUK, Associations & WMC Committee

Notes from the August Committee Meeting.

Much of this meeting was of course about the finer detail of the Classic Show.

It was agreed to create a set of instructions on how members can update their details on the membership mojo. This will go in Start Line and on the website.

The **Autosolo** had been very successful with competitors marshalling as well.

The **Rose & Thistle** had over 70 entries. Chris to help at the start.

Classic Show, it was agreed that in future we would put the excel sheet of entries in the website and FB pages so people could see if they had entered. WE were having a daily count down to the show of FB which was proving popular. Regular updates on around 20 other FB ages have been used to promote the event. A C5 film show will be filming the event for a series on Cumbria to be broadcast in the spring.

Solway Rally, Oct 22nd. Eddie had produced draft regs for approval. Steak ie for the mail meal at the finish.

Autotest on Nov 19th by Rob

November 12th Cars & Coffee would have a free BBQ for members with Cumberland sausage.

The consultation of the new rules for **targa events** were discussed. There were some queries that had been sent to MSUK.

Membership was growing steadily to 930 to date. It was agreed to upgrade the mojo to cover up to 2000 members.

Motor House: The fence and wall had been completed.

Clothing: Need for more stock. David to enquire about woollen hats.

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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motor
sport
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All the Show Winners

Award	Number	Car	Owner
Class A 1st	21	Crossley 14	C. Spencer
Class A 2nd	6	Austin Chummy	A. Wright
Class A 3rd	20	Crossley Golden	J. Crossley
Class B 1st	2	Austin Mini	D. Rooney
Class B 2nd	11	SAAB 92B	K. Dover
Class C 1st	3	Lotus Elite	G. Rice
Class C 2nd	6	Jaguar XK150	A. Harrison
Class D 1st	2	Alvis TD21 DHC	J. Wilson
Class D 2nd	9	Sunbeam Tiger	M. Lawrence
Class E 1st	5	Aston Martin DB6	D. Tuke
Class F 1st	5	Austein A60	C. Jarvis
Class F 2nd	4	Riley 1.5	B. Powton
Class F 3rd	23	Ford Capri Classic	G. Braithwaite
Class G 1st	1	Fiat X1/9	M. Dickinson
Class H 1st	7	Jensen Interceptor	D. Pearson

Class I 1st	29	Jaguar XJ6	D. Lewthwaite
Class I 2nd	15	Rover P6	A. King
Class I 3rd	20	Ford Capri	S. Handley
Class J 1st	39	Alfa Romeo Spider	D. Thomas
Class J 2nd	33	BMW Z4	S. Graham
Class J 3rd	43	Mazda RX7	D. Bell
Class K1 1st	29	Honda Accord	S. Alexander
Class K1 2nd	25	Citroen 2 CV	G. Kendall
Class K1 3rd	23	VW Golf Gti	I. Brown
Class K2 1st	42	Rover Mini Cooper	T. Ietimer
Class K2 2nd	17	Peugeot 309 Gti	D. Harrison
Class K2 3rd	10	Rover Mini Kensington	S. Harwood
Class L 1st	3	Ford F1	P. McRindle
Class L 2nd	32	Hotchkill Jeep	D. Henderson
Class L 3rd	2	Dodge B1 Pick Up	B. Hamilton
Class M 1st	2	DRK 2 Wheeler	G. Laws
Class N 1st	3	Honda 400	T. Hall
Class O 1st	8	Aston Martin Virage	S. Sellick
Class P 1st	2	Talbot Sunbeam Lotus	A. Alderson

Class R 1st	10	Diahatsu TRX	I. Challis
Class Y 1st	9	Bedford Rascal	D. McKelvie
MG 1st	6	MG TC	D. Wallace
MG 2nd	10	MG Magnette	S. Wallace
MG 3rd	42	MG Maestro	N. Dawson
Tri 1st	3	Triumph Italia	I. Tomlinson
Tri 2nd	24	Triumph Dolomite	G. Park
Tri 3rd	17	Triumph TR6	P. Keen
Clubs 1st		Land Rover Series 1	
Clubs 2nd		Mini Owners	
Clubs 3rd		Cumbria Classic Car	

Car of the Show		Saab 92B	K. Dover
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Rose & Thistle Report

The success of the entry list for the Rose and Thistle in recent years has brought a significant problem for us organisers – venues. The average entry requires space and food for 150 crew from the 75 or so cars, and believe me that is a problem, which is why we have, for the past few years, used Houghton Hall Garden Centre restaurant for our breakfast start. Here there is good food, good value, a large seating capacity, ample conveniences and a big car park. In addition it is easily reached from all points of the compass. We have also used the same lunch venue and finish for a couple of years. These venues are ideal for our events and I hope you are not bored with repeats as we are able to vary the roads and distances for each event. We were rather badly let down over a confirmed booking with a hotel in the Shap region only a couple of years back, whose doors I will never again darken.



So again this year we attracted a great entry of such variety it makes you realise that one thing Wigton Motor Club members enjoy is a great selection of makes and models. I imagine it's quite boring driving along in a queue of similar cars and models - MX5s, Minis, Jaguars etc. This year we had fewer old cars entered (pre 1960 in this case) with some of them none starting for various reasons. But our philosophy is to bring what you have and enjoy the run in good company.



The morning section went via Smithfield, Easton and Kershopefoot to Newcastleton where the 20mph speed limit can catch the unwary. Then via Saughtree and Kielder Village on the well surfaced C200 to a comfort stop if required at Tower Knowe just before Kielder Dam. The interesting roads via Bellingham and Redesmouth were followed by a relaxing drive down the A68 and then via Matfen before turning up for lunch at

High House Barn after 76 miles. Here the weather was kind for our open barn break – a welcoming venue with good staff and prompt service for 150 crew members.

This was a good opportunity to look over the cars and socialise with friends old and new. Robert and Geoff in the Fangio Chevy Coupe were concerned about loose front wheel

bearings but all seemed well and they continued. After an hour or so we continued into the afternoon leg. This consisted of a run through Corbridge and a loop to the south of Hexham before passing through Catton near Allendale Town and joining the A686. Thereafter the route followed this great smooth surfaced road to Alston and then over Hartside and down almost to Penrith. A short run over Beacon Edge took us to the finish at Penrith Golf Club where tea and cakes brought proceedings to a close. I always knew there would be a better use for a golf club.

The 74 starters brought as usual a fantastic array of wonderful cars the most plentiful being ten MGs of various ages and models appropriate in their centenary year. Five BMWs, four MX5s, three Boxsters, Mercedes and Morgans. Three SAABs and Bentleys. Two each of Escorts, Morris 8s (one non started), Jag E-Type, Aston Martins and Daimler SP250s and singletons of everything else some quite exotic and others more mundane but all creating a wonderful motoring spectacle.

We received more than you mails than ever before so we know it went down well and were able to send out quite a few photos of cars and crew. Thanks to Chris Leece for taking those and apologies to those who were missed.

Thanks for everyone's support and we will hopefully do something similar again next year. Ron and Christine.

The Solway Rally

Sunday 22nd October 2023

Wigton Motor Club will be presenting the Solway Rally with Historic & Targa classes based at Rowrah kart circuit, South of Cockermouth, and featuring some new, previously unused test venues in West Cumbria.



Entry fees include refreshments at the start, a light lunch and meal at the end of the event.

Open to members of Wigton Motor Club and other NESCR0 clubs.
WMC members will benefit from reduced entry fee

Supplementary regulations are available on our website
wigtonmc.co.uk



Club News & Events

September Pub Run

Wednesday September 6th

Starts at the Motor House and 40 miles to a pub!

Food £6 per person.

Entries to Graeme on gtfmg@yahoo.co.uk by Sept 3rd.

Cars & Coffee

10 until 12

Sunday, September 10th

Motor House

CA13 0QE

Cumbrian Canter

Sunday, September 24th

A scenic tour in the Eden Valley

Entry forms have been emailed out

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844
824 1135 and don't forget to mention your club
when you do!
www.hagertyinsurance.co.uk

The Show In Your Own Words

What members and friends have said about the show on social media and emails

It was the best show I've been too, and the auto test was brilliantly, maybe more next year, as the spectators and competitors both enjoyed it 👍 👍 thank you.

Enjoyed chatting to the owner of the car of the show, what a story that Saab can tell.

Madge's first show, we loved our experience. Thanks to the volunteer army, a lovely relaxed but well-organised day.

Great day, very well organised - thanks to all involved

I always like the way the classes are laid out in numbered rows. It makes it a lot easy to find your place.

The best organised show I've ever had the pleasure of displaying at. Wasn't in the car I initially booked in due to an unfortunate incident on Wednesday afternoon, but the little Micra got plenty of interest.

Fantastic run show thanks for allowing D&E's Hobby Lobby to have a stall.

Great event.

On behalf of all of us that displayed our cars or had stands at the show a big thank you to all those involved in any way with the organisation, we really appreciated all the work that you guys put in not only on the day but also in the weeks and months leading up to the show.

They have done it for years excellently.

The field is always well set out in classes and for the club stands. Other shows don't do that.

Great show as always guys, luckily the weather held out. Out of interest was there someone officially taking pictures as the cars left?? Cheers

What a good show. Well done to you all we have a great day.

Enjoyed the show with excellent turnout.

Fantastic show , thank you.

Well organised - my son really enjoyed it too - thanks all.

Brilliant organisation, please thank all the marshals and those behind the scenes. Great the way you have markers of each car.

A fantastic, well organised and friendly show, with a wide variety of superb vehicles to gasp at! (there was even a Land Rover 101!!) ~and the sun shone all the time we were there! Many thanks for a top notch day! 👍

Fantastic Cumbria Classic car show today at Dalemain run by the hardworking committee and members of Wigton motor club.

Cars of all shapes and sizes, some fantastic restorations, family runabouts that would have been long gone if not for suchlike shows, sports cars and vans, luxury limos, 4x4s of every shape and size as well as lots of stalls selling a wide range of goods and automobilia.

Channel 5 film crews were working constantly filming during the whole day and in particular fol

lowing Wigton MC stalwart Chris Spencer for a programme that will go out next spring. Thank you to everyone who helped in any way.

It's great that you get all the hangers and details in the post and then arrive to see a well-designed field.

Best show of the year thanks

Congratulations to all the members of Wigton Motor Club who organised and stewarded another fine show.

All the organisers and marshals are so friendly and helpful. Well set our classes.

I really feel that the show gets better year by year, and the organisers and helpers deserve our thanks. As always, there were a few newcomers among the exhibitors, and the standard was what we've come to expect.

Hi Graham, we both had a great day, want to say thanks to all the club, organisers and marshals for making it happen.

Fantastic show as always and after a damp start traveling to the show we were blessed with the weather in the afternoon.

Looking forward to next year already.



M-SPORT CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN

2023 WMC Historic Championship after the Blue Streak

Overall

HISTORIC

Driver			Navigator		
1	Alex Willan	100 (4)	1	Paul Taylor	50 (2)
2	John Sloan	47 (2)	2=	Richard Welsh	25 (1)
3	Tot Dixon	45 (2)	2=	Stuart Davies	25 (2)
4	David Agnew	44 (2)	4=	Alisdair Venn	24 (1)
5	Alan Hawdon	43 (2)	4=	Judith Grasse	24 (1)
6=	Ian Dixon	24 (1)	4=	Rob Grant	24 (1)
6=	Brian Bradley	24 (2)	7=	Ross Blyth	23 (1)
8	Joseph Hardy	23 (1)	7=	Jason Ferris	23 (1)
9=	Mike Cook	22 (1)	9=	Shane McKeon	22 (1)
9=	Nick Grasse	22 (1)	9=	Michael Fox	22 (1)
9=	Paul Slingsby	22 (1)	11=	David Garstang	21 (1)
12	David Marsden	20 (1)	11=	Michael Garstang	21 (1)
13=	Thomas Pearson	19 (1)	13	Thomas Waterhouse	20 (1)
13=	Heidi Garstang	19 (1)	14	Ron Palmer	19 (1)
15	Charles Graves	18 (1)			
16	Mike Kirk	17 (1)			

Numbers of rounds (*)

Class

Pre 1960

None

Cat 1

1	David Agnew	20 (2)
2	Thomas Pearson	9 (1)

Cat 2

1	Tot Dixon	19 (2)
2=	Ian Dixon	10 (1)
2=	Paul Slingsby	10 (1)
4=	Mike Cook	9 (1)
4=	Joseph Hardy	9 (1)
6	David Marsden	8 (1)
7	Charles Graves	7 (1)

Cat 3

1	John Sloan	20 (2)
2=	Mike Kirk	9 (1)
2=	Heidi Garstang	9 (1)

Cat 4

1	Alex Willan	40 (4)
2	Alan Hawdon	17 (2)
3=	Nick Grasse	9 (1)
3=	Brian Bradley	9 (1)

Pre 1960

None

Cat 1

1=	Shane McKeon	10 (1)
1=	Jason Ferris	10 (1)
3	Thomas Waterhouse	9 (1)

Cat 2

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

Cat 3

1=	Alisdair Venn	10 (1)
1=	Rob Grant	10 (1)
3	Michael Garstang	9 (1)

Cat 4

1	Paul Taylor	20 (2)
2=	Judith Grasse	10 (1)
2=	Stuart Davies	10 (1)

2023 WMC Targa Championship after Blue Streak

Overall

TARGA

Driver			Navigator		
1	Kevin Stones	87 (4)	1	Christopher Holden	86 (4)
2	Barry Lindsay	50 (2)	2	Martyn Petry	50 (2)
3	Philip Hodgson	49 (2)	3	Lewis Hodgson	49 (2)
4	Chris Hunter	45 (2)	4	Fiona Tyson	46 (2)
5=	David O'Connor	44 (2)	5	Andrew Graham	45 (2)
5=	Craig Stamper	44 (2)	6	Ross Blyth	44 (2)
7	Mike Cook	43 (2)	7	Heidi Garstang	39 (2)
8	Patrick Pennefather	38 (2)	8	Mark Humphries	25 (1)
9	Jamie Barnett	25 (1)	9	Terence Peat	24 (1)
10=	Matthew Burton	23 (1)	10=	Michael Garstang	23 (1)
10=	David Garstang	23 (1)	10=	Sam Jaggard	23 (1)
10=	Ben Jude	23 (1)	12=	Sam Wigham	22 (1)
13	Kimberley Gardner	22 (1)	12=	Peter Gardner	22 (1)
14	Frank Mattocks	21 (1)	14	Geoff Rae	20 (1)
15	Michael Pears	19 (1)	15	Simon Bentley	19 (1)
16=	Brian Bradley	18 (1)	16	Richard Bickley	18 (1)
16=	Paul Grierson	18 (1)	-	Robert Iveson	R (1)
-	Jacqueline Raine	R (1)			

Numbers of rounds (*)

Class

Targa T1 (FWD)

1	Barry Lindsay	20 (2)
2	Craig Stamper	17 (2)
3	Mike Cook	16 (2)
4=	David Garstang	10 (1)
4=	Jamie Barnett	10 (1)
6=	Matthew Burton	9 (1)
6=	Kimberley Gardner	9 (1)
8=	Frank Mattocks	8 (1)
8=	Ben Jude	8 (1)
10=	Brian Bradley	7 (1)
10=	Paul Grierson	7 (1)
12	Michael Pears	6 (1)
-	Jacqueline Raine	R (1)

Targa T1 (FWD)

1	Martyn Petry	20 (2)
2	Ross Blyth	17 (2)
3	Heidi Garstang	14 (2)
4	Mike Garstang	10 (1)
5=	Sam Wigham	9 (1)
5=	Peter Gardner	9 (1)
5=	Terence Peat	9 (1)
5=	Geoff Rae	9 (1)
9	Sam Jaggard	8 (1)
10	Simon Bentley	7 (1)
-	Robert Iveson	R (1)

Targa T2 (RWD)

1	Kevin Stones	35 (4)
2	Philip Hodgson	20 (2)
3	Chris Hunter	19 (2)
4	David O'Connor	18 (2)
5	Patrick Pennefather	14 (1)

Targa T2 (RWD)

1	Christopher Holden	33 (4)
2	Lewis Hodgson	20 (2)
3	Fiona Tyson	19 (2)
4	Andrew Graham	17 (2)
5	Mark Humphries	10 (1)
6	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

Veteran Trialling



From Dave Miller

I borrowed the 1904 Dreadnought from the Vintage Motorcycle Club to compete in the Anglo Dutch reliability trial. A bi-annual competition between England and Holland (obviously!). The bike was built by Harold 'oily' Karslake, it was campaigned from '04 and was still competing and winning in the 1920s. He donated the Dreadnought to the VMCC when he got too old to use it anymore.

I used it on the 4 day event, never having ridden it before, the regularity event was on the third day and I got 2nd OA, and was best in the England team.

Picture 2 was us recreating the 1904 picture of Oily.

Incidentally, the riding gear I'm wearing was also Oily's. He was a giant in his time, as can be seen from the pictures, we were a similar size.



PG Tips

Peter Reflects On His Month

The holiday to Kefalonia went well in that it was hot and sunny – possibly too hot as we were there in the middle of the 40 degree heatwave that the media obsessed over for weeks. I'd booked the obligatory hire car and fully expected to be subjected to a long wait dealing with hire car staff asking for details they already had, looking at their computers in a confused fashion and seemingly searching for cars that may or may not be there. Last year in the Azores it took about 2 hours to get the car as nothing happened quickly and the queue of 6 people took an age to be resolved despite all of us having pre-booked cars, thankfully Kefalonia was the opposite. It was so quick I wondered if they'd missed something. I had submitted a scan of my licence and passport over the internet and after presenting them with my booking sheet they almost immediately showed me to the vehicle.

I'd booked the cheapest car I could find of a suitable size, and fully expected it to be battered and long in the tooth (as is my choice...if it's already damaged the risk of having to pay excesses for damage are less), however other than the wheel trims it was clean. It was a Peugeot 208 with a lawnmower engine and a tiny steering wheel that Peugeot seem to put on all their vehicles to ensure you can't see the dials properly. I never did check the full details of the engine but my bum dyno reckoned it had no more than 80 bhp and had 3 cylinders so was most likely a 1.2. Kefalonia is a very hilly place and loaded up with the 4 of us and luggage, progress was pedestrian at best. It was comfy, the aircon worked and it never let us down – it also did about 40 mpg, however I can't imagine any circumstance under which I'd ever consider owning one!

What didn't go so well on Kefalonia was having internet access after drinking lots of the local wine – Ebay was calling me one night and I spotted a very tidy looking low mileage Fiat Coupe turbo in dark green with tan leather. MOT checks revealed not a single advisory for rust and confirmed the mileage. I'm sure no one reading this now is able to remember my ramblings a year ago when I bought the Alfa GTV, but at that time I'd wanted a Fiat Coupe but couldn't find one without a 6 figure mileage or rust issues according to the MOT record.

Yep – you guessed it, I bid and in the cold light of day it still seemed like a vaguely good idea. Before I knew it the auction was over and I was the high bidder. The seller seemed happy to wait for me to collect, so back in the UK the Alfa went on Ebay, and following a ridiculously high number of watchers, received a paltry 2 bids and was sold. Less than I wanted, but it just about covered the cost of the switch. The chap buying the Alfa turned up the next day and went off happy.

Armed with a bargain basement one way train ticket I collected the Fiat last week. It is as pretty and rust free as it appeared, with spotless 4 spoke alloys and new tyres. It's not without issues though – one front calliper is sticky and the gear change is appalling due to linkage issues. The brakes are the Brembos that they also fitted to the Alfa, and it had same issues with sticking. Those Brembo callipers look lovely, but they are trouble and seem to wear out faster than less sexy looking ones! Simple enough job to sort though, and the gear change is down to a rusty gummed up pivot bolt on the top of the gearbox so just requires removal of a few bits and bobs covering it and some TLC.

The car sounds great and goes like a train when the turbo is spinning- it does have proper old school turbo lag, something I must have missed when I was reading reviews of them. No doubt more issues will come to light, but it does appear to be a keeper that might even go up in value. I can't recall the last time I saw on another one on the road.

Peter

Warning

The Club Committee were very concerned to see a video of the cars leaving the Show at Dalemain. Sadly a few car owners felt the need to drive out over enthusiastically and possibly dangerously. This seems to have become a habit at car show up and down the country and there have been some nasty accidents.

The committee wish it make it very clear that this sort of behaviour is completely unacceptable and the perpetrators will not be welcome at future shows and events. It is likely that most were not Club members but we need to protect the good name of the Club and such driving will not be tolerated.

Sad News

Sadly we have to report the passing of two long serving members.

Steve Parker died of a heart attack a week ago. Steve was a regular competitor in years past in his Mini on historic events and more recently on tours in his MG BGT, accompanied by Judith and his faithful black Labrador. He was at the Lingholm Cars & Coffee last month and always marshalled on all our rallies and the Show.

Noel Davidson died earlier in the month. He will be remembered for doing our events in a pair of Citroen Light 15s. Noel owned a number of motor businesses in Carlisle over the years, being the first BMW dealer and then selling Ladas.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Turning the clock back eleven years the Rally of the Tests was an annual Historic challenge taking place in the autumn. Charles and I had used the trusty XK150 FHC on the Rally of the Tests over the past ten years and any other Jags on the entry list had always been of interest. All cars entered were classics and the date spread in 2012 was from 1951 to 1979 with many makes and models represented. Car number one was the only other Jaguar entered, a 1951 MK V saloon driven by Ed Abbott and navigated by Dennis Greenslade, a previous winning navigator of this event. We were running at number five out of an entry of 80 cars and I had a chat with Ed about his first time on The Tests in this large and very nice car. During the course of the event which took place over four days the running order changed according to your finishing position on the day prior, so the number on the car does not represent the sequence in which a car appears. The tail end Charlies run first on the road and the leaders run at the back of the field. The competitive parts this year consisted of 35 timed Tests on private land, 25 Regularity sections mostly run on testing public lanes and tracks, 18 Passage Controls and 39 Time Controls. At this time of year we have what passes for daylight until about 4.30pm and the next 6 or 7 hours before bedtime are run in darkness.



After the Thursday evening prologue close to Torquay the event started in earnest at 7am on Friday and ran through Devon and Somerset before a finish at Bristol just before midnight. The following day we made our way through the uplands of central Wales before having a Time Control and brief coffee halt in the late afternoon at Llanwrtyd Wells. Then after one regularity section and three further tests we arrived at the start control of regularity section 2/6 Llyfnant Valley where our starting time was 18.28 with a

target average speed of 26mph for the section. The road along the valley is a very narrow 'yellow' with a steep hillside on the right and unfenced on the left with the river running alongside the road. Not much of this was obvious as Charles tried hard to cope with the pine needle and mud covered road which twisted, rose and fell and was only as wide as the car. I usually travel with the door window open on competitive sections to make clocking in quicker at controls. Two miles into the section I thought I heard someone call out, could not see anyone in the pitch blackness but thinking we may have missed a secret check marshal we stopped and backed up a few yards. Not seeing anything but hearing another call I grabbed a torch from the door pocket and jumped out to see a fast flowing river some fifteen foot below the road with someone standing on an upturned car calling out. I could see the second crew member in the water but by this time the driver had gone back to him to hold him up

clear of the surface. I recognised the car as the Jaguar Mk V running at No 1 which must have got a wheel over the edge - enough to pull the car over. They had started the section five minutes before us so four other cars had passed them before we came along without them being noticed or heard. Seeing that both crew members were above water I ran back to stop the next car along. They in turn stopped the following cars as they arrived at intervals.

The driver called out that Denis, the navigator, had his leg trapped by the seat belt and couldn't get free. As we pondered the next move car number 39 a Volvo 122S arrived crewed by Irishmen James O'Mahoney and Paddy McDonnell and James clearly being a man of action ran 50 yards upstream and waded across the fast flowing river and then scrambled up the steep far bank. Having assessed the situation he called across for his navigator Paddy to get his Swiss army knife from the door pocket and this was thrown across to him and he passed this down to Ed who went below the water to cut Denis free from the seat belt. This allowed Ed to pull Denis upright and clear of the car door. As Denis was by now in a weakened state James called for tow ropes to be thrown across which Ed fastened under Dennis's arms and James hauled him bodily out of the river and vertically up the bank. He then passed the rope back to Ed and helped him up the bank. They must have been in the freezing water for 15 minutes by now so dry clothing was called for and thrown across. There was no mobile phone reception and being at the head of the queue we set off looking for any dwelling with lights on and after passing several in darkness we came to an occupied farm and were able to get a landline for assistance. One of the cars at the back of queue must have been able to reverse out and they too called for an ambulance.

We carried on to the next control at the White Lion at Machynlleth and ultimately the evening section. There were two heroes that night firstly James O'Mahoney who plunged into the river without a thought for himself and Ed Abbott the driver who was a tower of strength in the river and kept Denis above water. The crew spent a night in hospital and Denis turned up for the Awards dinner on the Sunday night at Chester weak and sore but dry and cheerful. James and Paddy retired from the event and by Monday morning were back at home in Ireland. The Mk V was eventually recovered after several days and it would no doubt have taken a mighty effort to lift it from the river.



The rally time schedule was extended by half an hour that evening because of the holdup and finished on Sunday afternoon in Chester town centre with a ceremonial welcome. It was a tough event on cars and crew but we were delighted to have completed it. The XK ran better than ever and caused us no worries. The event was won by Paul Wignall and Mark Appleton in the Alfa Guilietta Sprint followed by Neil Wilson and Matthew Volkes in a Porsche 356B. Charles and I fin-

ished 9th overall and won our class.


Two thoughts – first is that motor sport as we know can be dangerous and second it is comforting to know that when things do go wrong there can be resourceful fellow competitors at hand.


Photographs courtesy of Tony Large Photographic.


How to Change Your Membership Details


To update your details in the WIGTON MC membership system

- 1** On your internet browser go to wigtonmc.co.uk and click 'Membership'



- 2** click 'application form'


- 3** click 'Sign in'



- 4** Enter your email address. This must be the same email that you used previously.


- 5** Click 'sign in with email'.

You will then receive an email from membermojo which will include a link that will allow you to sign in and edit your profile.


- 6** Click on the link in the email to sign in to Membermojo. This link will only be valid for two hours
- 7** Once you are logged in to Membermojo click on 'your membership'.

You will see a summary of your membership and various options where you can update your personal information, view your payment history, change your password and view your membership card.


- 8** When you have finished log off the system.

You will find the log off option by clicking your name at the top right of the page just above the Membermojo logo

Membership

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

Welcome to new members

Nathaniel Mitton	of Carlisle	David Martin	of Penrith
Lou Armstrong	of Longtown	Christopher & Sharon Baden	of Silloth
Thomas & Tom Kirkpatrick	of Branthwaite	Mike Dwane & Debby Bennet	of Welbourn
Edward & Gillian Smith	of Bedford	James McWhir	of Carlisle
Brian & Nicola Cowan	of Workington	Geoff & Judith Robinson	of Penrith
Miles & Dale Thompson	of Workington	David & Karen Cook	of Carlisle
Robyn Whitfield	of Penrith	Andrew & Sukanya Cartmell	of Workington
James Wells	of Milnthorpe	Paul & Lynn Richmond	of Carlisle
Ben Meagan	of St Bees	Andrew & Judith Knowles	of Kendal
Jack Johnston	of Wigton	Richard & Chris Allen	of Penrith
Daniel Rooney	of Whitehaven	Lee & Tessa Abraham	of Cockermouth
Reeves Brown	of Hayton	Paul & Carrie Worrall	of Carlisle
Stuart & Catherine Burkes	of Workington	Norman Dainton & Carol Jones	of Silloth
Mark & Stepanie Salter	of Durham	David & Nicola Pegg	of Longtown
Richard Garner & Donna Bungham	of Durham	Michael Ridley	of Whitley Bay
Lawrance & Sarah Spark	of Durham	Lou Armstrong	of Longtown
Lee & Keira Deighton	of Lancaster	Matthew & Kelly Horne	of Carlisle
William Horne	of Brampton		
Michael Horne	of Carlisle		
Kevin & Claire Farrington	of Workington		
Paul & Eileen Farrington	of Workington		

We look forward to meeting you at events and meetings.

July Autosolo

Held at the end of July at our Maryport venue, this was run as per Autosolo rules with the competitors marshalling as well as competing. This made for a great atmosphere. The straight forward tests, which did not stress the memory, meant that we got eleven runs in within three hours which included a lunch break. The competitors certainly enjoyed it and this will be a popular format going forward to attached newcomers under the StreetCar marketing.



No	Driver	Class	Total
1	D O'Connor	R	561
2	J. Sloan	H	574
3	S. Fishwick	F	577
4	A. Pattinson	F	579
5	D. Agnew	H	581
6	P. Masters	F	587
7	J. Chapelhow	F	626
8	B. Bradley	H	627
9	J. Fee	F	792
10	D. Alexander	H	Ret



Marshals' Championship

Marshal	POINTS TOTAL	White Heather Set-up May 31	White Heather Rally Apr 1	Flying Scotsman Apr 15	Drive It Day Apr Apr 23	Track Night May 16	Maryport AS July 30	Blue Streak Aug 14th	Show Set-up Aug 19th	Classic Show Aug 21st
Eddie Parsons	70	5	10	10	10	10		10	5	10
Mary Parsons	70	5	10	10	10	10		10	5	10
Graeme Forrester	65		10	10	10	10	10		5	10
John Holliday	60	5	10	10	10			10	5	10
David Agnew	45				10	10	10		5	10
Steve Fishwick	45		10				10	10	5	10
Bob Leyland	40		10	10				10		10
Jacqui Raine	35		10		10				5	10
Jim Crockett	35				10			10	5	10
John Sloan	35				10		10		5	10
Roger Pope	30		10			10				10
Colin Woodall	30		10			10				10
John Graham	30		10					10		10
Lynda Graham	30		10					10		10
David Alexander (W)	30		10				10			10
Chris Leece	30				10			10		10
Norman Dainton	30			10				10		10
Rob Grant	25	5	10		10					
Rob Iveson	25		10						5	10
Lei Mashiter	25		10						5	10
Tim Cruttenden	25				10				5	10
Jim Dykes	25			10					5	10

Baldrick's Yorkshire Day Outing

Predictably the lead up to the Yorkshire Dales Trial didn't go exactly as I would have liked. That, to elaborate slightly, would have been a quick check over of all the vital bits and ticking off the 'good to go' boxes and a relaxing Saturday before trials day.

However I was afflicted with a dose of PT Syndrome some weeks before trials day. First symptom was that Mr Skoda's washer pump went permanently AWOL, easily rectified with an ebay replacement. Of greater concern was my decision to try and rectify an occasional tendency on very steep sections or extended running on rough surfaces like the final cross country track on last years Edinburgh for the engine to die. My amateur theory was that using a dedicated Facet fuel pump for my Honda Fireblade carburetors and also a Filter King unit may be overkill for the fuel system causing fuel starvation. A replumb of the system, bypassing the Filter King was carried out but typically another issue was discovered in that the vacuum line to my Ford Edis electronic ignition system had deteriorated and needed replacing. No prayers of hope that all would be good because I don't do them but resorting to fingers crossed on a run to a Drive It Day classic show proved that to be a wasted effort with a slight miss fire at low revs. With the days now ticking away relentlessly to trials day a meeting was hurriedly convened in the man cave of the TCC&MT (Trials Car Construction and Maintenance Team) and the founder and only member took an executive decision to revert to the original set up. Once completed the attempt to start Baldrick resulted in a veritable tsunami of the expensive bang juice from number 2 carb. Perhaps disturbing the fuel filter had dislodged fine silt that had made the needle valve in the float chamber stick open. A full strip down revealed very slight silt in the fuel bowls but also deteriorating silicon tube connectors between the carbs and inlet manifold. Does E10 affect silicone? So not an entirely wasted, albeit frustrating, few days. All was finally good to go but that was at 1:30pm on the Saturday so too close for comfort really.



I collected my passenger, Chris Veevers, at 6am on trials day to get to the start venue in good time. The final few miles to Pateley Bridge was done in thick fog with me thinking the trial route would be challenging in those conditions until we dropped down into the town with crystal clear weather and superb views which remained all day.

Our first section of the day, Watergate, was only a couple of miles away with a holding control some way from the section. It was here that there was the only real delay for us on the day of around 30 minutes which was a warning of what was to come. Time to catch up with people and to look at the lovely little 1928 Peugeot 190 of Ben and Jessica Mellors. On the instruction of the control marshal to go but with the added comment that the section was horrendous we really didn't know what to find despite having done it a number of times. On arrival Andrew Dams little Peugeot 106 was forlornly parked near the start line with a broken drive shaft. What a shame. We set off gently as the drop into the stream shorty has definitely got steeper and then tried to get as much momentum out of the water. No gentle trickling away here with a puny 1300cc but eventually running out of grip for an 8. Just to think, we have cleaned it in the

past. After what felt like a 10 point turn around we dropped down into the stream to come to an inglo

rious halt with the sump guard firmly lodged on the edge needing a tow out.

On to our next section Watergate 2 all on grass with a short flat run then very steep downhill to a bit of a hump and..... Stop. No commitment whatsoever by the pilot and a very poor 7 on the card.

On to Drygill 2 that I hadn't done before which again was on grass up a twisting gully. This was fun apart from a very dangerous and pointless deviation up the side of the gully which both Chris and myself felt at the time was going to put us on our side. Certainly the steepest I have been in Baldrick since reversing out of Crooked Mustard many years ago!

Off to Strid Wood for the three sections there. The Route Card was superb all day and particularly the instruction to zero the trip meter after every section or group. Very helpful. Strid 1 is up a gently curving peaty gully which used to have a steep hump half way up. It isn't as severe these days and we had a fun time cleaning this one. Hero to zero saw us with a paltry 10 on Strid Wood 2 running out of grip on the grass. 3 was gained by driving across a couple of fields to a straight run up hill on a peaty, grassy surface after turning right from the start line. My thoughts were of another mid hill score after we saw Alec Bruce in his X90 stopping half way up. Not a bit of it though. We found where the grip was and another zero was to be celebrated. Few of them on the day for us!

On again to the next two sections at Hawpike crossing swords on the way with the multitude of cyclists on the road who it appears these days that some of them think they can disregard motorists entirely and claim all the road. Hawpike 1 was on grass again up a twisting gully in a field which considering our record on grass previously didn't bode well and so that proved with another high score to add. It looked like we were going for a scoring record today. Hawpike 2 has been used for many years now, starting just before a gate then right up a steep short hill and then twisting and turning up a grassy gully to a Restart. The gateway now had a thick wood batten across it presumably to prevent animals getting under the gate but this meant we couldn't attack the steep part as I would have liked. None the less we arrived finally at the Restart line feeling that control of the car had been more by itself than the pilot. Here it finished with little further forward movement.

After the Timed Section with an unusual Restart it was off on the longest run between sections of 12.2 miles to Peels Wood where we waited in a convenient area opposite to the field hosting the section. Things once again didn't bode well with some having difficulty even getting to the start line witnessed by the deep muddy ruts in the ground before the start line. Taking it very gently to gain the line and to get a feel for the surface we set off as slowly as possible only to spin to a halt very shortly with another mega score. Inflating the tyres just up the road allowed us to witness David Golightly in his Morton and Brett T Special pull away serenely with no drama or difficulty.



Sword Point 1 runs up hill amongst pine trees with plenty of cross roots and on peaty soil once again. The start is at an angle to the run of the hill but I tried to start at a bit more of an angle to get some initial momentum. The section twisted and turned but we finally ground to a halt at the 8 marker then attempting to reverse parked very neatly right up against a substantial tree. We were going neither forward or backward despite my passenger's efforts requiring the assistance of a marshals 4x4 to get up to where the section has finished in the past. This year it continued on and when we had been released from our help, drove to the end. However the section ran between very tight gaps in trees with plenty of cross roots and rocks that could all cause potential issues if going for it!

Sword Point 2 was in the same woodland and, once again, a section used for many years. This year the organizers had set it up so that there was a choice off the start line of going straight for the first half of it or deviating to the right that, whilst not a steep had exposed cross roots and tight turns, something not to Baldricks liking Not liking the possibility of being thrown off line I chose the former. We reached the 7 marker and stopped,

spinning to a halt on the familiar peaty surface. Mind you, the rest of the section got appreciably steeper and rutted with more roots and rocks, not to my liking at all. Reversing down was not easy with a large fallen tree causing issues but with help from Chris and a marshal to keep me from rolling into the tree I got back out. One of our club members, Chris Morison, was officiating here and informed me that there was fluid leaking from the header tank overflow tube. A quick stop to inflate the tyres and top up with water and we were off again.

Seans Wood contains two sections and I am led to believe were actually created by the wood owner some years ago. The first ran off the forest track and was easily cleaned with little effort. The second was another mid range score for us, not getting away from the Restart. However both sections run parallel to each other part way up, only being separated by poles and tape. As I reversed out I ran close to the tape then became aware of another car approaching me at speed before he stopped. It turned out he was actually on the first section and I had effectively baulked him. Perhaps he shouldn't have been allowed to start it in the first place. Once again the temperature was nudging the wrong end of the gauge but with no water left we had to look for a supply. Fortunately the Toll road at Hartwith Mill was only just down the road and a very helpful homeowner filled our water can and gave us further Coke bottles of water just in case.

Brimham Lodge was our next challenge and when Stuart Highwood in his Scimitar disappeared round the corner from the Start line, plenty of revs apparent then returned very soon after it became clear that this was another that had suffered from the rain in previous days. It is on very long grass with a cross camber and then a short, steep run to the end not, that it was to bother us anyway with an 11 on the card. One again that we have cleaned in the past.

The second Timed section was dispatched with no issues then we were off for the last two sections in West Wood that were new to me. Both were once again of the familiar peaty surface and short. The first conformed to the familiar script for the day causing us issues of traction off the line and the second being a short down hill then with a very steep and short exit where we witnessed Brian Coleman in the Dutton Phaeton getting plenty of fresh air before section end. Not for us though with a stop on the steep bit.

Certainly an eventful trial for us with a few successes and some disappointing fails but the ground conditions were certainly challenging and very slippery in places in addition to roots, rocks and trees on some sections. Once again thanks to my passenger Chris and to the organizers and marshals that continue to make it possible for us to have a fun and challenging day.

And the PT Syndrome you may ask if you have been paying attention. That's as in Pat Toulmin, the esteemed Editor of Restart. It seems that if Pat asks me to sharpen the quill and scribe some words for the magazine, issues occur with Baldrick. I have gently asked Pat to make her request post trial in the future!

Myke Pocock



Nostalgia.

**Peter Keen's Allard at the
Midland Hotel in Morecambe.**

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

We recently attended qualifying day at the touring car event at Croft. The format was the usual and also as usual the least professional racers on the programme provided the best entertainment. The cars in question were the "Legends" which amount to oversized Karts fitted with 1200 cc Yamaha motor cycle engines all covered over by a plastic body which more or less resembles a pre war American saloon car, but only just over half the original size. (They'd look even better as Minor 1000's, Austin A 30's or Ford Pops.). The drivers are either brave or barking mad but whatever they're suffering from the racing they provide is action packed 100% commitment but more or less very fair. Most of the many comings together were pure racing incidents with no malicious intent.

The other racing was OK but the touring cars in each of their three races on Sunday produced a pole position to flag victory with little in the way of overtaking in the leading group. The Motorbase ran Fords were obviously well ahead of all the other contenders with no one in a position to really race them. The only event they lost was the third which was reversed grid, needless to say even they couldn't get passed the pole position BMW. All a bit too reminiscent of the way Formula One is at the moment.

A lot of you will remember the scenes from Zandvoort when Roger Williamson met a fiery end after crashing his March F1 car and David Purley tried to rescue him while the marshals stood by watching. It has to be one of the most harrowing pieces of film ever made of motorsport, and apparently it's just recently been 50 years ago since it took place. During that time we should celebrate the safety improvements which have been made but not become complacent because tragedy is never too far away. Another death happened at Raidillon corner at Spa recently, the second in about three years. We also had a lucky escape in a Formula W race two seasons ago which could have resulted in deaths and serious injuries

Now I love Spa and its history but even I'm beginning to wonder if the Eau Rouge/ Kimmell straight area needs a complete rethink. It was altered after Bellofs crash in 85 and several times since and yet it still claims lives, maybe heritage needs to be sacrificed so young lives don't have to be.

Finally it seems they've had a real clear out at the Alpine F1 team. Considering the resources at its disposal it really is underachieving and you can't help wondering what'll happen when they start poaching designers/ engineers from the competition. The whole world of F1 really amounts to little more than a very expensive game of musical chairs where talented behind the scenes staff spend years on "gardening leave" while waiting to swap around, it's becoming like football managers have been for many years.

By the way a Brit won the Formula E title. Yawn!

Ends AA.