

Wigton Motor Club Ltd

Start Line

Issue 2023/11

www.wigtonmc.xo.uk

November 2023

Solway Success



The Solway Targa has been hailed as a massive success by competitors. David Agnew and his team put on a great event, one of the very few multi venue targa/historic events in the country. Well done too to all the marshals who braved wet conditions in the morning.

For Members By Members

WMC Committee

OFFICIALS

<i>President:.</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
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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

End of Season BBQ, Coffee & Cars

11 until 1 pm

Sunday. November 12th

It's all free of you book in advance!

Wood fired BBQ with Harrison's of Wigton Sausage, Bacon and Burgers (Veggy options)

Cakealicious <https://www.facebook.com/CakealiciousShap> will have a stall full of delicacies to buy!

Book your place with Rob on: robincumbria@hotmail.com;



Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

I read an interesting article recently about the ups and downs of various sports. Strangely motorsport was not mentioned but it seemed very relevant.

The rapid rise in the popularity of ladies' football was given as an example in that it has to be funded from sponsors or spectator admission fees. Is that new money and new spectators or has it come from other sports? Others sports rise and fall. Thirty years ago golf was on the up and lots of people wanted to built golf courses. Things change, the days of business deals being down over a round have gone. People don't have the time. Many club run golf courses are struggling now.

Cycling had a huge rise in popularity in the wake of Bradley Wiggins and Chris Hoy's success, but the main winners were probably the manufacturers of Lycra. For about ten years everyone was racing bikes and there were a series of commercial run events. It all seemed to fall away quite quickly and back into the hands of the local velo clubs. Interestingly British Cycling's efforts to run major events has hit the same issues as MSUK's efforts to run a Rally GB, they need sponsorship of millions and the backing of local councils.

Both codes of rugby have lost a couple of clubs this year and many others like Whitehaven are on the club face of viability. One I hadn't thought of was equestrian sports. Not so long ago every young girl wanted a pony and indoor eventing centres were profitable. The cost of keeping a horse far outweighs the cost of running a rally car, as you can't lock in the garage when you are not using it. Horses need constant attention.

There was a time when any motorsport event in the UK would get huge crowds and even quite small race meetings would offer prize and starting money to draw in top drivers which in turn brought more spectators which paid for the starting money. Now days a club running a race meeting pays the venue a set fee for the track and services which can be as much as £50k for Silverstone. The club doesn't get any of the admission fees so there is no incentive to provide an entertaining meeting other than for the competitors who via the entry fees pay the track hire. Thus to maximise income they have fewer but longer races to reduce (non-earning) downtime whereas shorter races would be more entertaining for the spectators.

Out with the GP, the Goodwood events, Silverstone Festival, other historic or themed events and the BTCC rounds which are a Marmite to enthusiasts, few meeting get many spectators. If you watch any of the live streaming, you will see empty stands and spectator area.

As I said before you have to provide an entertaining meeting. Sadly many clubby meetings are made up of one make series, which may be good for the competitors but not a draw for Joe Public. Even in the case of the BTCC meetings the drivers have to bring around £400k for a reason and even the MINIs about £120K. This means the drivers are those who can pay, not necessarily the most talented.

Time for a rethink?

GTF



Editor: Graeme Forrester - gtfmg@yahoo.co.uk

Contributions are welcomed - deadline the 25th of each month

The opinions expressed in Start Line are those of the contributors and not necessarily those of the Club

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From The Top

News from MSUK, Associations & WMC Committee

October Committee Meeting:

Points from the Show debrief: The revised classes will be adopted. The first aiders will be booked again.

Cars & Coffee was again well attended. Good feedback on SM. Next year will have demonstrations, indoor autotests, example of competition cars etc.

Plans for the rest of the events for the year were agreed and the dates for next year were submitted to CMSG.

The Centenary BBQ was discussed and would include cakes sales and presentations of £100 to our charities.

No meeting as yet with Dalemmain as everyone was busy.

Water and power use back to normal after the works earlier this year. Will use more during the winter. Finances in good shape. Various major bills were paid.

During the winter as many as possible of the show entries will be added to the emailer so they get their entry forms by email. Thus saving postage.

Annual insurance has almost tripled. We agreed to pay it but then look else where for next year.

Membership, a steady flow of new members, now 1027.

Motor House GF had secured a second hand Hoover which pleased Mary.

Clothing. David was checking re beany hats.

We are still looking for land.

Our Charities for 2024

Each year we support two local charities

We would like your suggestions for 2024
please.



motor
sport
UK

Recognised
Club

Quickest 0-60 = 2.1



For 20 plus years the Ford RS200 E2 was the quickest production car in the world and probably Ford's wildest experiment.

"Driving an RS200 is like being hit in the chest with a 2x4!" , said Swedish race car driver Stig Blomqvist who was speaking of the quick and violent reaction from the turbo boost. As opposed to every one of the other highly modified production-based cars and engines that were built by other manufacturers, the RS200 was designed from the ground-up as a purpose-built, mid-engined rally-supercar, and the 200 homologation road-legal models were essentially a by-product of Ford wanting to race the RS200 and show off their technology capabilities in the increasingly popular World Rally Championship. It was also designed by engineers

who had extensive backgrounds in motorsports.

For 1987, Ford introduced an "Evolution" variant of the RS200, featuring a redevelopment of the all-aluminium Cosworth BDT which is a DOHC, 16-valve, 4-cylinder, turbo engine, renamed later as BDT-E, displacing 2.1L (130.4 cu in), developed by Briton Brian Hart. Power figures for the engine vary quite a bit from source to source, depending on the boost levels and ranges from 550hp to 815hp; although most typical output was 580hp at 8,000 rpm and 400 lb ft at 5,500 rpm of torque which sent power through a 5-speed to a 4.375:1 rear axle gear.



More than a dozen E2's were successfully raced from August 1986 until October 1992 in the FIA European Championships for Rallycross Drivers events all over Europe, and Norwegian Martin Schanche claimed the 1991 European rallycross title with a Ford RS200 E2 that produced over 650hp. The legend of its quickness is attributed to its 0-60mph time which has been documented by the Guinness Book of World Records, but since that time the cars have gone faster with Road & Track posting the quickest time at 2.1 seconds.

+1,200hp

Most recently, with the introduction of new technology in turbo blade design, the Ford RS200 had found a new interest in racing, namely the Pikes Peak Hill Climb. In 2018, rally driver, Liam Doran pushed his over bored 2.4L to a 1.7 second 0-60mph. The Ford RS200 was so fast it ripped the fiberglass skin off its body.



Forthcoming Events

November	11 th	VSCC Lakeland Trial
November	12 th	Cars & BBQ at the Motor House
November	19 th	Autotest at Kirkbride. Regs will be sent out
November	25-27	Roger Albert Clark Rally
December	3 rd	MG Cumbria Christmas Cracker Run
December	3 rd	Le JOG in the north of England/Borders

The Twelve car rally has been postponed and a new date will be advised.

MG Cumbria **Christmas Cracker Run**

Sunday December 3rd

70 miles in the Lakes including coffee and a light lunch

Entries now half full

Open to MGs and other fine cars!

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

2024 Provisional Dates list

Dates in bold are confirmed

Month	Date	Day	Event	Maps	Notes
January		Wed	Twelve Car Rally		
February		Sun	Autotest		
		Wed	Twelve Car Rally		
March	10th	Sun	Cars & Coffee		
		Sun	Autosolo		
		Wed	Twelve Car Rally		
	23rd	Sat	White Heather Tests	85	Rob Grant
April					
	14th	Sun	Cars & Coffee		
	21st	Sun	Drive It Day		Dalemain Mansion
		Sun	Awards Lunch		
May	1st	Wed	Pub Run		
	8th	Wed	Meander for the Oldies		
	19th		Getaway to Galloway		John Ross
	12th	Sun	Cars & Coffee		
		Sun	Grass Autotest		
June	5th	Wed	Pub Run		
	9th	Sun	Cars & Coffee		
			Grass Autotest		
July	3rd	Wed	Pub Run		
	14th	Sun	Cars & Coffee at Lingholm		
	TBA	Sun	Autosolo		
August	11th	Sun	Cars & Coffee		
	17th	Sat	Rose & Thistle Tour		Ron Palmer
	18th	Sun	Cumbria Classic & MS Show		Dalemain Mansion
September	TBA	Sun	Grass Autotest		
	8th	Sun	Cars & Coffee		
		Sun	Cumbrian Canter		

October	13th		Sun	Cars & Coffee		
	27th		Sun	Solway Historic & Targa	89	David Agnew
November	10th		Sun	Cars & Coffee		
			Sun	Autosolo		
December			Wed	Autotest		

Jottings

I've mentioned before the ***"Round To It"*** cars that people own. These are cars that are stored awaiting the owner to get a round to restoring them. At the time I wrote I know of about 30 cars in garages and barns. Many well obtained in working life as a retirement project, not realising that when you retire you get busier!

I've noted in recent years the number of "rested" rally cars there are that have not competed for a number of years. This can be down to loss of interest, cost and in many cases the "lifing" of seats, belts and helmets. Owners can't justify the "pointless" cost of new PPE but don't want to part with a much loved car. Of course are taking part in on MSUK demo type events which are often good value.

One make clubs seem to be struggling these days. Their problem is that they have failed to change with the times with what they provide for members and if they have staff and offices that creates a high cost base. More recent online based clubs like the MX5OC don't have that issue.

The **Classic Car Show** is at the NEC from 11th to 13th of November. It seems to get more costly every year and it costs more to park your car than to get in.

Race Retro at Stoneleigh in Feb 23rd to 25th with its live rally stage.

Goodwood Members Meeting April 13-14th

Goodwood Festival of Speed July 11-14th

Goodwood Revival Sept 6-8th

Solway Targa Rally 2023

Awards

Award	Car No	Crew
Hist 1st OA	6	Ian & Alastair Maxwell
1st Class H	3	Jon Paul Chaliner & Freddy Harris
1st Class P	4	David Marsden & Mike Garstang
2nd Class P	5	Ian Dixon & Richard Welsh
1st Class C	12	David Short & Roy Heath
1st Class D	15	David Alexander & Callum Alexander
Targa 1st OA	26	Ali & Lynsey Proctor
1st Class T1	22	Helen Harkness & Heidi Garstang
1st Class T2	24	Barry Lindsay & Martyn Petry
2nd Class T2	28	Bob Hargreaves & Andrew Graham
3rd Class T2	29	Chris Hunter & Fiona Tyson



Solway Targa Rally 2023

MAXWELL'S MGB WINS A SLIPPERY SOLWAY

Ed Graham reports



Ian and Alasitair Maxwell in their familiar blue MGB took victory on the Wigton Motor Club's Solway Historic Rally, inheriting the lead after Alex Willan /Glen Fothergill, leaders at the lunch halt, had to retire their BMW with suspension trouble, the Maxwells finishing some 20 sends ahead of Dave Short/ Roy Heath's Ford Escort MK2 with the Nova of David and Callum Alexander finishing a fine third place on the car's competition debut. Impeccably run by Wigton Motor Club, the rally gave the crews a

great day out in West Cumbria despite a day of somewhat indifferent weather.

The organisers had done well to gather an entry of some 40 cars for this end of season event and there was a lively atmosphere at the Rowrah Kart Track as the crews gathered for scrutineering and signing on. The kart track was to feature four tests throughout the day, the opener taking place just as the weather turned nasty, the resulting downpour making the track extremely slippery and there were numerous spins and slides, the quickest time going jointly to Willan/ Fothergill (BMW) and the Alexanders in their Nova. The MK1 Escort of Joe Hardy and Adam Blacker stuttered round with a bad misfire and would miss the rest of the morning tests while repairs were effected.



A series of farm tracks followed, all of which were, predictably, extremely slippery and, in the farmyards, also extremely muddy. Willan/ Fothergill continued to trade times with the Short/ Heath Escort until the sixth test at the Wythemoor Wind Farm where Short/ Heath received a contentious time, dropping them back a fair bit. Dave Marsden/ Mike Garstang (Ford Escort MK1) also queried their time on this one but the check sheets confirmed the times given and they stood.

This long, flowing test saw some good perfor-

mances from some of the older cars including the Triumph TR3 of Jim Hendry/ Euan West which was third quickest.

The morning finished with a second run round the Rowrah kart track, by now it was drying out and the times were noticeably quicker, Willan/ Fothergill were clearly quickest to consolidate their lead with Short/ Heath and the Maxwells the best of the rest. After a quick lunch it was back out for another blast round the same test where Willan was quickest ahead of the Alexanders. A return to the wind farm saw Willan/ Fothergill set another quickest time but it all went wrong for the BMW crew



on Test 11, one of two tests situated on the giant industrial complex on the outskirts of Workington which is now called the Discovery Park, when the rear suspension came adrift resulting in a premature end to their days rallying. Short/ Heath took full advantage to mount a bit of a charge, trading times with the Maxwells.

A long run up to Maryport took crews to the usual test in a disused quarry, it was quite a rough affair

and not popular with all of the crews then it was back for a final blast through the wind farm where Short/ Heath just pipped Marsden/ Garstang and Challiner/ Harris (Fiat Uno) by a mere second. This was followed by a repeat of the tests at the Discovery Park where the front runners traded times and Challiner/ Harris spoiled a good run with a wrong test penalty. The day was rounded off back at Rowrah with a final fling round the kart track where the Alexanders Nova was quickest with a neat, smooth run. The maxwells were close behind to confirm and excellent win for the MGB crew with Short/ Heath finishing runners up and unquestionably rueing that debatable time which they had incurred earlier in the day. This shouldn't detract from a great event, ably and efficiently organised by the hard working team at Wigton Motor Club who yet again provided a great days entertainment for all the crews.



RESULTS.

Ian & Alastair Maxwell	MGB	1328
Dave Short / Roy Heath	Ford Escort MK2	1346
David & Callum Alexander	Vauxhall Nova	1352
JP Challiner/ Fred Harris	Fiat Uno	1430
Alan & Paul Hawdon	Peugeot 205	1432
Dave Marsden / Mike Garstang	Ford Escort MK 2	1442
Brian Bradley / Stuart Davis	Volkswagen Golf	1449
Ian Dixon/ Richard Welsh	NGB GT	1454
Ian Dawes/ Stephen Holmes	Ford Escort MK1	1463
Jim Hendry/ Euan West	Triumph TR3	1522

Ed Graham

Photographs Tony North

PG Tips

Peter Reflects On His Month

I

t has been a very quiet car month again – I have a broken Fiat with a large pile of parts awaiting fitment. I have started the process by rebuilding one brake calliper and fitting a new shock absorber and suspension arm to one corner but that's where it all ground to a halt. Not due to some catastrophe (see what I did?!), but due to the garden and our gas tank. We have no mains gas and as our LPG contract was up, I decided to move supplier – except health and safety has kicked in and no one would take us on due to the previous owners of our house many years ago planting hedges, building fences and putting up a summerhouse too close to the tank. All of that lot has now had to be removed by me and effectively corrected. I feel like I've done literally nothing else but the gas tank for weeks, and also moan about the gas tank quite a lot. I have now turned a corner and hopefully will be back on the Fiat with a vengeance very soon. The Astra is now under its winter cover with the mouse traps baited. The advert on Ebay attracted 91 watchers and a thousand views but nothing more than a few very odd questions in true Ebay style (have you listed the modifications on the V5, being one), so I am going to keep it until the spring and try again when the country hopefully starts to think of open top motoring again.

The desire to own a TVR wedge is growing stronger and I've found the ideal one, which is as ever a very long way away. It's a 450SE (one of only a handful made) and it's had a small fortune spent on the engine in the last decade. It's fitted with the venerable Rover V8 and in 450 form when new allegedly put out 320bhp, but it appears that TVR stretched the truth a little and never actually produced them with that power. In the real world people found they didn't even have 300bhp. The owner, who spent all the money on the car I desire, took his car to a specialist in the Midlands and found it had 287bhp which wasn't enough for him. He had the engine bored out to 4.8 litres and had an aftermarket ECU and many other trick parts fitted and it then produced a more healthy 333bhp and enough torque to pull a house down. My plan is to take a cheap train down there one day and have a drive and decide if I even want a TVR wedge at all – I figure there is no point in trying a lesser version that I could drive more locally when I really want the full fat 450SE. I have a bit of a hankering to do the odd hill-climb and figure it will not only provide some entertainment for me and any spectators but will also be rapid enough not to be embarrassing – other than when I crash it of course.

We are off to Madeira again for the school half term and if anyone can remember my ramblings from my last holiday there, the Madeira Legends rally was taking place and there was a host of interesting cars taking part in one form or another, culminating in a spectator stage on the sea front of the capital Funchal where we usually stay. There were group B cars aplenty as well as an array of rally cars from the 60s to the 00s, but our flight back to Manchester was on the Saturday so I missed the spectator special and the best I managed was to see the cars parading around. This year I've cunningly changed our stay from Sunday to Sunday by flying from Leeds Bradford airport. I sold this to my unsuspecting wife Trudy as a way to get better flight times (we have, so it's not totally untrue) but will allow me to get to see the cars being used in anger on the Saturday evening whilst also enjoying a beer! I haven't seen this years line up as the website doesn't yet contain a full entry list, but if it's even half as good as previous years it's going to be a fantastic spectacle.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

At the end of September I became an octogenarian - another significant birthday some would say. In my case nothing to be worried about, and in fact it was a wonderful celebration with great friends and family which went on over three consecutive weekends and demonstrated that I still have stamina for the enjoyable things in life. One fantastic party organised by Paul and Jacqui Gilligan (and kept secret from me!) which included friends from afar, lasted seven hours and another at Greenhill five hours and the third a full weekend. Long distance rallies from the past clearly prepared me well.

One week after the last celebration I was tested positive for COVID, for the second time in a couple of years, and this despite having had my seventh booster only three weeks earlier. So getting all my jabs on time didn't prevent becoming positive but it was quite mild this time, rather like having a cold and lasting only five days.

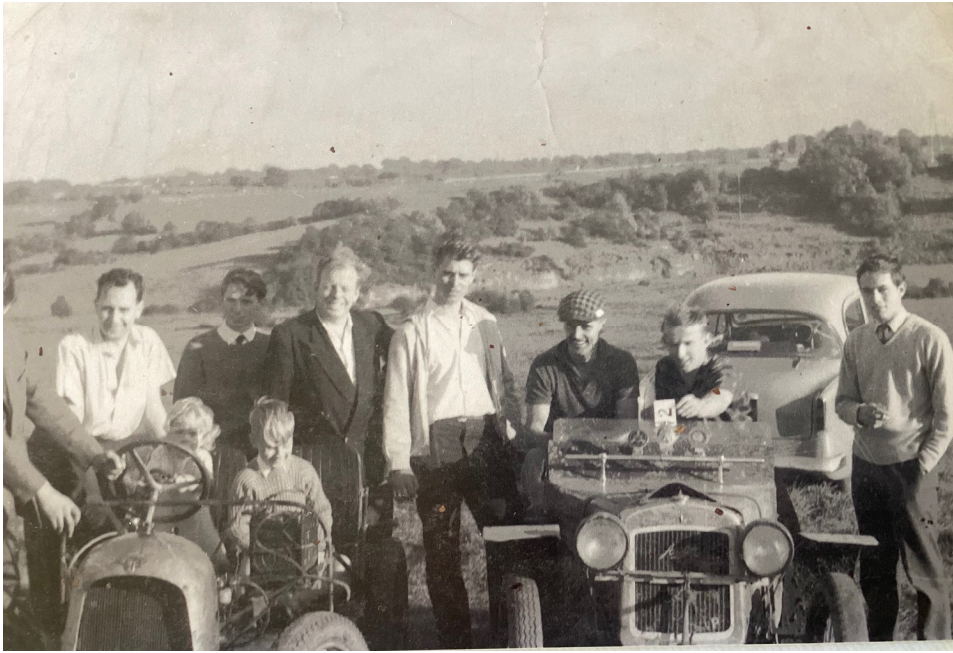
A friend of mine from 60 years ago who was my first of many rally driver friends sadly died recently. John Butterworth introduced me to navigating and night rallies. I first met John, who at that time lived at West End, Burgh by Sands, on the 16th July 1960 when I went with some friends, Ed Glaisler included, to marshal on the 750 Motor Club's John Peel Night Rally. This started at The Golden Fleece near where Junction 42 of the M6 is now. At the start of the rally it was announced that there was a driver whose navigator had not turned up and was there anyone who would sit in with this entry? John was in his black Morris Minor 1000 registration number XRM721 and I, as a complete novice, was volunteered for the job of navigator by my friends as none of them would do it. In the short time before our start John showed me the rudiments of navigation and despite not yet being 17 years of age I managed after a fashion no doubt helped by geography being my favourite subject at Carlisle Grammar School.

The rally was 295 miles long and finished with breakfast at the Waterfoot Hotel at Pooley Bridge and we somehow managed to finish 9th out of about 50 cars. John had a good appetite and being a butcher had come armed with a French loaf cut lengthways and filled with cooked meat and held together with elastic bands, while I could only try and keep my last meal down. This was not easy whilst trying to concentrate on a map with a small flexy light on the old 1" OS maps accompanied by the smells of petrol, exhaust fumes and hot mud on the exhaust.

This event was the start of a rally partnership which lasted for three years until our last event together on 15th March 1963 when John was thereafter concentrating on his forthcoming marriage and the building of a new house.

I recall John telling me that prior to buying the Morris Minor he had owned a Triumph 650 Twin motorcycle which he enjoyed until one day he lost it on the wet cobble sets outside Carlisle Station. After that he would only have cars.

In almost three years we competed in twenty events with a good degree of success and in various cars. After the Morris Minor there followed a black MGA 1500 which after a while was replaced by a Riley 1.5 saloon YAO437, and then in late 1962 by a 997 Mini Cooper registration number 102HRM coloured yellow with a white roof which John bought from Laces Garage at Kirkoswald.



The attached photograph is from about 1962 and shows from the right – Ed Glaister, John Butterworth, Alf Sewell, Ron Palmer (looking like a refugee from ‘Grease’), Jig Lea, Dickie Milne and Ken Burns (Lynda Graham’s dad).



This month I enjoyed an entry with Charles Graves in his RS2000 MK1 on the Solway Rally. The whole event had the feel of being organised by a professional team knowing and producing what competitors want. The route was compact and enjoyable, the test diagrams and paperwork clear and understandable, the results promptly delivered, and the marshals on the ball and happy, despite the

wet morning conditions. The Rowrah venue and the food served were ideal and it would be difficult to improve on the event. Well done the whole team for your hard work and cheerfulness. Anyone who gave the event a miss this year would do well to diary it for 2024.

Ron

Land Wanted

**We are looking for land to buy to use for events.
If anyone knows any coming up for sale etc please
let us know.**

Halloween Autosolo

WMC Maryport Auto Solo 29th Oct 2023

Car No	Driver	Class	AT/PCA	Total score	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5	TEST 6	TEST 7	TEST 8	TEST 9	TEST 10
12	David Agnew	C	Mini	575	55	53	53	52	52	51	51	51	51	106
19	John Sloan	C	Escort	587	56	53	53	52	53	53	52	53	53	109
4	Lei Mashiter	C	Spitfire	650	60	58	56	64	55	60	59	62	56	120
9	Brian Bradley	C	Golf	668	75	67	55	72	56	56	62	56	55	114
11	Angus Cowan	C	Escort	522	58	55	59	60	59	54	58	55	64	RTD
5	Ian Cowan	C	Escort	617	102	82	77	68	72	71	62	83	RTD	RTD
				0										
1	Paul Grierson	F	C2	581	56	53	52	53	52	51	51	52	52	109
8	Aaron Pattinson	F	Corsa	602	55	66	54	53	53	52	51	58	52	108
15	Sam Benn	F	Saxo	618	63	56	54	60	55	54	54	56	55	111
2	Peter Masters	F	Alto	629	65	61	58	62	55	55	54	55	55	109
3	Tom Robinson	F	Ka	631	75	60	55	61	53	62	52	52	53	108
7	John Holliday	F	Mini 1	640	78	60	59	56	55	55	53	54	59	111
10	James Fee	F	Mini 1	654	75	57	61	56	56	55	56	61	60	117
18	Mark Chambers	F	Ka	657	71	60	59	64	57	62	54	57	54	119
13	Richard Chaplehow	F	C1	662	67	60	71	58	59	57	57	57	60	116
16	Tim Cruttenden	F	Micra	672	64	76	61	58	69	59	56	59	55	115
				0										
6	David O'Connor	R	MX5	584	57	55	52	53	56	52	50	51	51	107
17	Nigel Moffat	R	MR2	625	60	64	59	54	57	51	52	51	56	121
14	Mark Milne	R	Westfield	403	77	63	54	53	52	52	52	RTD	RTD	RTD
C	Historic											test 10 double run		
F	Front Wheel Drive													
R	Rear Wheel Drive													

Well done to all competitors and marshals. Nice to have a full entry.

1st overall - David Agnew (Historic)

1st FWD - Paul Grierson

1st RWD - David O'Connor

1st Historic - John Sloan



Marshals' Championship

Wigton MC Marshals championship table 2023/4

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	Oct 22 Solway Set-up	Oct 22 Solway	Oct 29 AS Maryport
Eddie Parsons	95	5	10	10	10	10		10	5	10	5	10	10
Mary Parsons	90	5	10	10	10	10		10	5	10		10	10
John Holliday	85	5	10	10	10			10	5	10	5	10	10
Graeme Forrester	75		10	10	10	10	10		5	10		10	
David Agnew	70				10	10	10		5	10	5	10	10
Steve Fishwick	65		10				10	10	5	10		10	10
John Sloan	60				10		10		5	10	5	10	10
Bob Leyland	50		10	10				10		10		10	
Jacqui Raine	45		10		10				5	10		10	
Lei Mashiter	45		10						5	10		10	10
Roger Pope	40		10			10				10		10	
Colin Woodall	40		10			10				10		10	
Chris Leece	40				10			10		10		10	
Jim Crockett	35				10			10	5	10			
Rob Grant	35	5	10		10							10	
Jim Dykes	35			10					5	10		10	
Tim Cruttenden	35				10				5	10			10

Coniston Records Week



Autojumble

Items for sale or wanted



1973 MGB Roadster for sale.

Smart looking car but would benefit from some paintwork at eventually. Ivor Searle reconditioned engine fitted 13,605 miles ago. Car runs really well and overdrive operates smoothly. SS exhaust system, recent new petrol tank, radiator and 4 new tyres. Good hood, hood down and tonneau covers. Lots of history/past receipts for work done.

Open to realistic offers,

Graham Kirkpatrick Tel 01900 817491



MGA 1500 Roadster, 1957, restored several years ago and in lovely condition.

For more information tel. Colin 07827 320826

More Autojumble

Red Rotor Arms: These are superior quality, unlike the repro Lucas ones, and are unlikely to fail. These are for most British cars made in the 60s and 70s.

DD for 45D distributors made post 1975 cars

AD for 25D distributors for cars made 1962 to 1974. **£6 each**

Also matching condensers also £6 each.

Contact Graeme on gtfmg@yahoo.co.uk



BMW Z3(Sport) 3ltr Manual.

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Event Invitation

Fell Side Auto Club

The Autumn Cobwebs PCT

3rd December 2023, Blagill, Alston

Fell Side Auto Club are delighted to invite members of Wigton Motor Club to enter their Autumn Cobwebs PCT at Blagill near Alston on the 3rd December. Held on a rough fell side venue, the competition is suited to vehicles with reasonable ground clearance or those with under body protection. Vehicles with low front and/or rear valances may have clearance issues on sections. We aim to set up 5 to 6 sections tackled a number of times throughout the day. The entry fee is £20 for Fell Side Auto Club members and £25 for non members. To obtain the entry details and entry form simply send a request to mykepocock@yahoo.co.uk

If you are not competing but would like to assist with marshalling we would love to see you. Just let us know by emailing to the above address. Any further information can be had by calling Myke on 01228 530555.

Photos and video of previous events at the venue can be seen on our web site at www.fellsideac.co.uk;



£28



jacket £30

sizes from small to 4 XL

davidwagnew@aol.com

rect at
2023

Membership

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

Welcome to new members

Peter Whiting and Gillian Whiting	of Appleby
Adam Roper	of West Yorks
Bernard Watkins	of York
Antony Rees	of Carlisle
Martyn Copeland and Dee Copeland	of Mawbray

**Membership renewals for those who have to
will start coming out in a months time via the
membership mojo**

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ALL VACANCIES CAN BE VIEWED ONLINE AT:

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

Although we haven't contested the Hero Challenge having the final round of this series start and finish at Garstang – close to my wife's office – was too tempting. Seventy five cars entered this 140 mile event, with seven regularities and six tests, and of those 15 crews were all in with a chance of winning the championship outright. Along with many other crews Steve and Alex Chick (1978 Datsun 260Z) struggled on the day's final regularity which included tricky triangle with a 'No Entry' sign yet went on to win the rally by just three seconds.

And in doing so they also won the both the HERO Challenge Championship for Drivers (Steve) and the HERO Challenge Championship for Navigators (Alex). It could have been so different out front as Simon Ayris / Matt Outhwaite (1965 MGB Roadster) held a 20 second lead at the first break on Saturday, only for his rear brakes to fail at the end of Test 4 despite setting fastest times. Unfortunately they couldn't be fixed in time and they were out. Jon Dunning/Ian Canavan (1980 Escort Mk2 RS2000) had their eyes set on a podium place early on, setting a string of fast times on the tests, eventually picking up the award for fastest test times overall, to go with second overall. Father and son David and Ed Liddell finished third in their 1963 TR, compensation when an error on HERO Challenge One cost them certain victory.



Fog greeted competitors as they crossed the higher parts of the Lancashire Moors on Saturday morning to tackle the regularities of Tarnbrook and Longridge Fell, but by the afternoon on the sunken and undulating surfaces of the Fylde Coastal Plain, the sun had appeared. These roads with bumps and dips that resembled the best mogul field, tested the car's suspension to the limit and caused navigator's eyes to lose focus as their drivers picked a path trying to regulate their speed. Regularity five, Cuddy Hill had to be cancelled as there was too much flood water in the low lying area to make the road passable, but regularity seven, the final competi-

tion section of the rally, was the sting in the tail. In line with the HERO Challenge Championship plan of making each round slightly more difficult than the last, this was spot on as a triangular section of road with a 'No Entry' sign caused confusion and lost time for many.

A commendable performance came from Patrick and Daisy Walker in their Alfa Romeo 1600 GT Junior, fourth place just outside the podium, although they had been up to second at one point. Daisy is a sixteen-year-old navigator who reached the final of the Bob Rutherford Scholarship for Young Rally Navigators in August this year and is a future star of the sport as her performance showed in the final HERO Challenge Championship of the year. After the rally she was trying hard to convince her father to enter LeJog.

And what of car 20 – the Volvo Amazon 132 of French based club members George and Rosalind Topp. At the start of rally week – having driven back to Gretna for the event – Rosalind was in an ambulance heading to Carlisle A&E after a "sporting injury" – she slipped and fell on her back while exercising and was unable to move until an ambulance arrived a couple of hours later. Let out just before teatime with painkillers it looked as though the event was a non-starter. By mid-week, and

switched to the strongest painkillers around, Rosalind's competitive spirit was competing with severe pain. As a result, Friday saw them in Garstang although the aim was to start and see how the pain went. The car was also in trouble. A broken speedo couldn't be fixed in time and the Brantz had decided to play up, thought to be down to a sensor. So, they started the rally with an i-phone and appropriate app and a borrowed cradle for said phone. Luckily the app included the car's speed.

Giving her something to concentrate on rather than the pain – and with the aim of not being in the bottom 10 – Rosalind was spot on and by lunch at Thornton they were 46th overall. One regularity included roads built across peaty ground and though perfectly straight it had sunk over the years and pitched and rolled the cars around like a rough sea. The average speed was supposed to be 27mph – the Volvo struggled to get above 20 without grounding.

The final regularity included “that” triangle – which Rosalind got spot on, although valuable time was lost waiting for another competitor, who was facing the wrong way and blocking the narrow road, to get out of the way. Back at Garstang it was a case of relief that the event was over, and the next dose of painkillers were due! And later surprise – a zero plus getting the triangle right elevated the crew to 35th overall. In the tests though the Volvo and/or driver didn't perform so well. Four runs around the cones in a car park didn't suit the lumbering car, and two runs around a kart track (starting on the loose) highlighted that the tyres had limited life.

In the week before the event, during the process of getting a FIVA card for next year, it turned out the car was fitted with a 1990cc B20 engine, not the 1780 as quoted in the V5. So that resulted in being moved to class 4 through it using a 67/8 engine rather than '66. The overall class result was 6th. Andy Pullan, making his debut as Clerk of the Course and route planner for HERO Challenge Three, didn't have it easy in the build up to this event. Test venues were withdrawn requiring a last gasp re-route and on event the team were forced to cancel regularity five. At the end of event prize giving Andy had a word of thanks for local support: “After the PR programme of notifying as many as possible that the rally was happening, the reaction and support from the locals was impressive. They turned out in numbers to watch and cheer. In fact, we have had emails coming in, one which said, ‘what nice cars you have and what sensible people you all are,’ enough said!”

Right after the rally we'd to drive the 1000 miles back to Jonzac, dropping the Volvo off with Kevin Savage en-route. He has the job of sorting out the Brantz issue ahead of November's RAC Rally of the Tests. Hopefully Rosalind's ligament damage will have settled down by then. We might not normally have driven back for just a couple of weeks at home in France, but apart from the 29 degrees that greeted us (and an empty pool – which was full when we left), we'd several appointments with contractors, and for an MOT on the Skoda. Luckily it passed, so that's it for another two years (that's how long they last over here). I've never actually watched a car being MOTd before, this time I did. Twenty-five minutes, about 70 Euros – and the test began by him check all the tyre pressures. Is that normal in the UK?

George Topp

Autotest

November 19th

At Kirkbride

Regulations will be sent out shortly

WMC Dates 2024

Month	Date	Day	Event	Maps	Notes
January		Wed	Twelve Car Rally		
February		Sun	Autotest		
		Wed	Twelve Car Rally		
March	10th	Sun	Cars & Coffee		
		Sun	Autosolo		
		Wed	Twelve Car Rally		
	23rd	Sat	White Heather Tests	85	Rob Grant
April					
	14th	Sun	Cars & Coffee		
	21st	Sun	Drive It Day		Dalemain Mansion
		Sun	Awards Lunch		
May	1st	Wed	Pub Run		
	8th	Wed	Meander for the Oldies		
	19th		Getaway to Galloway		John Ross
	12th	Sun	Cars & Coffee		
		Sun	Grass Autotest		
June	5th	Wed	Pub Run		
	9th	Sun	Cars & Coffee		
			Grass Autotest		
July	3rd	Wed	Pub Run		
	14th	Sun	Cars & Coffee at Lingholm		
	TBA	Sun	Autosolo		
August	11th	Sun	Cars & Coffee		
	17th	Sat	Rose & Thistle Tour		Ron Palmer
	18th	Sun	Cumbria Classic & MS Show		Dalemain Mansion
September	TBA	Sun	Grass Autotest		
	8th	Sun	Cars & Coffee		
		Sun	Cumbrian Canter		
October	13th	Sun	Cars & Coffee		
	27th	Sun	Solway Historic & Targa	89	David Agnew
November	10th	Sun	Cars & Coffee		
		Sun	Autosolo		
December		Wed	Autotest		

These are all provisional dates other than those in bold. The other dates are subject to having organisers and venues. Thus your help is vital.

Classic Show Classes 202

As time has moved on we have added more classes to the Show to include younger cars. We have taken the opportunity to standardise the classes for each decade. This will tend to equalise the numbers in each class.

We are looking for suggestions for featured marques/models of other theme for 2024. Any suggestions?

Class	Description	Av No
A	All pre 1950 cars including vintage and veteran	32
B	Saloon Cars 1951 - 1960	16
C	Sports & GT Cars 1951 - 1960	17
D	Sports & GT Cars 1961 - 1970	25
E	Saloon cars 1961 -1970	36
F	Open Sports Cars 1971 - 1980	18
G	GT (Closed) Cars 1971-1980	11
H	Saloon Cars 1971 - 1980	42
I	Saloon cars 1981 to 1990	40
J	Saloon cars - 1991 to 2000	32
K	Sports and GT Cars - 1981 to 2000	27
L	Sports & GT Post 2000	22
M	Saloon cars - Post 2000	19
N	Military, 4WD, Light Commercials, tractors and PSVs	32
O	Kit Cars & Classic Replicas	10
P	Motor Bikes	12
Q	Super Cars	10
R	Rally and Comp cars	16
S	Performance & Modified cars	24
Y	Young Guns	16

What We Read

I've always been an avid reader of just about anything and my parents reckoned I learnt to read from the pages of Motor Sport, indeed somewhere I have some scrap books that I made from the photo sections that used to be in the middle of MS – all black and white in those days.

Things change and in terms of magazines and periodicals we get fewer. Motoring News got the push about ten years ago when it became full of press releases about some 18 year olds I'd never heard of. Now days news of events is there at a press of a mouse. Live streaming of just about every event on You Tube, live timing and commentary on Timing Solutions with full details position recording. No need to wait until Thursday to see the reports!

It's the same with the monthly glossies – it's difficult to find something new to write about cars or events from the past. I've also noticed a trend to have more, and bigger, photos to fill space and fewer words. Of course with the internet and modern desk top publishing methods it's pretty easy for some young hack from a media group to write an article about anything, even if they don't actually know anything about the subject, which sadly some of them don't.

While the major magazines have staff, many of the lower circulation publications which are owned by one of the two major publishers, are contracted out to individual journalists to run. They are nominally the “editor” but really, they are the main content provider. For example MG Enthusiast was edited by Simon Goldsworthy for many years and Simon did a great job, he came up and did the Solway about ten years ago with Edwin Cook in his MG. When he moved on to run Classics Monthly the editorial “seat” on MG Enthusiast seemed to get moved around the Kelsey editorial office every couple of months and the quality of content went down rapidly. They finally did get a new editor, but he seemed to lack the passion or knowledge to do a good job. When a copy arrived one morning and I sat down with a coffee to read it and the coffee lasted longer than the magazine, I knew it was time to cancel my subscription.

Motor Sport is still a worthwhile read with some great writers and Practical Classics is entertaining and quirky, possibly as many of the staff are not journalists!

Sadly all local papers are going downhill, mainly due to falling sales and lack of advertising, as well as the fact that by the time it gets in print it is “old news”. The editorial team of what was the CN group and is now News Quest consists of half a dozen youngsters straight out of university and based in an office that they rarely leave. There is no leadership of an editor to check the content. When they need a photo to support a story they just “Google”, and sometimes come up with the wrong photos. A couple of years ago the Dog & Gun at Skelton got a Michelin star. The local paper's online news published the press release but then added a photo of the Dog & Gun somewhere in Yorkshire! I can imagine what some of the editors I knew in the past would have said if one of their journalists had done that!

It's much the same with books, particularly autobiographies. Many are of course ghost written from interviews with the subject. Nowadays the subject records it all and someone else puts it into written words. At least that way you can recognise the way someone speaks. One exception to that was Damon Hill. He left it late after retiring to writing his story, but he insisted on doing it himself and took an OU degree in literature before starting to write. He produced one of the best autobiographies of recent years.

Motor club magazines have come and gone and changed over the years. Sadly there are far fewer of them, many clubs have gone and there was a time we exchanged newsletters with at least a dozen clubs, now it is barely a handful. Partly this is down to social media and news on the internet that even the smallest event has reports, photos and results on the net as the event happens. There are also fewer events, and the emphasis is on an entertaining and informative read. Which is perhaps where we came in?

GTF

Prescott Season Finale

Speed hill climbs at the two major venues south of Birmingham near the Cotswolds consist of Shelsley Walsh and Prescott these are always oversubscribed such is the popularity of the sport these days, the trouble is they are so popular at these two venues that even after entering and paying the entry fee in January you don't know if you have got an entry until about ten days prior to the event. This means paying for b&bs upfront to ensure you have accommodation but if you don't get an entry it can be a big financial loss unless you go and spectate.



Prescott's aptly named Season Finale was held on Saturday 7th October and true to form it was over-subscribed with many entrants being left disappointed even though many of the classes were open only to members of the Bugatti owners club who are the promoting club and own the venue, fortunately you don't need to own a Bugatti to be a member which is why I and most other competitors are allowed to be members.

However the event was also the final event of the season of several championships, the Ferrari owners club speed championship and Aston Martin owners club were two of them. A quick look at these cars certainly give the impression that many of the owners of these cars could well afford a Bugatti and

there were other lovely cars too such as a Renault Alpine, not many of these compete on the hills in this country but what a lovely little car. Slightly more affordable it was also the Morgan and TR clubs final event but for uniqueness a Daimler Conquest was the most unusual car at the event in my mind anyway, this ponderous beast would take some physical effort to handle but it appeared from the stickers on the car it seems to have competed in at least three Classic Monte Carlo rallies, certainly a heavy car to throw about in the snow over the Alpes but at least you would arrive at Monte Carlo in luxury ! There were plenty of other cars in all of the championships as the quick look at the photos show.



What a pity more competitors don't make the journey up to Barbon as the effort those guys put in is exceptional and usually we get at least twice as many runs than we do at the bigger events because they are running over 200 cars where as Barbon is usually catering for about 90 cars maximum.

Set in fantastic surroundings Prescott is a permanent venue with all the advantages that this brings, wonderful clubhouse, bars, toilets and showers, camping on site, timekeepers huts, commentary boxes at various locations and permanent PA and timing systems. tarmac roadways lead to all the paddock spaces but it is still very rural as about fif



damaged, however after a long delay with lots of people inspecting the barrier and someone using a hammer on the Armco the meeting was unfortunately abandoned.

According to regular competitors who came to see what the problem was they said cars often went off there and a bit of damage at certain points was a common occurrence, hopefully in future spare sections of Armco could be held in readiness either in straight sections or curved to suit the location of the regularly damaged sections then with today's modern equipment such as impact guns, drills and metal cut off tools both battery powered or powered by a generator it would mean repairs could be carried out quickly without compromising safety in any way.



little hero.

Keith Thomas

ty percent of paddock spaces are under fruit trees with the unusual hazard that falling plums and apples can drop on your head or your car !

It is an absolutely superb hill to drive with lots of challenging bends of every description from hairpins to the fast sweeping Esses to the open sweeping and tightening righthander over the finish line with a daunting big drop if you go off to the left.

Bathed in sunshine it was a really lovely October day and practise went well with everyone completing two runs before lunch.

Sadly after lunch a big oil spill well over a 150 yds long took ages to clear up then on the second runs a Mazda MX 5 attacked the Armco although the Armco didn't appear to be badly

Many of the championship contenders were really disappointed not to get a second and final run having put in a reasonable first run as their banker they were mentally revved up to attack the hill on their final run and put in a quick enough time to oust their opponents.

We owe a great debt of thanks to all the organisers, scrutineers, officials, marshals and volunteers as they give up countless hours of their time to make these events the success, hopefully we look forward to seeing you all again next year, it was great to see one very young chap working tirelessly all day under the supervision of older more experienced marshals directing drivers out towards the track as their runs were called, what a

Venues

We are always on the look out for new venues for autotests and autosolos. Sealed surfaces any time of the year and grass in the summer.

If you know of any please let any committee members know.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

My love of motorsport has lasted for well over 60 years and during that time I've become increasingly interested by the "goings on" off the track as well as on it.

There have been many "characters" some with decidedly "shady" backgrounds which have led to incidents of smuggling, money laundering, fraud, drug dealing and a multitude of other crimes, even to several people being murdered. One famous saloon car driver being taken to a field and shot.

Many of the legends of the sport have had "interesting" lives, sailing very close to the wind as they made their way from obscurity to a place in the Hall of Fame of motoring history. I'm sure lots of you know who they might be, but common sense dictates no names need mentioning here.

Many stories are well known and often retold but the one below is, in my view interesting and usually goes under the radar in the history of the sport. So here it is.

Before the outbreak of war in 1939 Dr Ferdinand Porsche and his team of engineers had been employed in building rear engined Grand Prix cars for Auto Union and developing the People's Car (Volkswagen) for Adolf Hitler and his cronies. They carried on designing vehicles, often for military use, until fighting ceased in 1945.

At this point in time all their grand schemes were over and this group of highly skilled engineers were reduced to assembling barrows in a barn until the French came calling. Their design team had commenced work on their people's car, the 2CV, and it seemed sensible to take Herr Porsche to France where he could assist them. He was bundled off and when the job was finished he was charged with war crimes and dumped in a French prison, but it was decided that he could be released if a certain amount of money, a large amount, was handed over. Basically he was being held for ransom.

Enter Piero Dusio who had decided he wanted to enter the world of Grand Prix racing and needed a car to do so, he also required a design team so contacted the Porsche people who were still assembling barrows. They agreed to his proposition, the cost of their work being the amount necessary to get their boss out of the French pokey. The car was to be known as the Cicitalia Type 360 and work commenced.

All went well, the design was done and Porsche was released, at which point the story might have ended but more twists were yet to happen.



First Dusio had overspent and was now more or less bankrupt with his workforce threatening him with court action because of unpaid wages. Dusio was desperate and by some miracle persuaded Juan Peron president of Argentina to fund the project. The car now being re-branded as the Autoar (Auto Motores Argentines), and Dusio moving to South America in 1949. By 1950 the car was complete but by then the formula for which it had been built was being phased out.

Eventually in 1953 it tried to race but failed to start as the gearbox only had neutral. It then tried to break some speed records but failed again and after that it was unceremoniously dumped and forgotten about, left to quietly rot away.

From all accounts two chassis were built, one eventually ended up in the Porsche museum in Zuffenhausen, and the other was owned by Tom Wheatcroft at his Donington collection. Where that one now is I have no idea.

So there we are, was this the most unsuccessful racing car of all time, surely there can't be many worse contenders.

Ends AA.