

Wigton Motor Club Ltd

Start Line

Issue 2024/02

www.wigtonmc.xo.uk

February 2024

Entries Open for the White Heather Targa



Free entries for any crew who are doing their first rally!
(maximum of two crews)

For Members By Members

WMC Committee

OFFICIALS

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Forthcoming Events

White Heather Targa

Saturday, March 23rd

At Kirkbride

Full meals package!

25% more test time!

Entry forms will be on Rally Score from February 1st

Free entries for first timers!

To encourage newcomers we are offering free entries to newcomers on all our competitive events. There will be two free entries on the White Heather Targa and then free entries for newcomers on all our autotests and autosolos, for their **first ever** event.



Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

I count myself very lucky that, in the many years that I have been involved on motorsport, I have been able to take part in so many forms of our sport. 12 car rallies, road rallies stage rallies and historic rallies, as both driver and navigator; production car trials, autotests, vintage trials, autocross, sprints, speed hill climbs and classic tours and finally racing.

It is very sad that younger folk don't have the opportunity to do the same now due to cost and lack of venues. In the heyday of our stage rally championships the bulk of the competitors were your professional or mechanic or others in the moto trade. These days the cost to do a forest rally, even if you have a fully prepared car will be over a thousand pounds for about 40 minutes fun.

I was fortunate to have 15 years of racing the MGB in historic events with the MG Car Club and Equipe GTS but sadly the MGCC has decided not to run any more race meetings for financial reasons. At the same time Equipe GTS were taken over by a couple of guys who are running it very successfully as a business. When I started racing most of the competitors brought their cars on trailers behind their road car. Now we have motor homes with race boxes and transporters with paid mechanics. The type of people racing (and I have to say this applies to rallying as well) has totally changed.

What I can do though is to look back at 50 years of competing and enjoying motorsport which few people are able to do.

One of the best things about our sport is how many friends I have made through it. I can be at events anywhere in the country and meet up with people I have known and competed against for many years. The same applies to the many events I have organised from classic tours up to national championship sprints. Just last week at the Clerks and Officials training day at Newcastle I met up with fellow organisers and stewards that I have worked with for years.

Of course on events there are differences of opinion, but they are usually forgotten after a hearty rally breakfast or drink in the bar. I can honestly say that there is possibly only one person from motorsport that I hope never to meet again, which I reckon is a great accolade for our sport and the people in it.

The Club now has the biggest committee it has had for many years and we can look forward to lots of exciting developments and events this year. I am very pleased that Lei Mashiter has taken on the role of Safe Guarding Officer. We very much hope that he will have nothing to do but in these strange times we need to have someone in place to undertake this task just on case.

GTF



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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

January Committee Meeting:

Rob Grant as Chair welcomed our SGO Lei Mashiter and in his absence Steve Fishwick to the committee.

Dalemain: We had had a successful debriefing meeting with Dalemain staff.

The First Aid course was planned for May.

We were looking for **land to buy** within about ten miles of the Motor House.

We were buying a pair for **RC cars** to use as the Motor House.

Promotional Activities. The idea of having a club car for autotests was discussed and rejected on insurance grounds. We would have a promotional event at the MH to get new members interested. YFCs to be invited.

Safe Guarding: Lei updated us on training. Jacqui agreed to be deputy SGO.

Show marker boxes, 18 new boxes have been bought.

Results program: Eddie to forward the latest XL version to the results team.

White Heather Tests. Rob & Eddie have this in hand, and we have time to run an additional 5 tests.

Classic Show: Closing date to be 4 clear weeks in advance. All paper work to be posted out rather than collected at the caravan.

Cars & Coffee to start in March.

Maryport events: Need to enforce the noise regulations.

Finances were in a very positive state:

This year's charities: Suggestions please?

Membership: Currently 80% have renewed. It is expected there will be more to come when the final reminder goes out. There will be training for those with access to the mojo so we can use it for sales.

We were running three tests for **HERO** at Kirkbride on April 13th for the Flying Scotsman.



motor
sport
UK

Recognised
Club

Forthcoming Events

February

3rd	Sat	Autotest	Hartlepool DMC
10/11th	Sat-Sun	John Robson Navi Rally	Hexham DMC
11th	Sun	Riponian Rally	Ripon MC
18th	Sun	Knockhill Stages	Border Ecosse CC
25th	Sun	PCA, Autotest & Autosolo	CSMA
25th	Sun	East Riding Stages	Beverley DMC
26th	Wed	Twelve Car Rally	Wigton MC
29th	Thu	12 Car	Kirby Lonsdale MC

March

5th	Tue	12 Car	Morecombe CC
8-9th	Fri/Sat	Malcolm Wilson Rally	MCC/KLMC/WCMSC
10th	Sun	Cars & Coffee	Wigton MC



Wigton Motor Club

Major Events 2024

White Heather Targa Rally March 23rd

Drive It Day April 21st

Meander for the Oldies May 8th

"The Gallop, subtitled Head t' Hills." May 19th

Rose & Thistle Tour August 17th

Cumbria Classic & Motorsport Show August 18th

Cumbrian Canter September 22nd

Solway Historic & Targa Rally October 27th



we're looking for Marshals

for



The White Heather Rally

Saturday March 23rd
at Kirkbride Airfield



We need lots of volunteers to help run our Historic and Targa Rally.
A full day rallying completely within the airfield perimeter
with a full meal package for all marshals.

Flying Scotsman Rally

Saturday April 13th
Kirkbride Airfield

We have been asked to run three tests on this year's
Flying Scotsman so we will need plenty of marshals.
A great opportunity to see some fantastic pre 1948 cars
driven spiritedly through the tests.
First cars will be expected at 10am and we need marshals for all three
tests which should be completed by lunchtime

If you are able to help please contact eddieparsons5@icloud.com
PLEASE STATE -WHITE HEATHER - FLYING SCOTSMAN OR BOTH

Club News & Events



Date now confirmed

First Aid Course



The club is running a first aid course
at the Motor House

**Saturday
4th May**

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

**Only a few
places left**

Would you be interested?

Maximum group size 10

contact eddieparsons5@icloud.com to register your interest

Coming this Spring will be a promotional day to get more folk involved on motor sport and a meet up for those members who took part in our events in the heyday of stage rallying.

There is quite a lot of new autojumble on the shelves including some retro rally posters.

We have literally hundreds of Haynes manuals, if you need one for your classic come and have a look.

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

National Historic Speed Championship

14th April	Shelsley Walsh	(MAC)
4th May	Goodwood	(Brighton & Hove)
8th June	Harewood Hillclimb	(BARC Yorks)
23rd June	Mallory Park	(Sheffield & Hallamshire)
6th July	Gurston Down	
7th July	Gurston Down	
13th July	Lydden Hill	(B19)
3rd August	Loton Park	
4th August	Loton Park	
31st August	Aintree	(Liverpool M C)
14th Sept	Wiscombe	(MGCC)
6th Oct	Prescott	(BOC)

Regs: [National Historic Speed Club](#)



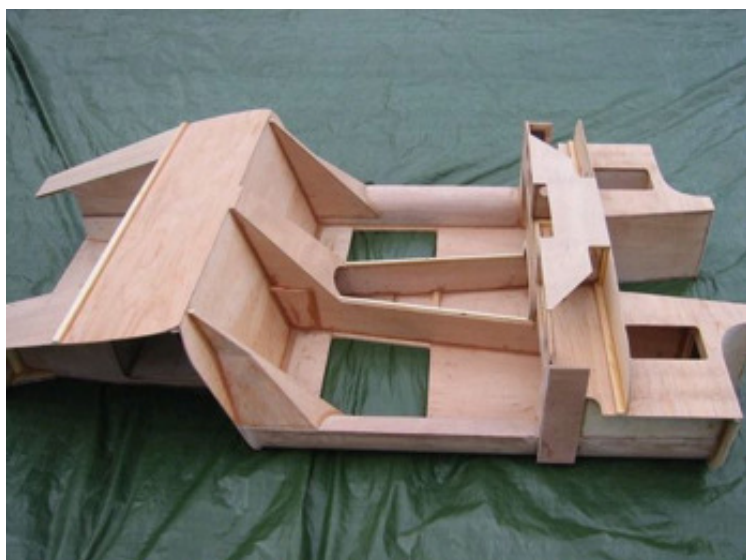
PG Tips

Peter Reflects On His Month

In mid-December I was overjoyed to finally receive the payment from the council over my pothole incident in May 2023. After my umpteenth email I was suddenly contacted by the council's insurance company who asked if I'd received the money and when I said I hadn't they promptly paid me and said there had been confusion. They weren't the only confused ones! At about that time I also became fed up of having to slalom down the road to Dearham in an effort to avoid the collection of huge and potentially destructive potholes in the road and put in an on-line report pin pointing them on the map on the from. I was very surprised to find that less than 2 weeks later someone had been sent along the road and filled in all of them. So whilst the state of our roads are currently appalling it shows that they do react if you let the council know about the problem (well....they did for me!).

I failed to go and drive the Marcos I've been drooling over for the last couple of months but I have done plenty of research and now booked a train ticket for early February to go and visit. One thing I found out about in my research was that when they first set out in the early 60s the Marcos GT was a wooden chassis car. I had heard this but assumed it was going to be like Morgan, where people talk about how the early ones are wooden but actually it's just the frame that the bodywork attaches to that's wooden. The Marcos GT has a plywood chassis – so slabs of wood instead of sheets of steel forming the backbone of the car. It's very bizarre to see it in pictures, and I'd be interested to know how good they are in a crash.

The rear of the car is on the left and the right is where the engine subframe mounts -



The other thing I've learned is that all Marcoses (apart from the Mini Marcos) basically look like a version of the original GT up until 1999 – they added bulges, wide wheel arches and removed the roof on a few, but the layout, interior, unusual rear end shape and bonnet shape are all versions of a theme.

Word of warning to anyone who owns a modern (about the last 10 years) Peugeot or PSA built Vauxhall – the locking wheel bolts on them are fiercely complicated and not very durable. They have

4 small contact patches that can and, in the case of one of my wife's wheel nuts, do round off making it impossible to remove the wheel nut. The old solution of hammering a socket on doesn't work as there isn't enough for it to grip onto and is designed to sheer off and then spin. Having failed at this, I then drilled out the middle of the bolt and attempted to use an 'easy out' to extract the bolt, but it immediately snapped thus making it impossible to then drill further as they are significantly harder than the kind of drill bits I possess. After much head scratching I then figured that if I could remove the spinning section and the collar at the bottom of it I might then be able to use a bolt extractor socket on the peg in the middle. After half an hour using a sharpened drift I successfully removed the spinning collar section and was able to use the socket and get the bolt out. Really not fun! Pictured below is one of the offending items....if you have them on your car my advice would be to take them off, people gave up stealing alloy wheels from cars a long time ago.



Autosolos

For our autosolos we are having to enforce MSUK noise limits and record the results. If your car exceeds the limit then you will be unable to start.

A maximum figure of 88db at 2 metres from the car at a 45degree angle from the rear of the car while revving to 2/3rds of the maximum revs.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



Santa Claus brought me (via Christine) a very nice 1/18 scale model of HHJ701N for Christmas. This was of the ex-works ex Billy Coleman Group 4 Escort RS1800 owned by Malcolm Wilson and used by Malcolm and me to compete in the 1978 Castrol Autosport National Rally Championship. As you would expect it had quite an increase in performance over the County Garage Group 1 RS2000 Malcolm used in 1977 and was not far behind in specification from the then current works team cars.

The National Status Gwynedd Rally was the first championship round, held on Saturday 11th February based in Llandudno using 18 of the best stages in North Wales with a full entry of 130 cars. Eight am saw us heading for the tricky tarmac Stage 1 Great Orme which was very close to the start on the sea front with a target of 2m50s. We did 3m9s which was 6 seconds off the two best cars but not bad for newcomers to this fearsome stage. The first of 7 Service areas followed stage 1 and allowed forest tyres to be fitted for the balance of the stages. The rest of the day was spent in the forests where conditions were mixed but erring on the side of icy especially in the shadows after several degrees of hard frost. Two men Nigel Rocky and Malcolm Wilson dominated proceedings from the start followed by Brian Culcheth and Jim McRae. Also expected to feature were Timo Makinen and David Stokes who's Escorts both let them down. At lunch at Dolgellau, Malcolm led Rocky by 23 secs followed by McRae, Stokes and Culcheth.

The second half was tricky and competitive with lots of cars spinning and going off. Malcolm excelled on the longer stages and in the icy Clocaenog 2 he took 18m52s which was 30 secs quicker than second place man Terry Kaby. Malcolm led the field from SS6 on and won the event by 51 secs from Rocky with Culcheth next a further 2 minutes adrift and then Samson, Gallagher and Kaby in 6th. A great start to the season for us.

Round 2 was the Cheltenham National run overnight on 31st March – 1st April starting at Llan-drindod Wells at 22.00 and finishing at Hereford at 13.30pm. Our win on the Gwynedd helped to improve our seeding to no 2 behind Nigel Rocky and followed by Andy Dawson (Datsun 2.0 – 160J, Brian Culcheth Kadett GT/E, David Stokes, Paul Falkener, Geoff Simpson, and Jim McRae at 8 with serious competition down to 20 in the start list of 118 cars. Car no118 was in fact local Cumbrian crew Chris Baty and Brian Sherwen in a Mazda. There were 22 stages with the first 12 being in darkness and a mixture of tarmac and forest so very demanding. The result was a satisfying 2nd place overall, 40 seconds behind winner Brian Culcheth/Neil Wilson in the works 2 litre 16valve

Kadett GT/E. 3rd was George Hill/Chevette, 4th David Stokes RS1800, 5th Peter Clark RS2000 and 6th Willie Rutherford Mazda. At that time Malcolm was aged 21 and several years younger than the other principal drivers.



The 3rd round was The Raylor Rally, an excellent slick event, sponsored by Tony Raylor's plant hire company Tony himself being a competitor of many years standing. Rally HQ was the Post House, Teeside and 120 entries and 23 reserves were attracted to the North Yorkshire forests. On the start list Tony Pond non-started so first away was Nigel Rockey at 2 followed by Malcolm and me in the RS1800. At 4 was local David "Piggy" Thompson /Chevette, Andrew Cowan/Sunbeam, Paul Falkner/Escort, Brian Culcheth/Kadett GT/E, Drew Gallagher/RS1800 and Jim McRae/Chevette. Again serious competition ran way down in the 20s and notably Steve Bannister was at

32. There were to be 19 forest stages including Ingleby renamed Battersby to help keep the crowds away which contains the famous 2 mile straight on the disused railway track. Two cars went no further due to blown engines (understandably!) those of Willie Rutherford and Jim McRae. Malcolm seized the lead from Stage 1 which he kept to the finish. The Yorkshire forests were a delight as anyone who has used them on events will know. Malcolm had fastest times on 7 stages and 8 second fastest out of the 19 stages enough to secure victory on the event and a continuing lead in the championship. So far so good and I'll continue this championship in future editions of Startline.

Two features of events in those days was the absence of practice or pace notes in the forests although some crews undoubtedly had the benefit of local knowledge. The second was that many of the best photographs of the series were taken by that stalwart of motor sport, local man – Tony North- who continues to ply his trade to this day and is a regular supporter of our events.

The Coronation Meander of 2023 has been renamed the John Peel Meander for 2024 and will take place on Wednesday 8th May. You will recall it is for the older cars mainly pre WW11 -1939 but similar cars and light commercials up to 1950 will qualify for an entry. Please reserve the date and get those old machines out of hibernation in good time. Regulations will be sent to those previous entrants with an email address and will appear on our website and Facebook page if posted by someone more able than I.

See you around.

Ron

Cars & Coffee Dates

March	10 th	Motor House
April	14 th	Motor House
May	12 th	Motor House
June	9 th	Motor House
June	30 th	Lingholm Gardens
July	14 th	Motor House
August	11 th	Motor House
Sept	8 th	Motor House
October	13 th	Motor House
Nov	10 th	Motor House

All dates subject to confirmation.

Triumph Spitfire for sale due to bereavement

This car shas been to the Classic Show many times and is in excellent condition although currently unregistered. Based near Cockermouth. Offers around £8K Ring Linda Szydlowski on 07578 549869



Targa Rally Regulations

Specific Regulations for Targa Road Rallies 21.

Targa Road Rallies must comply with the following;

- 21.1. To be classified as a finisher, a Competitor must report to all Main Time Controls and, unless otherwise stated in the Event Documents, attempt at least 75% of the tests listed in the Route Card or Time Card.
- 21.2. Not include any Standard Sections.
- 21.3. Regularity Sections may be included.
- 21.4. Classes to be set by organisers.
- 21.5. No regular assistance organised in advance may be used by Competitors in Rallies defined in 7.1 inclusive, except when Permitted in the event SRs for Targa Road Rallies taking place at a Single Venue.
- 21.6. Competitors are required to carry a First Aid Kit, high visibility vests or jackets, OK/SOS board, spill kit, warning triangle and for Events run during the hours of darkness a torch.
- 21.7. The use of in car cameras, is forbidden on any public road sections. Organisers may not sanction, encourage or facilitate the filming of Events taking part on the public highway. The use of in car cameras (fitting must be specifically approved by a scrutineer) is allowed where Event Documents expressly permit this. A copy of any recording must be provided to the ASN if requested.
- 21.8. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use Regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens). In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Section J all cars competing in Road Rallies must comply with the appropriate part of the following: Body. Vehicles of commercial type, such as vans/pickups (J5.20.6) are not permitted.
- 21.9. Be currently registered and taxed as a private car, unless specific event regulations relax the requirement for taxation, by virtue of the entire event taking place wholly on private property.
- 21.10. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and/or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.
- 21.11. Front seats may be improved or replaced.
- 21.12. The trim, including the door cards and rear seat may be cut to allow the fitting of a safety cage.
- 21.13. If equipped with a non-standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.
- 21.14. Full harness seat belts may be fitted.

21.15. Guards may be fitted beneath the vehicle to provide protection from damage. Engines and Transmissions

21.16. Vehicle engines must have: (a) A maximum of four cylinders. (b) A maximum of two carburettor chokes (two single or one double). (c) A maximum of one camshaft per bank of cylinders.

21.17. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified

21.18. For petrol engines under 1500cc and diesel engines under 2000cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified, other than the replacement of the air filter element.

21.19. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

21.20. A standard Wankel unit will be considered as three cylinders – twin Wankel units are prohibited.

21.21. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17. 21.22. The only type of manual transmission permitted is an H shift pattern. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific vehicle model.

21.23. The number and location of the driven wheels must remain as original to the model of car. Wheels and Tyres 21.24. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch. A total of six tyres can be used by a crew during an event, unless events SRs state otherwise.

21.25. Vehicles must be fitted with tyres that are always legal for use on the public highway.

21.26. Tyres must comply with L3.2.

21.27. Vehicles must have all spare wheels securely fastened. Electrical Systems

21.28. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in SRs. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

21.29. Light pods are not permitted.

21.30. A headlamp must provide the main beam and dipped beam functions.

21.31. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

21.32. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

21.33. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

21.34. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.

21.35. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

21.36. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

21.37. External navigational or Marshal lights are not permitted.

21.38. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is Permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised Motor Club, or a registered national charity, provided that this does not affect the Driver's view. Miscellaneous

21.39. Vehicles may not use racing style numbers, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.

21.40. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Nomenclature and Definitions.

21.41. Brakes are free but must comply with Construction and Use Regulations. A hydraulic hand-brake is permitted where a functioning mechanical system is also present.

21.42. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks Regulations).

18.1.4. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.

2024 NESCRE CHALLENGE DATES LIST

Sat 24th Feb	Dishforth Winter Targa	Clitheroe & DMC
Sat 9th Mar	Mull Classic Mull	CC/Saltire RC
Sat 23rd Mar	White Heather	Wigton MC
Sun 14th April	Shaw	Whickham & DMC
Sun 28th April	William Paterson	South of Scotland CC
Sat/Sun 4/5th May	Berwick	Berwick & DMC
Sat/Sun 1/2nd June	Rallye East Yorkshire	Yorkshire Wolds MC
Sun 7th July	Northern Dales	Hexham & DMC
Sun 11th August	Blue Streak	Spadeadam MC
Sun 1st September	Wearside	Durham Auto Club
Sun 22nd September	Doonhamer	South of Scotland CC
Sun 27th October	Solway	Wigton MC
Sat 9th November	Saltire	Saltire Rally Club

Membership

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

Welcome to new members

David Smith & Helen Watkins	of Mellor
Mark Fawcett	of Windermere
Henry Kirkpatrick	of Branthwaite
Jonathan Baines & Rebecca Jackson	of Egremont
Alec Benn & Angela Metcalfe	of Lamplugh
David Hunt	of Plumbland

Targa & Historic Rally Requirements

The new regulations require crews to carry: a spill kit, a warning triangle, a high visibility vest and a First Aid kit

The club will be buying stocks of these and they will be available at the Motor House events and at the Start of the White Heather Targa.

**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

Targa Rallies



likes of roll cages, harnesses, seats and extinguishers can be fitted if desired and can be required on some events.

Targa Rallies can be single venue or multi venue events. Some single venue events enable both members of the crew to drive and navigate, providing great value sport. Multi venue events usually use the public road in between Tests and are generally “bigger” events in all respects. Double driving/navigating is not normally possible on multi venue events.

Targas are a great first step for those looking to start in mixed surface Motorsport, building experience and ensuring that newcomers enjoy the sport at low cost before further progression. Others may want to “downsize” from the likes of Stage Rallying for various reasons to take part in lower speed Targa Rallies. There are many returning to Motorsport after years away, often with their children.

Q. Can I use a standard car for Targa Rallies?

A. Yes. On smooth Targas you can use a standard car as long as it is road legal (MOT, Tax and Insurance), has no dangerous parts, has internal trim, solidly fastened battery (standard mounting is usually sufficient) and the seats don't move around (apart from standard fold/tilt). You'll need some yellow insulation tape wrapped round the earth lead from the battery (to identify the cable if it needs to be cut). You'll also need such things as a warning triangle, spill kit, first aid kit and OK/SOS board. A tow rope could also be useful, as well as strong towing points (standard is normally fine).

Rougher Targas will need a sump guard and tank guard.

Some events, normally due to the nature of the terrain require at least a rear roll cage and at least four point harnesses.



mation on the latest Regulations.

Q. What is a Targa Rally?

A. The full name for a Targa Rally is a Targa Road Rally as originally it ran under Road Rally Regulations. Targa Rallies now have their own section (R 21) in the Motorsport UK Yearbook.

Targas run at a maximum average speed of 30mph, hence the reason for Controls, Code Boards, Chicanes and other features to keep average speeds down. These low speeds mean that a great deal of safety equipment isn't required for many events, keeping costs down and Targas accessible to a wide range of people. However the

One of the beauties of Targa Rallies is their differences, many bringing new challenges, surfaces, venues, etc. Each event needs to be considered in their own right, so check event Supplementary Regulations carefully. If in doubt, add more safety equipment and guarding, within reason.

Q. Can I use a modified car for Targa Rallies?

A. Targa Rally Regulations enable some modifications to cars. Always refer to the Motorsport UK Yearbook for definitive information.

Safety equipment can be installed in most cases. Trim can be cut to enable the fitting of safety equipment. Try to keep trim where possible, but headlining, carpets, rear seats (can be folded) and original or representative door cards (including alongside rear seats) **MUST** be fitted. Parcel shelves are not required.

Q. What are the engine and transmission regulations?

A. These are all documented under Section R 21 of the Motorsport UK Yearbook. The highlights are – maximum of four cylinders, only two carburettor chokes or standard injection, single cam unless multi-cam standard with standard induction, no forced induction over 1500cc for petrol cars, forced induction up to 2000cc for diesel, adequate silencing, only H pattern gearboxes.



Q. What about Historic Cars?

A. Some events run a Historic class and waivers can be applied for non-compliant areas such as number of carburettors and engine size if proven to be used in period or homologated. Event Regulations will cover this area, however there are few Targas which enable waivers to be used as a Historic Eligibility Scrutineer is also required.

Q. How do I prepare my car for Targa Scrutineering?

A. A video covering Scrutineering requirements can be found at: https://youtu.be/tq8OLUc2S_w

Q. What is the best Targa tyre.

A. Targas vary considerably in surface. Standard road tyres are suitable for many events and are required on some. Winter tyres can be appropriate for some events. Rougher events require a gravel tyre, but many events prevent the use of gravel tyres to protect surfaces.

Tyres on List 1B and 1C cannot be used. Tyres on the FIA Asphalt Tyre List can be used. Again, check the Motorsport UK Yearbook for the latest tyre Regulations.

Tyre requirements can vary a great deal dependant on the event/surface. Also check Event Regulations to make sure that your tyres comply with the event. If in doubt, then ask the Event Organisers.

Q. Do I need E marked tyres?

A. Only in Wales or if Event Regulations require them. Non-E marked tyres can be used legally on the public highway. However they cannot be sold specifically for day to day road use.

Be aware that some Events/Championships may require E-marked tyres, be sure to check all Event and Championship Regulations.



Q. Can I use 4WD?

A. There is nothing in the Motorsport UK Yearbook which restricts the use of 4WD. However many events do not allow 4WD.

Q. Can I use forced induction?

A. Forced induction can only be used for petrol vehicles up to 1500cc and diesel vehicles up to 2000cc.

Q. What additional lights can I use.

A. You are limited to 4 forward facing beams. These are usually the standard headlamps and 2

additional lights up to a diameter of 222mm.

LED and HID lights can only be used if fitted as standard. No LED light bars.



Q. Where do I find the Regulations for Targa Road Rallies?

A. Regulations for most forms of Motor Sport can be found in the Motorsport UK Year Book (the Blue Book). This can be viewed and downloaded from the Motorsport UK web. Specific Regulations are under the Targa Rally section in Section R (Rally), starting at paragraph 21.

The latest Year Book can be found by searching in the Resource Centre at:

[https://motorsportuk.s3.eu-west-](https://motorsportuk.s3.eu-west-2.amazonaws.com/.../Motor...)

[2.amazonaws.com/.../Motor...](https://motorsportuk.s3.eu-west-2.amazonaws.com/.../Motor...)

Event Regulations can add and change some of these Regulations, so be sure to read the specific Regulations for the event you're doing.

Q. Do I need a Competition Licence?

A. Yes, but the entry level RS Clubman Licence is free. Today, most Targa Rallies run as Clubman events, meaning that you will require the 'RS Clubman' Licence (free) from Motorsport UK, as well as your Motor Club card.

Targa Championships will require at least an Interclub Licence.

<https://rsclubman.motorsportuk.org/>

Q. What Colour can my car be?

A. For events running between 30 minutes before sunrise to 30 minutes after sunset, the car can be any colour(s). Outside these hours the car must be one colour or the manufacturers original paint scheme.

Advertising/stickers are limited to 1250 cm², so the size of a sheet of A4 paper on each side of the car.



Q. What clothing should I wear?

A. There are no Regulations for clothing worn (some is always recommended). Fire retardant clothing is not required. Practical clothing should be worn to keep you warm and safe. You may be changing wheels/working on the car so leave your best clothes at home! Drivers should use shoes comfortable for driving, but also resistant to the weather and conditions. Robust shoes with tread may be preferred for Navigators, especially as they may have to push.

Q. Can my Navigator drive as well?

A. Some events allow double driving, usually with the driver/navigator swapping roles. Car

sharing is possible, or the use of two cars – one driving one car, one driving the other.

Q. What age do I need to be to take part?

A. As a Targa Rally is a Road Rally, drivers must hold a full driving licence.

Navigators can compete from the age of 12.

Our Motoring Year 2023

Dave Nicholson reports

As we get older the years appear to pass quicker and 2023 was certainly no exception for me. To think I took part in only three memorable events in 2023 had me thinking I should be doing more in 2024. Victoria, one of our daughters, and I enjoy trials in our Austin Seven Special and the first event for us in 2023 was the VSCC Scottish Trial on the 1st April. The VSCC Scottish Trial is always a great day's sport and 2023 was no exception. The local countryside, the marshals, the competitors and the relaxed atmosphere (they even include for a two hour lunch break) makes for a very enjoyable day.



The next event for Pauline and I was the WMC Coronation Meander. Thirty plus pre 1950's cars met at the Motor House on Wednesday morning, 3rd May, for a once-in-a-lifetime event organised by Ron and Christine Palmer and what an event it was! The wonderful route, the start and finish venues, the attendees all contributed to making this a very enjoyable

event. Days later I still had a smile on my face. The event was not without it's challenges for us in the 1933 Austin Seven RP saloon. I bought the RP saloon over six years ago from a guy in North Wales who'd had the car since he was a student in the 1960s. Coincidentally I too had an Austin Seven as a student in the 1960s but mine was a Mark 2 Ruby. I'd owned an RP saloon for a brief period in 1965, a car that I'd bought for the 2 bearing engine to replace the ailing 3 bearing engine in the Ruby. I cringe when I think back how I'd casually removed the engine and scrapped the rest of the car. Deep down I'd always felt the RP saloons with their boxy shape were more attractive than the newer Rubys but at the time the Ruby body was in better shape.

I have to reveal now that the main reason for buying the current RP saloon was, once again, for the 2 bearing engine that I needed for my trials Car. The trials car, built so well by Eric Smith, had an un-burstable Reliant 850cc engine but I wanted to compete in VSCC events and the car was not eligible with the Reliant engine. Victoria and I competed in the VSCC Scottish Trial in the RP once but we felt that trialing in a saloon was not for us. Having used the car very briefly in the Scottish Trail I'd fallen in love with it and set about collecting parts to build a replacement engine and gearbox. Good Austin Seven 2 bearing engines are becoming scarce so a 3 bearing engine it had to be. Component parts were sourced and collected from around the UK. Tom Lewthwaite from Whitehaven bored out and skimmed the only serviceable block I'd obtained and I started to rebuild the engine with new pistons, valves, valve guides and bearings (I still regret not changing the two main roller/ball main bearings – they appeared to be fine at the time but I felt it was not a simple job to remove them. Doing a similar task on another 2 bearing engine I've recently acquired has shown me that the task is relatively simple).

Covid19 struck and the new engine for the RP was still not ready for the road. I'd run the engine briefly and driven the car around the block but the engine was not sounding good (main bearings me thinks!)

and it was far from smooth when revved or on tick over. Three weeks before the Coronation Meander I changed the old worn Zenith carburettor for a refurbished SU carb and this made a big difference, The engine was still noisy and was clearly in need of a tune up. I'd bought a Bosch distributor for the trails car and this made a marked improvement to the performance so a similar one was sought for the RP. With the points set to the specified Bosch gap the car was suddenly transformed. Time was racing by and it was now only a few days to the Coronation Meander. I clocked up miles going around the block again when the weather allowed and I took Pauline to the shops in town one day but apart from that the car had only run for a maximum of 22 miles on one occasion. It's 23 miles to the start of the Coronation Meander at Moota from our house so I decided to drive the car to our daughter Sarah's house in Dearham on the day before the event. On the morning of the event, Pauline and I drove to Dearham to collect the car. Whilst buying petrol in Dearham we met another entrant on-route to the Motor House and so the day began. The car struggled a little on the A595 but a tweak to the ignition timing at the Motor House resolve this issue. So many beautiful cars were assembled for coffee and biscuits at the start and the atmosphere was one of euphoria (with a tinge of anxiety for some!). As soon as we set off, any anxiety disappeared and the real fun began. The car was going better than ever and appeared to rise to the occasion. At the 5th route instruction we took a wrong turn over Isel Bridge but were soon back on track. Driving with others is a little like cycling in a peloton, it's effortless and the car sensed it too. We pressed on past some of the sections used by the VSCC Lakeland Trail at Snittengarth and up to Sandale where Fell Side Auto Club use to finish their Northern Trail.

We were more relaxed now, the car was buzzing and my concerns that the car may not be able to keep up with others was dispelled. We were met with smiles and waves from surprised spectators especially in Caldbeck and Hesketh Newmarket where we passed the Old Crown pub frequented by our soon to be crowned King. At one point we were going so fast I almost missed the turn towards Hutton Roof. Pauline and I were ecstatic but after almost 50 miles from leaving Dearham we were tiring and decided to take the slightly shorter option to the finish venue. Base Camp Cocklakes was such a welcoming venue to round off this super event. We had a relaxing lunch and catch-up with the others before heading back to Dearham. We arrived home exhausted but happy. On behalf of Pauline and all the competitors I thank Ron and Christine and everyone who contributed in any way to making the event on 3rd May 2023 one of the highlights of my life.



Motoring events in the summer months are out for us and hence our next event was the VSCC Lakeland Trial in November. I enjoy helping with the organisation and the taking part in The Lakeland, as do many WMC members and there's nowhere quite as charismatic as our beautiful county for running a vintage trial. The event is always over subscribed and includes iconic sections above Honister slate mine and the northern forests. Ever since we started trialling, the Routenbeck section in Wythop Forest

has been one of our favourites but in a love/hate sort of way. It had become our Nemesis at both the Northern Classic Trail and the VSCC Lakeland Trial for a number of years despite my determined preparations before every event to suss out the best way to attack it. This year at the 'Lakeland' Victoria and I achieved our goal early on the Saturday morning, clearing all sections in Wythop, Buttermere Old Road and Honister and we were still smiling at the end of the day despite our scores plummeting towards the end of the afternoon in the forests at Darling How.

Hopefully we'll take part in additional motoring events in 2024, even travelling to trials further afield. Pauline and I are planning to organise the WMC Pub Run on 1st May 2024, a date for your new diary!

Jottings

This year's Autosport show seems to have been another failure. When an event rebrands itself you know it's in trouble. When it does not issued attendance figures you know it's been a disaster. Those who went reckoned it took a couple of hours to get round. Huge admission price and dreadful parking charge. Will it survive?

We can hope for better next month with Race Retro at Stoneleigh (Feb 23rd-25th) The Live Rally stage on the Saturday and Sunday are worth seeing. I will be there Friday and Saturday.

The Monte Carlo Rally started the WRC this year with just 8 WRC1 cars and a scoring system that involves a computer. Again the promoters are trying to hype up something that is actually dying. A huge entry for the historic version though. A lesson to be learnt perhaps?

Congratulations to Malcolm Wilson on his award at the MSUK Night of Champions.

Things are not looking good for the major car dealers. Lookers are the latest to look for refinancing with Cazoo and We Buy Any Car have huge debts. Arnold Clark are closing sites and the remaining one in Cumbria, at Lillyhall, is only for second hand cars so that could be next for the chop. Best to stick to known local traders.



2024 Monte Carlo Rally

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport



Motor Sport magazine recently contained an article about the Williams FW15C Formula One car which won the 1993 world championship when driven by Alain Prost. Now having read about this got me thinking as the car was designed and raced in an era when the rules and regulations were much less restrictive than they are today.

There was adaptive suspension, self adjusting ride heights, ABS, launch control and numerous other tweaks which were banned for 1994 in an attempt to slow things down, so in many ways the 15C

can be regarded as the most developed F1 car of all time, but how good was it? How much slower, or faster, would it be compared to a recently pensioned off 2023 example. I think it might prove interesting if a run off could be arranged. Take a capable racing driver to a circuit neither they or the cars had seen, give them 30 laps in each and then go for a timed run over 5 laps and see what the difference is. I wonder if we'd get a surprise.

Of course one thought leads to another. Just imagine if F1 cars had never been restricted in the first place. Think of a set of rules which said 3 litre turbocharged engine, maximum length and width and little else, what would you end up with? Would a human being no matter how talented they were be able to react quickly enough to drive the thing to its full potential? Would it be possible to design a circuit capable of allowing such cars to race on it. The mind boggles, what cornering speeds could be achieved, what assistance could computers give to drivers, are we talking of AI running the show with the driver being of secondary importance? Maybe one day we'll find out.

I recently watched a short documentary about Piers Courage who died at Zandvoort in 1970 and started to list F1 drivers from around that era who died racing or testing their cars. Off the top of my head with no research I came up with Rindt and McLaren as other 70 victims, Rodriguez and Siffert for 71, Cevert 73, Revson 74. Now I know there were others but just using that list above do you think that in our current world with its attitude to health and safety top flight racing would still be taking place if losses were similar? When you consider the reactions to rugby player injuries and the worries about heading a football not to mention the protests at the Grand National steeplechase plus many others you've got to conclude it would probably be stopped. It's a good job therefore that cars like FW15C were well and truly hobbled.

Ends AA.