

Wigton Motor Club Ltd

Start Line

Issue 2024/01

www.wigtonmc.xo.uk

January 2024

What Will You Do in 2024?

Rallies, Targas, Autosolos, Shows, Tours, Racing, Trials
Sprints or Hill Climbs?



For Members By Members

WMC Committee

OFFICIALS

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Please ensure that you contact the appropriate official on the correct email address.

Forthcoming Events

January	11 th -14 th	Autosport Show at NEC	
	23 rd	WMC Twelve Car Rally	
	28 th	Whickham DMC Targa	
February	10 th /11 th	John Robson Road Rally	H&MC
	11 th	Riponian Stage Rally	RMC
	23 rd /25 th	Race Retro at Stoneleigh	
	24 th	Dishforth Targa	C&DMC
March	8 th /9 th	Malcolm Wilson Rally	Trio

Marshalling Requests

March 8th/9th **Malcolm Wilson Rally** Contact Irving Wilson on 07759 936942

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Firstly I'd like to welcome two new committee members. Lei Mashiter is taking on the role of Safe Guarding Officer and Steve Fishwick who is always very active in organising and marshalling has finally agreed to come on board. This gives us a very strong committee and officers to take the Club forward.

Increasing level of participation is a big ambition of Motor Sport UK and of course our own club. Over quite a lengthy period of time the number of competitors had steadily declined. Much of this can be blamed on a shortage of venues and rising costs. You only have to look at the British Rally Championship to see how few crews are signed up for it, let alone do most of the events. Similarly the BTRDA Rally Championship, the main clubman series for a generation gets far fewer entries. Our regional rally championship saw only a handful of drivers doing more than half the listed events.

At a more cost effective level the NESCR0 Targa series saw most of these events get good entries but very few crews did more than four events, many only did their home event. Our WMC crews did our won two events and usually the SMC one, but few went any further. How can we encourage people to do more events? Answers on a post card (preferably by email!)

These days you can't look at any form of media without being bombarded with demands for diversity, inclusion etc. I would suggest that motorsport is the most inclusive of all sports. Male and female drivers have always competed on equal terms. In rallying the likes of Michelle Mouton and Pat Moss were outright winners in some of the toughest events of their era. Even in our Club championship we have had at least three ladies who have won the overall championship outright.

Prince Bira of Siam won the BRDC Gold Star (effectively the British racing championship) several times. Raymond Mays, racer and founder of both ERA and BRM was gay. Robert(a) Cowell was the first person to transition in the UK and was a national level racer in the 50s. Lella Lombardi, the only lady to score F1 championship points was a lesbian.

Over the years in our own club we have gay, lesbian, bi and trans members or competitors. They were all bonded by a mutual love of motor cars. Their private lives were their own business and I suspect most of their fellow members were unaware of their orientation or were disinterested. As our slogan says, For Members, By Members. All are equal and welcomed in our club and the wider motorsport communities.

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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ANECCC Dates 2024

January	6th		Sa	Autotest		Har&DMC
			Wed	Twelve Car Rally		WMC
	14th		Mon	Twelve Car Rally		WCMSC
February	3rd		Sa	Autotest		Har&DMC
			Sun	Autotest		WMC
	10/11th			John Robson Navi Rally		H&DMC
	11th			Riponian Rally		RMC
			Mon	Twelve Car Rally		WCMSC
			Wed	Twelve Car Rally		WMC
March	8/9th		Fri/Sat	Malcolm Wilson Rally		Trio
	10th		Sun	Cars & Coffee		WMC
	13th		Sat	Autotest		Har&DMC
	14th		Sun	Autosolo		WMC
			Wed	Twelve Car Rally		WMC
	23rd		Sat	White Heather Tests	85	WMC
	24th		Mon	Twelve Car Rally		WCMSC
April	13th			Autotest		Har&DMC
	14th			Shaw Trophy Targa		Wh&DMC
	14th		Sun	Cars & Coffee		WMC
	21st		Sun	Drive It Day		WMC
	20/21			Croft racing		750MC
	21st		Sun	Rally Test		WCMC
	18th		Sun	William Paterson Targa		SoSCC
			Sun	Awards Lunch		WMC
May	1st		Wed	Pub Run		WMC
	4th			Croft Racing		BRSCC
	04/05th			Berwick Classic		B&DMC
	8th		Wed	Meander for the Oldies		WMC
	11th		Sa	Border Counties Rally		WDMC
	19th			Getaway to Galloway		WMC
	12th		Sun	Cars & Coffee		WMC
	12th		Sun	Rally Test		WCMSC
	18/19			Croft Racing		DDMC
	24/25			Jim Clark Rally		JCRC
	25th		Sa	Autotest		Har&DMC
			Sun	Grass Autotest		WMC



motor
sport
UK

Recognised
Club

June	1/2ns			Rally of East Yorkshire		YWMC
	5th		Wed	Pub Run		WMC
	9th		Sun	Cars & Coffee		WMC
	15th		Sa	Kielder Rally		CSCC
	15th		Sa	Barbon Hill Climb		LMC/KLMC
	16th		Sun	Rally Test		WCMSC
	25th			Autotest		Har&DMC
				Grass Autotest		WMC
July	3rd		Wed	Pub Run		WMC
	7th		Sun	Greystoke Stages		WCMSC/EVMC
	13/14			TCR Croft Racing		BRSCC
	13th		Sa	Barbon Hill Climb		LMC/KLMC
	14th	14th	Sun	Cars The Star Show		KLMC
	14th		Sun	Northern Dales Targa		H&DMC
	14th		Sun	Rally test		WCMSC
	14th		Sun	Cars & Coffee at Lingholm		WMC
	26/27			BTCC Croft Racing		BARC
	20th			Autotest		H&DMC
	28th		Sun	Autotest		WCMSC
	TBA		Sun	Autosolo		WMC
August	4th		Sun	Lion Stages		B&DMC
	10/11th			Croft Nostalgia		HSCC
	11th		Sun	Cars & Coffee		WMC
	17th		Sat	Autotest		Har&DMC
	17th		Sat	Rose & Thistle Tour		WMC
	18th		Sun	Cumbria Classic & MS Show		WMC
	24/25			Croft Battle of Britain		DDMC
	25th		Sun	Pendragon Stages		KLMC
September	TBA		Sun	Grass Autotest		WMC
	1st		Sun	Weardale Classic		DAC
	7 & 8th			Croft Racing		BARC
	7th		Sa	Autotest		Har&DMC
	8th		Sun	Cars & Coffee		WMC
	15th		Sun	Little Devils Tour		KLMC
	22nd		Sun	Border Targa		BECC
	22nd		Sun	Doonhamer Targa		SoSCC
	21/22			Croft Racing		750 MC
	29th		Sun	Kielder Targa		HDMC
	29th		Sun	Autotest		WCMC
			Sun	Cumbrian Canter		WMC

October	13th		Sun	Cars & Coffee		WMC
	19th		Sa	Autotest		Har&DMC
	18/19			Carlisle Stages		RCRC
	20th		Sun	Rally Test		WCMSC
	27th		Sun	Solway Historic & Targa	89	WMC
November	9th		Sa	Autotest		Har&DMC
	10th		Sun	Cars & Coffee		WMC
			Mon	Twelve Car Rally		WCMSC
	23/24			Anglo Caledonian Rally		RCRC
	24th			Winter Stages		NAC
			Sun	Autosolo		WMC
December	7th		Sa	Grizedale Stages		FDMC
			Mon	Twelve Car Rally		WCMSC



Wigton Motor Club

Cumbria Classic Weekend August 17th/18th 2024

Saturday, the Rose & Thistle Tour

Sunday the Cumbria Classic and Motorsport Show

The biggest show in the region!

What theme, feature make, model etc would you like to see at this year's show? Let us know!

Club News & Events

We have arranged with the Kirkgate Centre in Cockermouth for a showing of the “**Ferrari**” film in the spring. The date will be announced in the New Year.

With membership renewals pouring in at the moment, it looks as though about 40% of our members are female which is great. Looking at the statistics for our Face Book page 20% of the active members there are female and we have a broad span of membership ages with the peak being in the 40 to 50 year olds. We have roughly the same number of over 60s as we do under 30s which is surprising but good.

Motor House News

The Motor House is wrapped up for the winter with the first Cars & Coffee in March.

The name Moota means “ Meeting Place.”

There was a basic prisoner of war camp at Moota in 1918 and the prisoners worked on local farms. Many of the new prisoner of war camps were built on remoted moorland. Moota fitted that description perfectly!

The site now occupied by the Garden Centre, the Craft Centre (where the Motor House is), the motel where the chalet park is now, were part of the camp built on nine acres in 1942 on land bought from the Lawsons of Brayton Hall. The huts etc were built by Thomas Armstrong at a cost of £72,000. It was designed for 1,200 men. The first occupants were Italian, followed by Germans in 1944 and many were still there in 1946. The Italians made a chapel with superb wall decorations. After that it was used by tens of thousands of men from Eastern Europe who were displaced by the turmoil there. It was known as YMCA Hostel, Moota. Both the prisoners and displaced men worked on local farms, mainly doing drainage work. There seemed to be no desire to escape. Relations with the local was mixed. However things improved and the men attended dances and churches in Cockermouth and Aspatria.

Many of the Italians in particular stayed in Cumbria after the war and raised families and many of the displaced Ukrainians and other eastern European men did the same or emigrated to America. There were still many Italian and German names to be found in west Cumbria.

The camp closed on the mid 50s and then cleaned up by the Ministry of Works. In 1957 local farmer Isaac Eilbeck from Hayton bought the site. He started a turkey farm there, then a petrol filling station and in 1963 the Moota Restaurant. The Motel was opened in 1965. That lasted in various forms until 20024. In its heyday it was famous for its dinner dances and Young Farmers balls. Tourist coach parties often used it.

The garden centre started rather later in the century using some of the original huts while the area where the motor club is now based used many of the huts for craft based businesses and this continues with the Good Wood boat restoration firm. There was also a garage for many years.

There is very little left of the original buildings, just a few behind the Motor House and in the garden centre. We have an interesting book on the history of the Camp in the Motor House.

Festive Quiz

Name these cars:



Name these Motorsport Personalities



PG Tips

Peter Reflects On His Month

Last month I alluded to finally going to drive a TVR wedge, and indeed I have now been out for a spin in one, and it's fair to say the bubble has been well and truly burst! I was getting a train to go and see one in the Midlands but one train of my 3 train journey was cancelled, but fortuitously a couple of days earlier a chap up near Perth advertised a 5 litre 450SE that had had a fortune spent on it in the last decade, and I had a day to spare. This car had been resprayed a few years back, had the interior re-trimmed in the old TVR factory industrial estate in Blackpool and had a 5 litre engine fitted. It was exactly what I thought I was looking for, and even when I arrived, I was impressed by how mean and wedgey it looked. Starting it up, the V8 sounded great, but getting in to go out in it was where things started to go wrong for me. It felt like a kitcar, everything was a bit homebuilt looking, and the steering wheel bounced and vibrated with the engine. We went round a rural block of roads near the chap's house and that's when I realised it wasn't for me – the car bucked and bounced around the road and whilst it made a great noise it didn't feel particularly quick although it was possible to slide it and spin the wheels easily. I thanked the guy for his time and walked away.

I am now considering my options for next year and at the moment my head is telling me I need a 90s Marcos which has the same low volume V8 appeal of a TVR but with better build quality. I also quite like the look of them and in particular the LM cars that were built to homologate their GT racing car that they went to Lemans with in 1996 (the year I also went to Lemans). More on this next month – by which time I may have driven one and put myself off!

I've had a lot of joy out of watching footage from the RAC rally in the last month, and in particular the Lancia Stratos driven by Seb Perez which sounded incredible and almost made it onto the podium. I wish I'd actually gone to spectate, but work and life got in the way, but in 2 years' time when it returns, I will plan ahead and make sure I'm there. I think the WRC and ERC could definitely learn some lessons from the RAC which ran for several days over dozens of stages and attracted large crowds. The lure of classic rally cars is undoubtedly part of it, but simply having a more wide-ranging event with accessible stages in different areas also ensured that a wide section of the public had access to go and see the event without traveling hundreds of miles. My only issue with it was the sheer volume of Escorts on the entry list – more than half the entry list by my calculation, but I do think there were more 'other' cars than in previous years, and hopefully the success of this year's event will bring in even more in 2 years' time.

I know electric cars are not necessarily a favourite topic of a lot of petrol heads but having driven the ones at work I quite like them as transport, they have their limitations and the technology is still in its infancy, but they are nippy, quiet and easy to use. I was massively disappointed by them in the freezing weather recently though – not as you might imagine by the range (which was half of what it is in the summer) but by the heater. I got in when it was -4 outside and fully expected to be able to turn the heater on and experience immediate hot air, but it was not to be. The car seemed to need to warm up, like a petrol car, in order to get warm air in the cabin.

I don't think I am being too demanding here because if you bought a hair dryer and you had to wait for 10 minutes in order to get hot air to dry your hair you'd be a little bit peeved, and I expected the electric car to have something similar to a hair dryer behind the dash – but clearly not. I'm not sure if it is just the BMW I3 that is like this, but it's poor.

That's it for this year – I hope everyone is having an enjoyable festive break, sadly I am working for most of it, but for the last time!

Peter

Rosemary Smith RIP

Irish Motorsport Legend Rosemary Smith passes, aged 86.
Dublin, Ireland - December 5 2023



Rosemary Smith, born on 7 August 1937, has passed away peacefully today at the Beacon Hospital in Dublin.

Rosemary etched her name in the annals of motorsport history as a pioneering rally driver from Dublin, Ireland. With a career spanning decades, Smith's journey is a testament to her skill, determination, and groundbreaking achievements on the racing circuits and rally stages.

Smith's initiation into rallying began as a co-driver, but her love for the driver's seat led to a pivotal role change, catching the attention of the Rootes Group's Competition Department, which offered her a coveted works drive. Having clinched the ladies' prize at the Circuit of Ireland Rally in 1964, the year 1965 marked a significant milestone in her career when she, alongside co-driver Valerie Domleo, secured victory in the four-day Dutch Tulip Rally, manoeuvring a factory-entered Hillman Imp through 1,800 miles of challenging terrain.

Despite facing controversy and disqualification in the 1966 Monte Carlo Rally, Smith's resolve remained unbroken, leading

to a series of triumphs, including an outright win in the 1969 Cork 20 Rally and multiple victories on renowned stages like the Scottish Rally, the Alpine Rally, the Canadian Shell 4000, the 1968 London to Sydney Marathon and the 1970 London to Mexico World Cup Rally.

Beyond the racetrack, Rosemary Smith's life story is a narrative of resilience and passion. Born in 1937, she defied societal norms, learning to drive at 11 under her father's guidance and obtaining a driving license at 16 through resourceful means. Her foray into fashion design, including setting up a boutique with her mother, added another layer to her diverse persona.

Smith went on to drive for many of the leading motor manufacturers of the time, including Ford, BL, Porsche, Opel, Lancia and Chrysler Talbot amongst others, showcasing her driving prowess but also as a trailblazer for Irish motorsport.

In 1978, Smith set a new land speed record in Cork, adding another achievement to her illustrious career.

In the 1990s, Smith expanded her influence by founding a driving school, imparting her wealth of knowledge to aspiring drivers. One of her crowning moments came on 10 May 2017, when, at the age of 79, she became the oldest person to drive an 800bhp F1 racing car during a test drive with the Renault F1 Team at the Circuit Paul Ricard in France, a remarkable feat that went unnoticed by the Guinness Book of Records.

In 2018, she penned her memoirs in the hugely popular "Driven by Rosemary Smith" book. In 2022 she was inducted into FIVA (Fédération Internationale des Véhicules Anciens) Hall of Fame.

As Rosemary Smith's legacy continues to inspire generations, her remarkable journey stands as a testament to the enduring spirit of an Irish motorsport legend.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

A Happy New Year to all of our members old or new, mature or young. This is my eighteenth year of writing this column which equates to over 200 pieces give or take the odd missed month when my pen ran dry. I hope 2024 is another successful year for Wigton Motor Club and 'all who sail in her'. If you are looking for a resolution for the New Year why not put the well being of your club and your fellow members up there by helping to marshal or organise an event. I know many of you do that year in year out but there is always a need for fresh faces to get involved and they are most welcome.

Quite a few of us had an adrenalin boost over the last weekend of November with a good dose of old style forest rallying on the Roger Albert Clark Rally. This event has grown over the last 20 years under the stewardship of Colin Heppenstall who had a vision to recreate the glory days of the 60s, 70s and 80s when the event many of us remember as the Lombard RAC attracted hundreds of thousands if not millions of spectators and up to 180 entrants each year as winter approached. I was fortunate to take part as a navigator on five original International RAC rallies with four different drivers. It wasn't the toughest rally I've competed in, that was the '67 London Gulf, but it did consistently attract the strongest field of works teams and top drivers from all over the world. Such was the reputation of the Lombard RAC and the British forests.



I first competed on the RAC in November 1966 with Robin Murray in his 1293 Cooper 'S' DJH999B running at number 105 being part of the Treadfast Tyres Team with Irving Oglanby/John Taylor Cooper 'S' and Alf Sewell/Ray Heaton Cooper 998. That year the Northern Rally Competitors Club of which most serious North Cumbrian crews were members, entered two teams – 'A' Brian Mitton/Keith Billows, Malcolm Wright/Stuart Leitch, Les Todd/ Tony Brunskill and – 'B' MikeTelford/ Peter Handy, Bev Gelder/ Ray Hunt, Frank Davies/ Les

Cowen.

Robin and I finished 20th o/all, an improvement on our seeded number of 85 places and Mike Telford/Peter Handy 22nd and 2nd in class. NRCC team B won the Team Award. We were going to enter again in 1967 but the Foot and Mouth epidemic intervened and the RAC didn't run that year.

Between 1971 and 1976 I competed with Mike Gilligan in the County Garage RS1600 Mk1 Escort VHH1J in a total of six internationals and numerous nationals and restricted events including one Daily Mirror RAC International Rally in 1973 running at number 156. This ended with a DNF after SS45. These were generally most enjoyable events with great backup support and organisation from



Yorkshire forests on the last day.



the experienced CG team.

In November 1977 I was fortunate to be asked to partner Malcolm Wilson in the County Garage Escort RS2000 MK11 registration number SOO378R running at number 43. The outcome was a huge success with a win in the ultra competitive Group 1 and 12th place overall against the best in the business. I've written about this event previously in greater detail but a fine controlled drive, fastidious preparation and a great back up team achieved the result. An afternoon at Malcolm's family home Bannockburn, practicing wheel changing enabled us to get that result after a late puncture in the

For 1978 Malcolm and I entered in his Group Four RS1800 Mk11 registration number HHJ701N running at number 28. Things didn't go well and after several difficult situations including the odd off in Weston Park proceedings were brought to a halt with a broken half shaft on SS45 in Grisedale.

My fifth RAC was in 1979 with Chris Lord in his ex-works Vauxhall Chevette 2300 HS registration number RVA841S and here again we recorded a DNF with transmission failure. So out of my five RACs I had two finishes and three DNFs but the experiences will live with me for ever.

Going back to the 2023 Roger Albert the high spot for me was the 'Amigos' Lancia Stratos experience. This fabulous car was driven by Seb Perez son of the owner Steve Perez and was the star of the show despite retiring from 2nd place on the final day. If you haven't yet seen and heard this performance there are lots of YouTube clips to feast on. One other car/driver combination of mention (other than the ever consistent Marty McCormack who won for the fourth time) was Adam Milner from Malton, North Yorkshire. Adam had an unlucky event this year with the car misbehaving from the outset and finishing with an off on the last day but when he was running he was brilliant to watch in his cross flow 1600 Mexico. Two years ago on the last running of the RAC, Adam finished 8th overall in his Mexico against a 911 Porsche of Ryan Champion and a plethora of full house RS 1800 Escorts. This man is good to watch.

May I wish you all a Happy, Healthy and Successful 2024.

Ron.

Crossley 15/30 - Import from Melbourne, Australia

The story of how I was first bitten by the 'Crossley Bug' appeared in an earlier edition of 'Start Line', this account is about the latest addition to my fleet.

The Facebook site, 'Crossley Cars Australia' found me - I didn't go looking for it. I wasn't aware it existed! 'Big Brother' and his cunning algorithms may well have had something to do with an invitation to join the group which subsequently popped up on my screen.

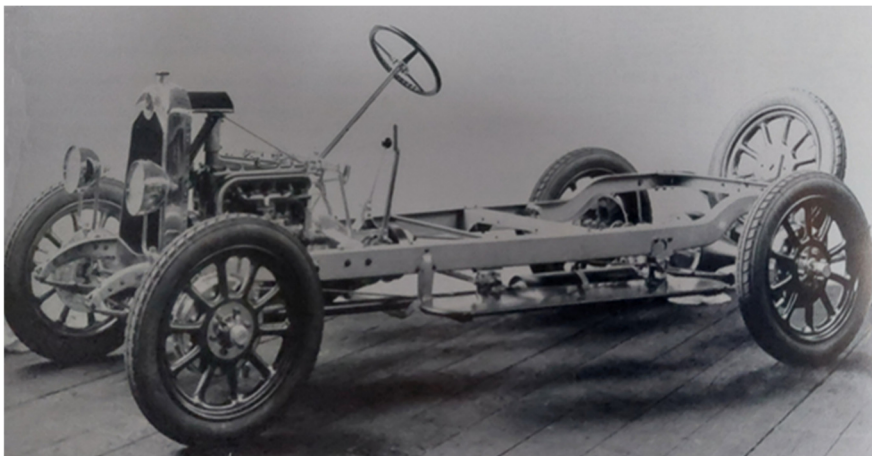
It was while I was scrolling back through the older content on the site that I saw Colin Dennis's post announcing that he had decided to sell his 15/30 restoration project. The 15/30 was the export version of the home market 14 HP. I read the description and looked at the photographs of the car and my interest was piqued. However, I felt sure that, as the post was over six months old, the car would, by now, have found a new home. A more optimistic individual might have contacted the seller to check, but I let the idea drop. A few weeks later, as if to call my bluff, the post re-appeared - the car was still available.....

I have never imported a car from another country and knew nothing of the process. Nor had I ever sent a complete stranger a not insubstantial sum of money, but I had to start somewhere. Computer searches soon uncovered a multitude of companies willing to handle the shipping on my behalf - it was just a matter of reading reviews and choosing one.

My first contact with Colin was to express a genuine interest in his car and to request some more information and photographs which duly arrived. Colin explained that, in order to take the photographs, he had put fuel in the car, connected a borrowed battery and driven the car from the open fronted shed where it had been standing for around eighteen months since it had last run. To a Cumbrian like me, living as we do in an area with some of the highest rainfall in the country, the concept of this happening with a car that runs on a magneto is unbelievable, and says a lot about Victoria's climate!

After several emails and a phone call, Colin and I had established all the trust that was needed to agree a deal and start the ball rolling. I had opted for a company called 'My Car Import' and they proved to be a good choice. Emails were answered promptly, there was always someone on the end of a telephone line willing and able to help and never an annoying call queue to endure. Colin had kindly offered to transport the car to the port at Melbourne where it was to share a forty foot container with another vehicle.

It was at this stage that I found myself imagining the car's, or rather the powered chassis', outward journey in 1926. As was quite common at the time Crossley along with many other manufacturers



sold the bare rolling chassis to have bodies fitted by one of the many different coach building firms both at home and abroad. Back in the twenties 'Holden' of Australia were one such firm, they built the body for my 15/30. In later years Holden became vehicle manufacturers in their own right as part of the General Motors Group and the Australian arm of Vauxhall Opel..

No doubt, back then, the export process would have been far more labour intensive than the same procedure is today. The Crossley would have been packed in a wooden crate and transported on a much smaller ship than the modern day container giants.

As part of their service, the shipping company sent me details of the vessel transporting my cargo and, with the help of a marine traffic tracking site, I was able to follow my car on its seven week voyage. It was fascinating. The ship finally docked at Southampton and I was informed that the car had cleared customs. It was then transported almost the entire length of the country to my home address in Lamplugh. It finally arrived, sharing the transporter with a Ford Model T Pick-up that was also being delivered locally to its new owner.



Having off-loaded and shared a coffee and chat with the delivery driver we waved him off. My attention turned to the 15/30 - it was now time to see exactly what I had bought.....

Colin had sent me photographs of the car as he left it at Melbourne. He had carefully packed all the loose components into boxes, including the lights etc., and placed them in the rear passenger area. The loosely fitted front

wings and running boards were also removed and packed inside and a beautifully manufactured new hood frame had been placed over the top of everything before the entire contents had been strapped down for transit.

Everything arrived complete and intact. When it came to unpacking and checking the various boxes I was like a child on Christmas day! Everything exceeded my expectations in terms of its condition and quality. Since taking delivery of the car in the summer I have spent many hours checking it over in finer detail. The one thing that stands out is the excellent quality of the restoration work that has been carried out to date. The chassis has been fully restored and coated in a durable gloss black paint. All new hardwood floor panels have been painstakingly fitted. It is hard to tell how much of the Holden body is original. It is evident that several door skins have been replaced but I am fairly sure that the rear tub is original. It is rumoured that the car was reunited with this section which had survived after the car had been turned into a pick-up or "ute" in the 50's. The radiator has been re-cored and studying how this has been done is of particular interest to me. I am currently having the radiator from my 14hp re-cored and the procedure is not straight forward as the top tank is signifi

cantly narrower than the bottom. I have already mentioned the new hood frame - this is nothing short of a work of art. The geometry of the folding mechanism, along with the curved wooden bows, is testament to what must have been many hours of design and fabrication work. Colin told me that, prior to his ownership, he suspected that the engine had been re-built and I have to agree. Lastly, the newly painted wheels had been fitted with five new tyres.

The most significant aspects of the work still to do include all four wings, which need to be prepared and painted, and also a full interior is needed. I plan to add my efforts to the car's story in the near future.

It may be of interest to learn how much the import has cost. No doubt, like everything else today, the cost of such a service is in a constant state of flux and slowly rising ever higher. However, listed below is a breakdown of the costs that I paid for the services provided by 'My Car Import':

Actual shipping	£ 2,600
Insurance	£ 100
UK Customs and port fees	£ 495
Delivery from Southampton to Cumbria	£ 525
UK Registration and period plates	£ 125
Shipping agents fees	£ 299
Total cost	£ 4,144

You will note that UK registration was included with the service provided. This involved contact with Malcolm Asquith of 'The Crossley Register'. I am very grateful to Malcolm for providing the necessary authentication of the car's history and, thanks to his efforts, the car now bears the registration number **WC 1178**.



Chris Spencer

Greta's Christmas

Poor Greta. Life without petroleum and petroleum based products.

One crisp winter morning in Sweden, a cute little girl named Greta woke up to a perfect world, one where there were no petroleum products ruining the earth. She tossed aside her cotton sheet and wool blanket and stepped out onto a dirt floor covered with willow bark that had been pulverized with rocks.

"What's this?" she asked.

"Pulverized willow bark," replied her fairy godmother.

"What happened to the carpet?" she asked.

"The carpet was nylon, which is made from butadiene and hydrogen cyanide, both made from petroleum," came the response.

Greta smiled, acknowledging that adjustments are necessary to save the planet, and moved to the sink to brush her teeth where instead of a toothbrush, she found a willow, mangled on one end to expose wood fibre bristles.

"Your old toothbrush?" noted her godmother, "Also nylon."

"Where's the water?" asked Greta.

"Down the road in the canal," replied her godmother, "Just make sure you avoid water with cholera in it."

"Why's there no running water?" Greta asked, becoming a little peevish.

"Well," said her godmother, who happened to teach engineering at MIT, "Where do we begin?"

There followed a long monologue about how sink valves need elastomer seats and how copper pipes contain copper, which has to be mined and how it's impossible to make all-electric earth-moving equipment with no gear lubrication or tires and how ore has to be smelted to make metal, and that's tough to do with only electricity as a source of heat, and even if you use only electricity, the wires need insulation, which is petroleum-based, and though most of Sweden's energy is produced in an environmentally friendly way because of hydro and nuclear, if you do a mass and energy balance around the whole system, you still need lots of petroleum products like lubricants and nylon and rubber for tires and asphalt for filling potholes and wax and iPhone plastic and elastic to hold your underwear up while operating a copper smelting furnace and . . .

"What's for breakfast?" interjected Greta, whose head was hurting.

"Fresh, range-fed chicken eggs," replied her godmother. "Raw."

"How so, raw?" inquired Greta.

"Well, . . ." And once again, Greta was told about the need for petroleum products like transformer oil and scores of petroleum products essential for producing metals for frying pans and in the end was educated about how you can't have a petroleum-free world and then cook eggs. Unless you rip your front fence up and start a fire and carefully cook your egg in an orange peel like you do in Boy Scouts. Not that you can find oranges in Sweden anymore.

"But I want poached eggs like my Aunt Tilda makes," lamented Greta.

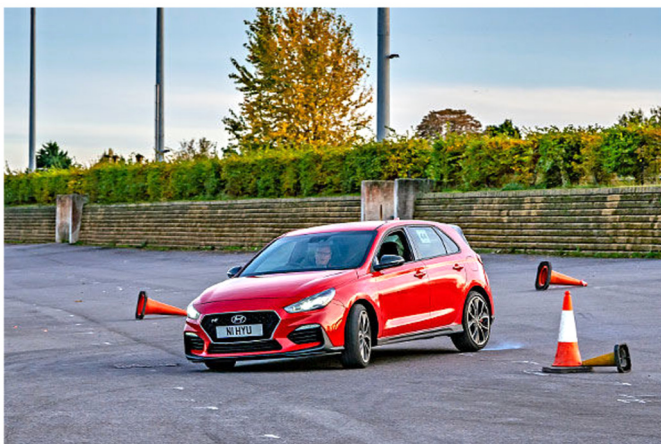
"Tilda died this morning," the godmother explained. "Bacterial pneumonia."

"What?!" interjected Greta. "No one dies of bacterial pneumonia! We have penicillin."

"Not anymore," explained godmother "The production of penicillin requires chemical extraction using isobutyl acetate, which, if you know your organic chemistry, is petroleum-based. Lots of people are dying, which is problematic because there's not any easy way of disposing of the bodies since backhoes need hydraulic oil and crematoriums can't really burn many bodies using as fuel Swedish fences and furniture, which are rapidly disappearing - being used on the black market for roasting eggs and staying warm."

This represents only a fraction of Greta's day, a day without microphones to exclaim into and a day without much food, and a day without carbon-fibre boats to sail in, but a day that will save the planet.

Getting started in *Events*



What you need:

A car.

A MSUK Club Sport licence (free) for competitive events

The boring, but necessary bits first!

Motor sport in the UK is administered by Motor Sport UK and WMC is an affiliated club.

MSUK is contracted by the Ministry of Transport to authorise all events in the public highway.

MSUK also issues permits of all competitive events on private or public land and this exempts the club and competitors from the Dangerous Driving in a Public Place legislation.

MSUK permits also include all the

required insurance including public liability, that protects both competitors and organisers. It does not however cover damage to competing cars.

Motorsport is a very social activity with plenty of time to chat with fellow enthusiasts.

We have lots of people with years of experience who can assist new comers.

With Wigton Motor Club

Getting started in ***Autosolos***



What you need:

A road registered car.

A MSUK Club Sport licence
(free)

Autosolos are the idea way to start in motor sport.

A sinuous course between pairs of cones is laid out usually on tarmac but grass can also be used.

The pairs of cones are marked as “gates” with two other cones on their side pointing into the gate.

You are timed over the course but there are penalties for hitting cones or taking the wrong route.

During the event the course may be used several times, reversed or altered .

Clubs can choose the classes based on the size of car, age of the car etc

Junior drivers can take part if accompanied by an adult.

Entry fees are from £20 to £30 .

Cars can have more than one driver.

On Autosolos the competitors also marshal on the tests when no competing. This makes a greater sense of involvement.

With Wigton Motor Club

Getting started in *Classic Tours*



What you need:

A classic car built before a date set by the organiser.

A navigator .

Classic car touring events are very popular and take place over interesting roads and beautiful scenery.

They can vary in length from 40 miles for an evening tour to 150 miles for a full day event.

The will start at a café or hotel and run in three or four sections split by coffee, lunch and tea halts

A road book, usually using “Tulip” style instructions will give you the route.

These events are non competitive but often guide times for each sec-

tion is given so cars arrive at the rest halts within a certain time frame.

Some of our events may be for two of three days and have overnight halts with a great social atmosphere.

Having an additional distance counter on the car such as a “Brantz” can help on longer routes.

Entry fees will vary according to the amount of food or accommodation that is included.

With *W*igton *M*otor *C*lub

Getting started in ***Marshalling***



What you need:

Enthusiasm!

Weather proof clothing.

For stage rally and race events
you need an MSUK marshals
licence (free)

Marshalling is the ideal way to find out about motorsport and get involved.

Every sort of motorsport needs as many, or more, marshals than competitors. You get to get to the heart of the event, interact with the competitors and feel a real sense of involvement.

Different types of events need a variety of marshalling duties. There is something for everyone.

If you are thinking about competing there is no better way of finding out how events work than

being a marshal. You might be on the start or finish line, on the track of stage manning a corner, or in the paddock organising the cars before they compete.

The Club will provide marshals jackets and very often events provide meals at the end of the event.

The classic show and the tours also require marshals and there are great social occasions

With *W*igton *M*otor *C*lub

Jottings

The **FIA** has commissioned a debate and report on the future of rallying led by David Richards. With the WRC in the doldrums and UK rallying struggling this will be an import discussion.

The **Malcolm Wilson Rally** will have two stages in Whinlatter on the Friday evening and five more on Saturday, meaning an overnight halt in Cockermouth.

The **Autosport Show** will now be called “**A24**”. Oh dear!

The **MG Car Club** will no longer organise race meetings after some 70 years due to the cost.

The **Manx Three Hills** event in April will now be organised by Longton & DMC

The Solberg dynasty is even bigger than the Andretti. Oliver Solberg is the son of the 2003 World Rally Champion **Petter Solberg** and former rally driver **Pernilla Solberg**. His **uncle Henning Solberg**, cousin **Oscar Solberg** and grandparents are, or have been, well-known motorsport competitors. His grandfather **Per Inge Walfridsson** was successful with many cars including Volvo, Porsche and Stratos. In fact all four of Oliver’s grandparents competed along with two cousins.

We are arranging a showing of the “**Ferrari**” film at the Kirkgate Centre—details to follow.

Have you got your Beanie hat yet? £12.

Blue, Black or grey.



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

Another Accolade for the Club!



Marshals' Post



First Aid Course



The club is hoping to organise a first aid course at the Motor House next spring.

It will be presented by one of the motorsport rescue units with an emphasis on motorsport first aid.

Would you be interested?

Maximum group size 10

contact eddieparsons5@icloud.com to register your interest

Marshals' Requests

March

8th/9th

Malcolm Wilson Rally Contact Irving Wilson on 07759 936942



Stratos at Kirkbride



Seeing the streaming from the Roger Albert Clark Rally of the Stratos being driven as it should be reminded of when the Lancia Stratos came to Kirkbride.

The Lombard RAC Rally in the 70's was a proper rally lasting several days with a vast number of stages watched by reputedly a million fans. A dozen works team and many good privateers as well. As far as I can remember the first stage WMC ran was Setmurthy, these days only a couple of miles from where I live

and a regular dog walk. However back in the day it was run on a weekday, and I missed being there as having to be at work.

However in the summer of 1976, the regional organisers of the rally Bill Trougher rang be to see if the rally could use Kirkbride as a stage. As int hose days the hotel owned most of the land and we knew the other owners, that was not a problem. However the conversation went on and Bill explained it would be a service area as well, a rest halt and a spectator stage. Oh and it would be in the dark. At least it was on a weekend. Then Pirelli decided that they wanted an area for their guests from Carlisle etc as of course they were sponsoring the two Lancia cars on the event.

It was a major task for the Club, but everyone mucked in. Pirelli send several hundred scrap types to help mark the stage, but of course fluorescent arrows and tape had not yet been invented so it would certainly be difficult in the dark. The stage was two miles, very much as we used on our rallies there, round the perimeter track with the dual carriageway in the middle. The finish was coming in past the control tower and the stop just before the hotel car park. We were stage 31 of 76 with O car time of 07.01, so half way round the event, sandwiched between Kershop and Wythop on the list.

Stuart Turnbull got his Wigton Round Table colleagues to man the car park over the road. Quite a few spectators arrive early having headed down from the Scottish stages and the service vans arrive and got set up. However it was pouring with rain and a howling gale blew up, blowing away the marquee that the hotel had set up to supply food outside.



I had established an HQ in the "Velvet Room" of the hotel, the top floor where we had our club nights and with a magnificent view over the whole airfield. There were no walkie talkie radios then but we did have some links to the start and finish. Lots of spectators turned up and it was difficult to keep them in place in the dark. Then the first of the 140 cars turned up for service and then the stage. The service area was a sea of light and lots of smaller lights out on the stage. Looking out at the scene I realised that I was responsible for the whole show. We got rave reviews



from the Clerk of Course in his report, thank goodness. It was the year Roger Clark won in the RS1800 and the Lancia of Sandro Munari was fourth.

All the greats of rallying were then and some even managed to get into the hotel for a hot drink. The stage ran really well, and dawn

gradually brought a watery light to airfield. I was able to get down to the end of the stage to see the remaining Stratos finish. I will never forget the sound!

Then after three hours or so, everything was gone, and the airfield looked bare other than our team gathering the arrows and tyres and putting up fences. We did many other stages on the RAC over the years but nothing quite like that.

GTF

Membership Benefits

Your membership gets you:

£10 discount off the entry fee for our main tours and rallies.

Free entry fee to the Classic & Motorsport Show

Free entry to the monthly Cars & Coffee

Free entry to the pub runs (you pay only for the food)

Start Line our award winning magazine each month.

Wheel Spin bulletins in the middle of the month.

Active social media pages.

Access to experts in all areas of motorsport & classic cars.

Entry invitations to events in Scotland and the north of England.

Drive It Day

Organisational resources and expertise.

Good limes in like minded company.

All for just £20 per family!

Autojumble

Items for sale or wanted

For Sale

7 Morris Minor Wheels with tyres on £10.00 each. 4 are cross ply and very worn, 3 are radials and are ok.

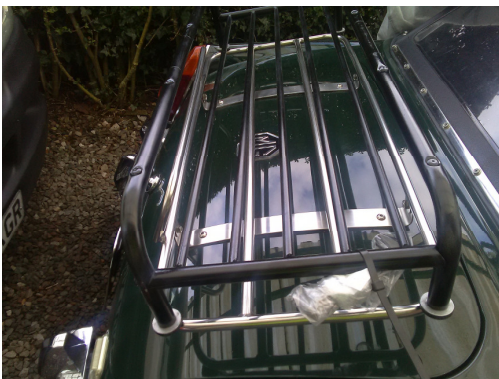
5 E type or Mark 2 Jaguar chrome wire knock on wheels all with Avon tyres. The chrome wheels need sandblasting and painting but tyres are all very good. £500 the lot.

Morris Minor Split Screen boot lid, good condition with just small repair needed £50

Morris Minor 2 door front passenger door in good condition, no glass £50

Please contact David on 0776 078176 Keswick area.

For sale:



Bespoke boot rack, will fit most sports type vehicles.

£30.

Block and tackle, as new, used once.

£40

Trailer with removable top box, complete with spare wheel and light board.

£120

Please contact Eric on 0778 3943982 or 01228 527128

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

My wife of 51 years has recently had an epiphany and it all came about thanks to the recent RAC rally.

For decades she's tried to smarten me up and get me to wear clothes which weren't black, grey or navy blue. Brighter clothes were bought, worn once and then left abandoned in the bottom drawer never to be worn again. She's also always considered me to be a "muck magnet" (her words), meaning that whatever I was doing I'd invariably end up in a mess, covered in oil, soil, paint etc depending on the job in hand.

Now this year we took a ride down to the service area of the RAC, she'd never been to such a place before not even when I was competing, but during this visit something "clicked". There before her were dozens if not hundreds of fellow dark clad "muck magnets" messing about with muddy cars and trudging to the nearby Tesco store to top up on service crew supplies. Sartorially elegant they were not and to her surprise compared to some of these top class exponents she now realises I'm a relative amateur so I'm off the hook. She knows it could be a lot worse. Thank you RAC service crews!

Having watched the above got the juices flowing again and for a while I felt a bit jealous of those in the cars, then I made a rough guess at what it would cost to enter the event and hopefully get to the finish. Ouch! Realism also struck home and I started to consider what it would feel like strapping on a helmet and harness then setting off on day five of the event. Now I know adrenalin is a wonderful thing but I doubt even that would keep my old carcass going for such a long time hammering along forest tracks. We went home for coffee and I came to the conclusion all competitors were either super heroes or masochists, maybe a bit of both.

Changing the subject, we have a static caravan between Ripon and Pateley Bridge and so are along the A66 Stainmore road umpteen times a year. 2023 has been quite exciting as the Llama Karma café has been taken over as the base for the improvements being made between Penrith and Scotch Corner and on top of this teams of workers have been drilling bore holes testing conditions for the new road to be built on. Everything looked so promising but now we learn the final go ahead has been put back to at least March 2024 as there's a query about some very special area of environmental interest which could be disturbed. It's such a shame that the considerable number of deaths caused by accidents isn't also taken into account instead of moths, toads, bladderworts or whatever it is that's so precious.

I've travelled regularly along this route since the mid 50's as we had family in both Lincolnshire and Kent who we visited annually initially in a 1937 Armstrong Siddeley 14. Good sized chunks of this major route are exactly the same as they were 65 years ago when there would have been about 10 % of the traffic using it as there is today. It's a disgrace it wasn't done decades ago let alone possibly being delayed yet again, especially after the promises made when the northern section of HS2 was cancelled.

Ends

AA