

Wigton Motor Club Ltd

# Start Line

Issue 08/21

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

August 2021

## Super Sam At Donington



Two wins on the road brought Sam the MG Trophy title in the MG ZR with one round in hand, while in his first outing in the MG B he was second in the Three Hour Relay race along with fellow Cumbrians Andrew Smith (Cooper Monaco) and Simon Smith (Lotus Elan). Sam actually had to do a longer stint than expected as the other two cars wilted in the heat.

**Get Involved!**

# Club Officials

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# *Talking Point*

## *Topical Comment from the world of motoring*

I don't often agree with Sir Lewis but he recently pointed out that people from a normal income will never reach the highest level of the sport now. Lewis and Jenson will have been the last Brits certainly to get there on ability to the extent that someone would pay them to drive their cars. The more recent candidates like Chilton, Palmer, Albon, Russell and Norris will have had millions spent on their careers from their families. That's just the tip of the iceberg because all the way through karting and the lower formula there are parents spending at least £100k a year. In F1 there are perhaps five drivers paying for their drives, some are OK and at least one is dreadful!

Rallying is not exempt either as the continuing presence of the M Sport Fords is assisted by pay drivers. In fact just about all of motorsport seems to have become focused on pay drivers rather than a team, or manufacturer, paying the best drivers possible to drive their cars. There is virtually no chance for a talented youngster to get a decent drive other than to be paid to share in GT or sports cars with a "gentleman" driver (i.e. he pays for the car, the team and his co driver).

Ron has often written about his adventures on the Scottish Rally over the years and many of us will have competed or marshalled on it when it lasted for four days and ended up in Aviemore. There were often a dozen local crews, by and large running self-prepared cars with friends and family providing back up. But most of those competitors were doing it from their own resources as young professionals, farmers or mechanics. The recent Scottish Rally based in Lockerbie was a pale shadow of that but the value of the cars, and the amount being spent by so many of the competitors was incredible. Many were on the basis of "arrive and drive" with teams providing cars that were worth as much as a decent house. Certainly way beyond any clubman crews.

Looking at the route of this year's Scottish and its overall compact length reminded me that 30 years ago I was Clerk of the Course of the Tweedies Rally which we ran with SoSCC in Twiglees, Castle O'er, Ae times two, Dalbeattie and Mabie, finishing at the Mabie Hotel. It wasn't in any major championship but got a decent entry and was won by a young lad called McRae, with his first forest rally win. What is a salient fact is that that clubman's event had more stage mileage than this year's Scottish with no double usage!

Sadly it seems that rallying is increasingly the pursuit of the wealthy with very costly and powerful cars. At the same time those cars do more damage to the tracks, which the venue owners don't appreciate. You may have seen that there will be no more rallies or rallycross at Croft for example. It is much the same with racing with people spending ridiculous amounts to win even series run by the "low cost" 750 MC.

It begs the question as to why club's would want to run rallies for people who have no interest in the club and just want to come and play and go home.

A real challenge for the sport.

GTF

# Club News & Events

## Cars & Coffee

At the

**Motor House**

Moota, on the A595 (CA130QE)

10.00 until 12.00

Coffee and biscuits £1

Bring your cherished car, any age any type, all are welcome

The first monthly meeting

Lunch and snacks available at the Great Escape Café next door

## *Solway Historic & Targa Rally*

**Saturday, October 2nd**

**24 tests all on Kirkbride Airfield**

**Full meal package at the White Heather Hotel**

Entry forms will be emailed out shortly

Please return your form to Ron immediately to ensure a place.

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824 1135 and don't forget to mention your club  
when you do!

# Cumbria Classic & Motorsport Show

**Sunday, 22nd August**

**11 am until 4.30 pm**

**Dalemain**

By Ullswater (A592)



## **MG/Cobra/Toyota Features**

**Around 700 Classic Cars and One Make Clubs,**

**Autotesting and Motorsport displays**

Autojumble and trade stands; Cars for sale area, Go Motorsport, Refreshments & Bar, two for one admission to the gardens

**Adults £7.50 Under 16s free!**

**Free parking! Free programme! Dogs Welcome**

**No entries accepted on the day**

# PG Tips

## Peter Reflects On His Month

Barbon national came and went in a frustrating day of 2 halves. Having experienced the paddock chaos of June, knowing that the July meet was usually worse, I decided to arrive a bit earlier. As it happened it was not as bad and I managed a decent parking space. Then the rain arrived! With insufficient time to change onto wets the skies began to open so I took my first run up the hill in heavy rain wheel-spinning and sliding in a most frightening way. By the next run I'd put my wets on, only to be told by the cheery Welsh people next to me that they were goosed and of little use. I didn't really need them anyway because a bolt had loosened itself from the final drive and was cutting a nice groove in the aluminium side plate the meant my 2<sup>nd</sup> run was taken at low speed as I listened to the terrible noise and nursed the car to the finish line. With the problem fixed and the place drying out at a rate of knots, the afternoon session was much better with slicks back on (yes, they're also goosed as I self-diagnosed before the end of the event without the need for Welsh people!!) and I managed a respectable run that was quicker than some of the national runners. I've got new tyres coming for Harewood in August...now I just need some dry weather to go with them.



I wasn't short of dry weather earlier this week when myself and Trudy went up to the Highlands of Scotland to the Torridon hotel for 2 nights. I was bought the trip as a 50<sup>th</sup> birthday present by my brother-in-law earlier this year after he checked I didn't mind a bit of a drive to go somewhere nice. A bit of a drive is an understatement! Torridon is over 320 miles from Gilcrux, but the hotel is gorgeous. I decided to take the Astra Bertone convertible to make the most of the sunshine – and it's also the fastest road car we own for overtaking purposes. It was the ideal car too – fast, relatively frugal at 37 mpg for the journey with very

supportive comfortable seats. We travelled up the A9 to Inverness and then across to the West coast on lesser roads. Most of the journey was on dual carriageway roads, although the A9 is a non-stop average speed camera fest.

They really love average speed cameras up there – the entire length of the road was covered by them, both dual and single carriageway sections. I was advised by a local that they were designed to keep HGVs below the 50 mph and were not aimed at private cars but I'm fairly sure if I flew up there at a constant 80mph the speeding fines would quickly show up. I also wondered how it would work out if you sped the entire length of the road – would it be one ticket or a ticket for each time you went past a camera over the limit? The sat nav predicted a time of 6hr 30mins and it wasn't far off. We stopped for lunch near Inverness and with an indicated 10 miles to go the nav was still showing 28 minutes to go. Ha, I thought, I am going to arrive in way ahead of time...just as I entered the bumpy final single-track section of road to Loch Torridon itself. Camper van after camper van appeared to be coming the other way and it took all of the 28 minutes and a bit more to get to the hotel. The journey back was a bit more eventful than the way up – it was still mostly top down motoring weather and the su

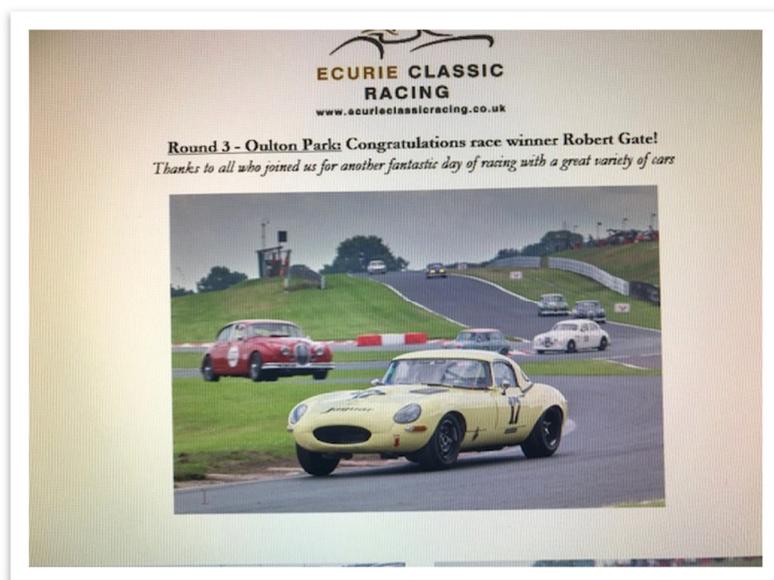
percharged engine is just a joy, with good acceleration available from 3000 rpm and it's bang on the start of the powerband at 65 mph for overtaking on dual carriageways.

The problem came with fuel. The mpg indicator had been very accurate on the way up, reflecting real world consumption, so I imagined the range predictor would also be accurate. Sadly it lied like Donald Trump at an election rally and predicted I had 84 miles of fuel left with Carlisle (my intended stop) being only 50 miles away. The fuel light came on and I slowed my progress to be safe. 10 miles from Gretna it began to alarmingly flash and I agreed with Trudy that we'd stop at Gretna despite the Donald Trump gauge still predicting a further 40 miles of fuel. 4 miles from Gretna the engine spluttered and I nursed the car up the slip road to a halt, a junction north of Gretna. I weighed up the option of calling recovery (free but likely to take several hours given that I was safely parked off the road and had no children with me) or walking to the nearest fuel stop and decided I would give the walking a go and set off with my thumb out. Much to my surprise after only a couple of minutes a lad in a 56 plate BMW stopped. I fully expected to have to pay him or there would be some kind of catch but my faith in humanity has been restored.

I am confident he was a bit of a friendly rogue, probably had no tax, MOT or insurance but he had a heart of gold. He drove me to the petrol station, filled his own car up, wouldn't let me pay for it and then drove me back to my car with a can full of petrol. Along the way I marvelled at how his car was still working so well given that pretty much every light on the dash was illuminated. Airbag, tyre pressure, engine, seatbelt, brake – you name it they were on, including a large one in the middle advising him to go to the dealer! With a gallon in the tank, the Astra fired up first time and off we went. After the trip I was able to survey the fly massacre on the front of the car happy that for every bite I'd picked up on the journey (very many) I'd massacred several million of their comrades on the way. I can highly recommend Torridon to anyone – lovely hotel, fantastic location and on the now quite popular North Coast 500 route. I didn't even get the name of my saviour at Gretna but it's good to know that the world isn't as dark and depressing as the media sometimes try and scare you into believing.

Peter

## Robert's First Win



I first raced at Oulton Park 30 years ago in an E Type and I was fighting over last place. This is the first race I have won outright. Never give up. (copy to Mr Southgate)

**PS** it was the first race my grandson has been to. He thought I did ok . Regards a happy chap.

Robert Gate

## FBHVC announces key stakeholder position within DVLA to assist with historic vehicle backlog

The Commons Select Committee for Transport met this week to question the DVLA on what their strategy is for overcoming the current backlog of over 1.4 million license applications. Also, to answer MPs questions around industrial disputes and staff shortages brought about by the pandemic. Firstly, the Federation would like to lend its support to the hardworking staff at the DVLA who have been dealing with a hugely increased workload in the wake of personnel shortages brought about by the pandemic.

We think every workplace can relate to the struggles of the past 18-months. The Federation, through our constant dialogue with the DVLA and our close working relationship built up over many years, has managed to put systems in place whereby our member clubs, their representatives and experts on the ground are able to assist the DVLA through the outsourcing of certain elements of registration processes to the historic vehicle community. These have included in the past the V765 scheme but also more recently, the validation of imports and VHI applications.

We believe these established processes are key to helping the DVLA deal with the backlog for historic vehicles and effectively outsources much of the investigative process and verification the historic vehicle community. We understand that although there have been increased turnaround times, the DVLA for our sector at least, are beginning to get back on top of applications and have been in dialogue with them now to understand how best we can lend our assistance.

Our focus is always to ensure that historic vehicles that should be on the road are on the road and being enjoyed by their owners and the public as quickly as possible. As a result of those recent discussions on how we can assist the DVLA, the FBHVC has now been officially appointed as key stakeholder in the DVLA. The DVLA have put in place and a newly designated relationship manager to work through the various pain points for the historic vehicle community in partnership with the FBHVC.

**About the FBHVC:** The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through the Federation Internationale des Vehicules Anciens) in Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. All our directors operate in a voluntary capacity supported by our secretary.



# Northern Dales PCA

Sunday 18<sup>th</sup> July

Hexham and District MC ran their PCA (passenger car autotest) in the old cement works at Eastgate in Co Durham. A full entry of 40 cars took part with no less than 12 Wigton MC entrants. The Overall Winner Barry Lindsay is a member of both WMC and Spadeadam (navigator Martyn Petry). This was the last day of the tighter Covid restrictions which meant that the occupants were required to wear masks whilst in the car. For once this was welcomed by most as there was a fair bit of dust floating around in the air.



Having gained an entry for this event all I needed was a navigator.....I looked for someone via our FB pages and was successful at the second attempt. The new navigator was Alasdair Venn who had no prior experience but was keen, has a MGBGT and likes maps (all plusses in my book). We met up on to see if Alasdair suited the car. This was a wise move as he turned out to be 6 foot 4 four but fitted into the escort with no real problems. Chris Hunter offered to loan his trailer if something broke which meant that we could drive there and back in the car (old school style).



We arrived at 8am and got down to 'marking up' the tests. This means noting which way to go around the various cones used to set out the test route. Some folks use left and right or my side your side or colour codes to indicate which side of a cone the car should go. We chose the left/right system and marked up the 4 morning tests accordingly. Most navigators and drivers find this rather stressful as it does take some time to do it correctly and then check it over. Personally I feel that organisers could think about sending the tests out with the final instructions so they can be marked in advance which would save time/stress on the day.



At this event the four tests are run consecutively so there is no more than a minute or two between tests i.e. no real time for the driver to memorise the next test in advance. The navigators role is critical to calling the directions correctly and at the right time for the driver to take appropriate action.....or not as the case may be. The first test was fairly simple and we got around it with no real problems but the second test was much longer, more complicated and had a lot of cones. Needless to say we ended up with a wrong test....drivers error for ploughing regardless...a



common drivers fault. The last two tests were a bit simpler but still a lot of cones involved and we had to do a reverse shunt around the last cone on the last test as it was tighter than a tight thing. For his first go at navigating it was a baptism of fire but Alasdair managed really well.

I was having difficulty getting the back end of the escort to spin around on the grippy concrete so during the interval we changed the rear tyres from 185 width road tyres to 165 width winter tyres. The second round of 4 tests was a repeat of the first so we had a chance to make good our errors and test the memory. The tyre change made a big difference to the handling and our memories reduced the time for the 4 tests from 349secs first time to 289 secs second time. After lunch the 4 tests were changed again so we had to mark up another set of tests and try to forget where we went the first two times. The dreaded second 'cone fest' test proved to be our downfall twice more as we wrong tested it both times around. We ended up mid table in 18<sup>th</sup> out of 36 finishers (four cars

succumbed to heat dust and rocks) and car was still in one piece. There were only 10 'Historics' (pre 1985 cars) entered and that section was won by Tom Hall/Andrew Fish in the Riley Elf.

We had an enjoyable ride back over Hartside behind a Mines Rescue Unimog whilst dodging the loony Sunday afternoon motor bikes. But perhaps the best thing was that Alasdair was not put off so we will be doing the Blue Streak Targa rally together in August.....report to follow.

John Sloan

Photos by Tony North

## Contacting Officials

The email contacts for all our officials are on page two of Start Line and in all event regulations and entry forms. Please use those rather than our general one which is used to send out the magazine and newsletters as that is not generally monitored. It is also best to contact officials by email rather than by phone please. The responsibilities of the committee members and organisers are also given in Start line so please ensure you write to the correct person. It makes it easier for everyone and you will get an answer more speedily.

Thank you.

# From The Top

## News from UK Motorsport, Regions and the WMC Committee

We have now been able to restart normal committee meetings and we have had two so far in the Motor House committee room.

An agreement was approved to allow a member to park a vehicle in the car park.

### Events:

There was an update on the classic weekend with the R&T already have a full entry and reserves.

The organising team for the Solway had made great progress for the event on October 2<sup>nd</sup>.

Chris L is running the Cumbrian canter in September

Lingholm meet now moved to September 12<sup>th</sup> due to COVID

John Holliday is running a grass/stubble autotest at Bothel at the end of July.

The first pub run will run on July 14<sup>th</sup>.

### Reports:

Border Heritage Run, had 16 entries on a good route.

The MH volunteers group had enjoyed a buffet to celebrate their three years contribution.

Treasurer's report

It was reported that there had been little spending on the Motor House over the past month or so and that expected income will exceed the cost of water and power.

Membership: John is investigating how to use an external contractor to do the membership. We are registering for ICO to cover data protection.

Eddie Parson is taking responsibility of the radios and Wharton clocks. A new licence is being obtained.

Social:

Awards Night is Feb 5<sup>th</sup> with Dave Richards as guest.

Marshalling: We are running a test on the Blue Streak

We are always looking for new committee members.

Next meeting August 10th

We are delighted to announce that Eddie and Mary Parsons are joining the committee/



# News Snippets

**Wanted MG Midget Rostyle wheels, 13 inch, preferably a full set but one or two would help , tel Chris Hunter, 07767426182 or email Fiona.Tyson@yahoo.co.uk**



**Five litres of 20w/50 classic oil. £25 per can. Contact Graeme on gtfmg@yahoo.co.uk**

**The Club can supply race/rally door numerals. We have a large stock at the Motor House. Just 50p per digit.**

**We also have a large selection of Haynes Manuals for all sorts of cars including many obscure ones! A small donation to the Club will get you any.**

**We have also been given a large number of Autosport and Motors from roughly 1967 to 1975. If you are Nostalgia buff you can have any of them for a small donation.**

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Email: Steve@westcoasttrailers.co.uk

The former Rockingham banked circuit near Corby, which was never a success, is now an “Automotive Logistics Centre” where cars are stored for the likes of We Buy Any Car and auction companies.

It can hold 50,000 cars which are charged £1 per day. So Over a year at full capacity that works at out at over £18,000,000

Rather more than they got by holding race meetings!

# A49 Road Trip

These days suggested road trips are all the rage, with the North West 500 and the Atlantic Way being hugely popular. It occurred to me that the A49 through Cheshire and Shropshire down towards the Cotswolds would make an interesting one for motoring folk. It's the route many of us take when heading to Shelsley Walsh as it's a great deal more pleasant than heading down the M6 past Birmingham.

A couple of months ago we had a week in Shropshire as it was an area had not explored despite driving through it many times. You turn off the M6 onto the M56 heading for Chester and very shortly turn left onto the A49. It's not a fast route but at least you keep moving unlike the M6.



First stop is Oulton Park, perhaps one of the most scenic race circuits in the UK well worth a visit. Again in a "posh" area with a polo ground next door. It's just a mile or so to the east of the A49.

Most of the towns on the route are bypassed but most are worth a visit. Tarporley is the first town, the centre for the upmarket area of Cheshire. Watch out for the "Real Wives" many of whom have been over restored!

The road is heads pretty true south and there are plenty of pubs and garden centres to stop off at. The next bypassed town is Whitchurch, again worth a stop.



Shrewsbury is city with a by pass where the A49 and A5 joins the A5 for a while. A bit hectic on a Friday evening. A lovely city with the cathedral taking the biscuit!

Seven miles west of Shrewsbury just about on the Welsh border is Loton Park which has regular hill climbs. The hill is unusual in that it has a downhill section.

Heading south into the Shropshire Hills there are plenty of great villages and minor road around Church Stretton and Craven Arms. The farm heritage centre at Acton Scott is where a number of series were filmed about life in the past.

Next stop is Ludlow, possibly one of the prettiest towns in England. The mart used to be a starting point for many road rallies run by English clubs that headed west into Wales. We actually stayed near there at Clee Hill which gives its name to the Clee Hill Classic Trial run by MAC. A beautiful area for it.





A short drive away can take you to Iron Bridge, a great historical day out if you like the start of the Industrial Revolution. Nearby Bridgenorth and Much Wenlock are beautiful towns and near Bridgenorth is Classic Motor Cars Ltd (CMS) who have a huge place of six massive units on an industrial estate, The employ 130 people on restoration work, mainly Jaguars. Bult also the extremely rare Squire



Shelsley Walsh is just a few miles to the east. If you have not been to the oldest motorsport venue in the world, it's worth going. It's totally different to any of the speed venues we are used to.



Not far away is great Malvern, a rather disappointing place, a former spa town. Much more interest down the hill in Malvern where the Morgan factory is. It's a busy place and there is now a visitor centre and café. Dogs are not welcome which is odd as most Morgan owners I know have furry friends. The showroom was the busiest car showroom I've been in in recent years. Factory tours have to be booked in advance.



There were plenty of Morgans for sale in the show-room plus a very expensive accessory shop. Both were busy!



It's not that much further to Prescott, on the edge of the Cotswolds. It's the other "full time" hill climb venue in the UK and also has proper facilities and rather nice terrace where you can sip your post run fizz and watch the remaining cars fly past below you. The Bugatti Museum is well worth a visit, not just the cars but the Bugatti furniture and the famous vice.

GTF

## Pub Runs Return!

The first pub run for a rather long time took place in July and it was the first run to start from the Motor House and it allowed members who had not been before to inspect the new building and the facilities.



I'd planned a route that took in many of the great roads on the west of the Solway Plain that we used on 12 cars and road rallies in the Golden Age! There are not many events that take in both Sunderland and Jericho in an evening.

The route start by a short trip in the A595 before turning right into the National Park for a loop around Sunderland, Isel and up through Blindcrake and Redmain to leave the National Park and cross the A595 and head for Bridekirk and the notorious gap between tow barns which featured in many road rallies of old. The road over the Gilcrux has bene improved with the building of wind farms in

recent years.

The route then went via the River Ellen bridges to Oughterside and then to Hayton and a short run up the coast before heading inland via Edderside. This hamlet was notorious in 12 cars in the winter and being covered in liquid manure and the car smelt of it for ages afterwards! A great area for a closed road rally in the future perhaps?

Then followed a serious of loops to the west of Abbeytown and then south via Langrigg and Blennerhasset to the finish at Bothel for sandwiches and chips. It was great to catch up with everyone again. Here's to the next one!

GTF

# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

As you will know our Cars and Coffee at Lingholm scheduled for 4<sup>th</sup> July was yet another casualty of The Covid Pandemic. We are happy to announce that the new date will be Sunday 12<sup>th</sup> September with timing as before from 9am to 11am. No prior booking is possible but when the 60 allocated spaces on the lawn are taken overspill cars may be parked in the regular visitor park at Lingholm. Although there are parking meters on the visitor's park these will not be activated on that day – so for that day only do not pay for parking. The event is by kind permission of David Seymour whose charity for 2021 is The Calvert Trust. Coffee will be available away from the regular cafe to avoid queuing with any surplus from your coffee donation will go to The Trust. In addition David's 'Motor Shed' will be open for visits from club members between 10am and 11am. Your charity donations in the bucket by the door will be most welcome. Without spoiling any surprise David has a Shed we would all like to have at home. Don't miss this event.

The Rose and Thistle entry of 80 cars has been full since mid July but a few reserve entries will be accepted and any cancelled entry places will be offered to those reserves. All is now in place and the route has been scrutinised by the three Route Liaison Officers covering the area we use. Final instructions will be emailed the week prior to the event and route instructions, meal tickets, plaques and tour plates will be issued at the start.

The Solway Rally will take place on Saturday 2<sup>nd</sup> October with an experienced management team. Rob Grant is Clerk of the Course and David Agnew his deputy so you can see the depth of talent we will have. It will be centred on the White Heather Hotel at Kirkbride Airfield and all the 24 scheduled tests will take place within the confines of the Airfield. A great day's sport is promised on a mix of good sealed surfaces and some grass on concrete. Manual old style paper entries payable by cheque or bank transfer and results worked on site with awards presented and all heading home by 5.30. Regulations and entry forms will be available shortly on the club website. Don't miss it.



Younger son Justyn has lived in Melbourne for 28 years and happily is a petrol head with good self taught skills in spray painting, body work and the technical stuff. Despite being in regular contact – up to an hour on the phone most weeks – it's not easy to keep pace with his fleet. Latest moves this week were changing his X5 BMW for an XF Jaguar 3.0 petrol, selling his 'Tommi' EVO Mitsubishi and buying a Subaru WRX STi Hawkeye which was terrific value. He also has a rally prepared Mitsubishi EVO 2 which is heading through the door soon after 10 years of ownership which will be replaced by an early McRae

style Subaru to be prepared 'a la Prodrive' for fun days. He's also just bought a Peugeot 206 GTi 180 for more fun days. His daughter has a Subaru and his son a Nissan drift car coupe and a BMW saloon of some sort for work. All in all they have around a dozen cars in the household and fortunately

plenty of garage space. His cars are self funding as they are always in mint condition when sold and sell easily, it must be in the genes. His day job is a line manager building Kenworth trucks which are legend in Australia and recently celebrated 50 years of truck production there. The brand engenders fierce loyalty amongst both the workforce and the customer base. They announced a limited edition recently to be sold only on 8<sup>th</sup> July, the anniversary, and they took over 720 orders, at \$A450K each, for that edition on that day which will keep them working flat out through to the end of 2022. Australia seems to be having a good time and their plant has by and large worked throughout the covid pandemic. Justyn loves the work and his life style over there and like Australia he is thriving.

Ron.

## Marshals News

# Success at Donington



There was quadruple success for Sam Kirkpatrick at the two day MG Car Club Summer race meeting at Donington.

There were double headers in the main championship rounds and in both the MG Trophy races Sam finished first after close races. He was driving the WheatSheaf Garage/Wigton Motor Club MG ZR190. This means that he has won the championship with one race to go.

In the three hour relay race he debuted the WheatSheaf Garage built MGB and teamed up with fellow Cumbrians Andrew Smith (Cooper Monaco) and Simon Smith (Lotus Elan). With the other two cars hitting mechanical issues Sam had to do a much longer stint at the wheel and the team pulled up from fifteenth place to gain second overall. A fantastic performance.

## M-SPORT CAREERS



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

# Sam Kirkpatrick 2021 MG Trophy Champion



Sam was declared champion at Donington Park this weekend. Driving the Wheatsheaf Garage prepared MGZR190 he has won 7 out of 8 rounds of the hard fought championship, 5 races were won by less than 1 second. He has had 7 pole positions and set the championship lap record at Oulton Park in May. The series has visited Brands Hatch, Oulton Park, Silverstone GP and Donington Park. We would like to acknowledge the huge effort put in by our mechanics, Adam Westerby, who has recently joined the Jaguar Formula E team and Jack Roberts from Jack Roberts racing. Also, Brian Luti from Dreadnought Garage for our engine preparation, Simon Roberts at Cornering Force for all his patience and advice. For 2022 Sam is moving to historic racing with the Wheatsheaf Garage MGB



# Classic Nostalgia



Set in picturesque Worcestershire, Shelsley Walsh speed hill climb is the oldest permanent motorsport venue in the country having been in existence since 1905 when Ernest Instone in a 35HP Daimler on August 12<sup>th</sup> ascended the hill in 77.6 seconds. It has been an iconic place ever since and it is regarded so highly as such a big part of motoring history many manufacturers use it to launch new models of their products.

With a quaint little church adjacent to the venue, lovely old buildings that were formerly farm buildings are now sympathetically converted to offices, a restaurant, a bar and superb toilets, a centuries old watermill has been fully restored by volunteers from the Midland Automobile Club

who run Shelsley so the mill once again is now in working order and it grinds corn whenever there is a special event taking place.

Being one of the nicest settings in the country certainly gives the place appeal but an added attraction is that most competitors get a garage this is great to keep the rain off but on the weekend of 17/18 July it served equally well protecting us from the scorching sun.



Some marshal's posts had shelter but many were in baking hot sun, all the marshals did a fantastic job all day long.

The event was certainly well named Classic Nostalgia as there were cars taking part from every era of motoring, the earliest being a 1904 Oldsmobile from the pioneering days then vintage Bentleys, pre-war cars including Morgan 3 wheelers and 4 wheelers even Charles Morgan himself who's family founded and ran the Malvern company was competing in his wonderful crisp sounding tuned 1969 V8 Morgan. A lovely guy he turned out to be I was chatting to him whilst awaiting our turn to blast our way up the famous hill.

Well Charles would really blast up the hill with the power he had available, my Buckler with its 65 BHP perhaps not quite so quick but with rod/ cable brakes and old fashioned transverse leaf springs, wear in the steering box plus a high centre of gravity it can take a bit of holding onto especially if it's wet particularly under braking as each rod or cable stretches at different rates depending on the brake pressure applied so it can be equally demanding.

Lotuses of every age and type were in the Paul Matty championship, Paul is a great guy, a Lotus dealer as well as a competitor he was driving his Lotus 35 F2, his wife June also competing in her own Lotus 69 F3 and is equally nice. These facts can be verified by chatting to Simon and Rosemary Riley from Rogerscale near Lorton, they know the couple well as both used to compete in the Paul Matty championship before they came to live up here.

Classic Minis, various MGs, a TC and MGA to keep a certain Mr Forrester happy! Riley, Porsches, GN Gipsy special from a very early decade, Elva, Cooper, Brabham, Mallock's, Nike, Van Damiens even a Triumph Stag which is quite a rarity as a competition car, a Mini Marcos owned and driven superbly by David Smith of Branthwaite.



I had my sidevalve Buckler with its supercharger helping it climb the steep Shelsley hill unfortunately only two other Bucklers as several members were having medical problems.

One had similar mechanicals to mine but was very low and sleek aerodynamically, these models could reach a guaranteed 90 MPH due to the superb aerodynamics long before wind tunnels were commonplace.

The other Buckler driven by Tom Brown was a full race A series BMC engine and mechanicals, this would have put up some very rapid times but its brake master cylinder casing split and lost all its brakes fortunately as he braked after the finish line but apart from entering the top paddock

alarmingly quickly managed to avoid all the cars already there. These cars are very similar in shape to a Lotus 23 but were built by Bucklers much earlier, prior to 1956 in fact.

40 or so rally cars were taking part, many of them ex works ones, here I'm talking Metro 6R4, ex Richard Burns Subaru, DTV Firenze Can Am with a 4998-cc motor, Chevette HSR, a very unusual Ford "RS 200" not an RS 2000 saloon but the little coupe rally car Ford built in very limited numbers. Audi Quattro S1, Fiat Abarth, Renault 5 Maxi Turbo, Toyota Celica, Talbot Lotus and Samba, several Ford Focus WRCs with their familiar reg numbers issued by M Sport, ex works Lancia Rally 037, Mitsubishi WRC, Skoda Octavia WRC, Escort MK2 Group 4, the list just goes on and on.

A great spectacle as all were driven in anger on the hill, no sedate drivers amongst these guys many of them had been competing on the rally stage at Goodwood Festival of Speed the week prior.



Initially no spectators were going to be allowed then spectators, but no awards given although timing still being done, at the very last minute just before we left home in fact, we got another e mail saying as well as spectators the event was a competitive one as well, not sure why but job now sorted.

Fastest time on both days was put up by George Brown in the family Mallock and just behind by a fraction of a second was dad Richard, these guys usually drive the Buckler that the other brother Tom was driving that split its master cylinder as well as the Mallock.

Their Mallock had a Ford Crossflow with 180bhp so to beat pure racing cars on both days some with 5,000 cc plus all the works 4 wd drive rally cars was a phenomenal feat and Tom who only got one practice run in the Buckler has actually put up a faster time by 0.01 of a second faster than Georges best time at Shelsley in the same Mallock.

Dad Richard held the hill record there for an incredible 9 years from 1991 until 2000, what a talented family, even sister Olivia broke the hill record at Doune not long ago in her Force racing car.

It was certainly Classic Nostalgia, already looking forward to next year.

Keith Thomas

# Targa & Historic Challenge

– after Northern Dales

## Historic Overall

Driver		Navigator	
1	John Haygarth	49	1 Bob Hargreaves 49
2	Brian Bradley	45	2 Michael Marsland 45
3	David Sloan	45	3 Glenn Fothergill 25
4	Alex Willan	25	4 Mark Humphries 25
5	David Alexander	25	5 Matthew Alexander 24
6	David Garstang	24	6 Alisdair Venn 24
7	Malcolm Mackay	23	7 Marc Crack 23
8	David Marsden	23	8 Michael Garstang 23
9	Alan Hawdon	22	9 Lynn Hawdon 22
10	Ian Maxwell	RET	10 Chris Spencer 21
			11 Ali Maxwell RET

## Targa Overall

Driver		Navigator	
1	Chris Hunter	47	1 Fiona Tyson 47
2	David O'Connor	45	2 Stuart Davies 45
3	Peter Wright	25	3 Liam Wright 25
4	Robert Short	25	4 Kirsty Thompson 25
5	Barry Lindsay	25	5 Martyn Petry 25
6	Daniel Place	24	6 Ryan Parker 24
7	Phil Hodgson	21	7 Lewis Hodgson 21
8	Craig Stamper	20	8 Peter Wright 20
9	Joe Harwood	19	9 Jack Swinney 19
10	Daniel Grierson	RET	10 Paul Grierson RET

## Historic Class

	DRIVER	NAVIGATOR		
	<b>Cat 2</b>		<b>Cat 2</b>	
1	John Haygarth	20	1 Bob Hargreaves	20
2	David Marsden	9	2 Michael Garstang	9
3	Ian Maxwell	RET	3 Ali Maxwell	RET
	<b>Cat 3</b>		<b>Cat 3</b>	
1	David Sloan	19	1 Marc Crack	10
2	Malcolm Mackay	10	2 Matthew Alexander	10
3	David Garstang	10	3 Alisdair Venn	10
4			4 Chris Spencer	9
	<b>Cat 4</b>		<b>Cat 4</b>	
1	David Alexander	19	1 Mark Humphries	19
2	Brian Bradley	18	2 Michael Marsland	18
3	Alex Willan	10	3 Glenn Fothergill	10
4	Alan Howden	10	4 Lynn Howden	10

## Targa Class

<b>Class T1 FWD&lt;1400</b>			<b>Class T1 FWD&lt;1400</b>		
1	Peter Wright	10	1	Liam Wright	10
<b>Class T2 FWD&gt;1400</b>			<b>Class T2 FWD&gt;1400</b>		
1	Robert Short	10	1	Kirsty Thompson	10
2	Barry Lindsay	10	2	Martyn Petry	10
3	Daniel Place	9	3	Ryan Parker	9
4	Craig Stamper	8	4	Peter Wright	8
5	Joe Harwood	7	5	Jack Swinney	7
6	Daniel Grierson	RET	6	Paul Grierson	RET
<b>Class T3 RWD&lt;1400</b>			<b>Class T3 RWD&lt;1400</b>		
<b>Class T4 RWD&gt;1400</b>			<b>Class T4 RWD&gt;1400</b>		
1	Chris Hunter	20	1	Fiona Tyson	20
2	David O'Connor	18	2	Stuart Davies	18
3	Phil Hodgson	8	3	Lewis Hodgson	8

## Welcome to New Members

Welcome to the following new members. We hope that you all enjoy our events and social activities.

Daniel	Plaice	of	Leyburn
Lei	Mashiter	of	Penrith
Pauline	Mashiter		
Christopher	Mashiter		
Alisdair	Venn	of	Welton
Caroline	Hubble		
Kevin	McGeough	of	Thursby
Gillian	McGeough		
Ryan	Parker	of	Leyburn
Belinda	Holdsworth		
Kevin	Mawdsley	of	Thursby
Anne	Mawdsley		
Jessica	Mawdsley		
John	Vipond	of	Garstang
Susan	Smith	of	Garstang

# Andy's Armchair

## Andy Armstrong takes an irreverent look at motoring and motorsport



It seems that at this moment in time Britain is blessed by having three of the strongest drivers on the current F1 grid, namely Hamilton, Norris and Russell. I was musing over this and as usually happens drifted back in time looking for a similar pool of such talent. Anyhow it didn't take long to see that the mid fifties fitted the bill with Moss, Brooks, Hawthorn and Collin, all Grand Prix winners and talented in whatever else they drove. Now I don't suppose I'd ruffle any feathers saying Moss was the best of the group followed by either Brooks or Hawthorn, Brooks had enough sense to see the dangers and retired while there was still much potential, maybe enough to match Moss. Hawthorn actually won a world title which Moss didn't, but it was very lucky and again most people consider him less capable than the other two mentioned above, so that

only leaves Peter Collins.

Of the group above Collins is generally the least remembered but when you look into his career in detail you can argue that he's right up there, maybe not quite the absolute top, but very possibly pushing hard for second place in the "most talented" league of British F1 stars of the 50's.

Peter Collins from Kidderminster really came to prominence during the 1956 season. He'd won the Targa Florio sharing a 300SLR with Moss in 1955 and to make my point it was Collins who did the recovery drive to achieve the win after Moss had crashed and crumpled the Silver Arrow, but this was simply the overture to the '56 season. Signed by Ferrari he won the Tour of Sicily with Louis Klementaski riding "shotgun", finished second in the Mille Miglia with the same passenger, then finished second at the Monaco GP, first at Spa in the Belgium GP and first again at Rheims in the French GP. The season continued well when he finished second at Le Mans sharing a DB3S Aston Martin with Moss, beaten by the Ecurie Ecosse D type of Flockhart and Sanderson, a much quicker more modern car.

Now in the events listed above Fangio took over Collins car at Monaco after breaking his own, so depriving Collins of 3 points in the championship. The same happened again at Monza when the Argentinian team leader retired and was given Collins car to continue his championship challenge, another 3 points lost by the Englishman.

The eventual outcome of the above was the world championship ended as follows Fangio 30, Moss 27, Collins 25 but had Collins been allowed to finish the races himself rather than sharing points with Fangio they would have finished as follows Collins 31, Moss 27, Fangio 24, so you can see the first British world champion could easily have been Peter Collins in 1956 rather than Mike Hawthorn in 1958.

1957 was not as successful with several major events cancelled, but an outstanding achievement being his total domination of the Mille Miglia again with Klementaski. The car's differential broke after over 800 miles of the 1000 mile course and at that time Collins had beaten the records set by Moss in 1955 for speed to both Rome and Siena.

1958 began well with a win at the Sebring 12 hours with Phil Hill, first in the International Trophy at Silverstone, third at Monaco and first in the British GP two weeks before he was killed on August 3 at the Pflanzgarten bend on the Nurburgring in the German GP while chasing down Tony Brooks in his Vanwall.

So that was the end of a light which shone brightly for a short time, nevertheless a light which I personally feel deserves more recognition than it has ever received.

Ends

AA.

The painting is also by Andy! (Ed)

# Events of Interest

## August

8th	S	WMC	Cars and Coffee at the Motor House from 0900
10th	Tu	WMC	Committee Meeting
15th	S	SMC	Blue Streak Rally (WMC marshalling)
18th	W	WMC	Work day at the Motor House for the Show equipment
20th	F	WMC	Setting up at Dalemain from midday
21st	Sa	WMC	Rose & Thistle Tour
22nd	Su	WMC	Cumbria Classic & Motorsport Show at Dalemain
28-30		HSCC	Oulton Park Gold Cup
29th	Su	KLMC	Pendragon Stages (Warcop)

## September

1st	W	WMC	Official Opening of the Motor House.
12th	Su	WMC	Lingholm Breakfast meet from 0900
19th	Su	WMC	Cumbrian Canter
19th	Su	EVMC	Greystoke Stages

## October

2nd	Sa	WMC	Solway Historic & Targa Rally
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