

**Wigton Motor Club Ltd**

# **Start Line**

**Issue: 09/15**

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

**September 2015**

## **Fabulous Classic Weekend**



**Brilliant weather and a total entry of over 800 cars over the two days made the Weekend a huge success!**

# **Motor Sport for All**

# Diary

Club events over the next month or so

## September Pub Run

Wednesday, September 2nd

Starts at the lay-by to the west of Moota on the A 595 at 6.30

Entries to bell@surf.free or mobile 07712582126

## Kames Sprint

Sunday, October 4th

Regulations will be emailed out and will be on the WMC website.

## WIGTON MOTOR CLUB LTD

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# Talking Point

## Topical comment from the world of motoring

There is no doubt that the Classic Weekend was a tremendous success and the Show certainly had the best turnout of spectators for some years. With the best part of 90 cars on the Rose and Thistle and over 700 at the Show the interest from members and friends was fantastic.

Not only that but over three days we had great support from members in setting out the field on Friday, then some were marshalling the run on Saturday and around 80 members helping at the Show. It's great that we have so many members willing to take responsibility for different areas of the event whether it be the admissions, the autotests, the WMC display or the gate team. In order to get everyone in the field in the time allowed it meant a vehicle coming through the gate every eight seconds! That's rather closer than the time it takes a field of F1 cars to go past!

There was a huge diversity of cars of different types and ages and it's good to see more modern cars being cherished and valued as well as they are the future. I often get asked "What is a classic car?" and I can honestly say there is no precise definition. There were many cars on display at the Show that had not been built when we had the first Show back in 1989 so hopefully the pool of cars we can draw on will continue to expand. The Club also put on a great display of motorsport in all its disciplines and the "try it" autotest was again very popular. There was added spice to this by the arrival of Russ and Paul Swift who were displaying Russ's E type at the Show. They are the two top stunt drivers in the UK, stars of many adverts, stunt displays, record holders for parallel parking and Paul is part of the team for a TV show we can't mention. They borrowed some cars and had a go and I got involved in passengering and commentating at the same time! That was a bit of a surprise for me and not many people have sat in with both these masters of the handbrake turn on consecutive runs. They then auctioned passenger rides for our two charities.

There has been wonderful feedback and some of that is included in this issue. It's been a lot of hard work over the weeks leading up to the Weekend and I would like to thank all those that did anything towards the success and particularly those on the Show committee and to Ron who put together what, by all accounts, was a fabulous run on Saturday.

One thing that always puzzles us at the Show is the number of people who enter, pay their entrance fee and then don't turn up. There can be a slight excuse if the weather is not so good but this year we had a good forecast and a warm sunny day and still around 25-30 cars failed to show. We did ask people to let us know if they could not come and a few before the setting out of the field and we did not put their pegs out. Obviously broken cars or illness cause a few no shows but it would be interesting to know why people don't come. It has been suggested that some regular "showers" enter more than one event and then decide the day before which one they will go to. That's unfair to the show organisers I suggest and to the paying public.

GTF



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# PG Tips

I spent 12 hours on the road including breaks and collecting a car and some doors (more of that later) and of the 12 I would say that 2 whole hours were spent driving in 50mph average speed camera zones on the M1 and M6. Of course yesterday was Sunday so there was no work on going, but the cameras don't get switched off. If there is anyone reading then you might remember my previous rant about the stupidity of this set up and also the terrible signs they post up to seemingly make the delayed motorist feel as though they are at least making things safer by the low speed limit. Well, the terrible signs were truly gut wrenchingly terrible yesterday and I would like to share these gems with you as well as the thoughts I had when I saw them:

“You may not always see us” (accompanying a picture of a workman) – No I can't see you because it's Sunday and you're all at home!

“Let's all get home safely” – you already are because it's Sunday and you're not at work!!!

“welcome to our work zone” - !\*\*!?!!!£\*\*\*\*\* (unprintable)

So, moving on to happier things...I went to look at a non-Skoda to possibly replace Snotty. A Mini Marcos just over the border at Dumfries was the target, a nice looking red one with a tuned engine and a proper (not Q) number plate too. The car itself looked decent enough, needed a bit of finishing and tidying up but not too bad. When we went out for a drive the problems started. There was almost no head room and the engine sounded so loud it was as if there was no bulkhead. The side windows flapped and every single component in the car rattled violently. It felt fast, probably a bit faster than Snotty but not nearly so stable and not really the car for me. Snotty therefore has a stay of execution and will hopefully be out at Kames in October.

In the meantime the orange mk1 Skoda Rapid turned out to be more rust than car and is so far staying untouched at a garage in Wigton. It has a place booked in the barn of doom though (see previous PG Tips for details) and will go there shortly – from where it will not return in working order or possibly ever! 2 weeks ago another mk1 Rapid came up for sale – hence the mega road trip to collect it from Luton. It is bright yellow and exactly the same as one I had when I was 18... I truly must be having my mid-life crisis! After a lot of negotiating I picked it up for a reasonable price. It does need work but it's not a wreck by any means. There are only 9 left now and of those 9, 4 are cabriolets. So I now own 2/5ths of all the mk1 Skoda Rapiers left. Not sure if that's something to celebrate or a sign that I have an illness. Whilst I was down in the deep south I also picked up a set of alloy skinned doors for Snotty that were hand made by a man in the Czech Republic who used to do the doors for the works rally team. They had been sat in a warehouse for the last 20 years unused after the owner decided not to fit them to his trials car and were picked up for a song. Weight wise they are each 10kgs lighter than a standard door (with Perspex windows as opposed to glass) so a big saving on the overall weight of the car. They are only going to be used for the Isle Of Man classic though because they're not legal in the road cars class here and the good old MSA just mandated Hans (head and neck support) devices for anything but road cars at normal speed events. This means that by fitting the alloy doors and plastic windows I would need a new helmet and the Hans device for the privilege because I would move into the Modified Production class. The minimum price for the helmet and device is £450. It is madness and the decision was mandated without any consultation or evidence it was needed and is another nail in the coffin of grass roots motorsport. I would encourage licence holders to complain but because it's a safety measure it's a non-negotiable fait accompli it would appear. Rallying and racing has similarly had Hans devices thrust upon them. Only some vintage cars (across the board) are exempt...which means you can hill climb a 150bhp 1930s Bugatti with no harness or seatbelt, roll over bars or Hans device, but you can't hill climb a 130bhp Skoda Estelle with FIA belts, a full cage but with alloy skinned doors and plastic windows - without a Hans device. I can't fathom it either.....hence why the trick doors will be removed after April next year and stored for the year!

Peter

# Shelsley Walsh 18/19<sup>th</sup> July

*Classic Nostalgia at its very best.*



The world's oldest motorsport venue is still going strong 110 years after the first pioneer cars raced up the lovely wooded hillside in the Teme valley in Worcestershire. Not only is it still going strong it is getting even stronger, the venue is really benefitting from the vast improvements done over the last ten years after a new, very long lease was negotiated allowing this investment to happen.

Competitors have always appreciated the garages allocated to each competitor's car, but now everyone appreciates the new restaurant

in one of the recently converted courtyard buildings. There is a bar brimming with atmosphere and memorabilia too in another wonderfully renovated period building. The whole place looks really stunning and a great tribute to all those whose skills have come together to produce such a wonderful legacy for future generations. Permanent office accommodation and a fireproof archive detailing over a hundred years of motorsport history was formed from other derelict buildings.

The watermill was fully restored by volunteer members aptly named "The Dibnahs," this is generally run on race days and a tour of the mill is highly recommended. A period wooden barn is very nearly restored now and these buildings form a fabulous courtyard that is put to really good use in a variety of ways all enhancing the range of uses, quality of the meetings and diverse range of functions they now hold at Shelsley over the year.



Each July for the past nine years or so a "Classic Nostalgia" event has taken place with vehicles up to 1980 being allowed to take part, these being split up into various classes.

Midland Automobile Club or MAC as it's known are superb organisers and just being on the committee is probably more difficult than becoming a member of Parliament, no fools are tolerated here and proper nominations and votes ensure only the very best people are selected. Top MSA Clerks of the course, scrutineers, professional rescue units and the like look after the organisation, lots of other stalwart volunteers give up many hours and even several days each week to tend and improve the facilities such is the love for the place.

Many of the motor industry's big movers and shakers have been members of the club in the past being so near to the industrial heartland of our former great manufacturing base and many are still very active in the club. Many new models of cars have appeared in public for the first time here, not just British cars either. Mercedes and Audi have sent works racing cars in the past as it was considered such a premier motorsport venue and worthy of this great honour.

The two days events at Classic Nostalgia are run as separate competitions although many people do both days of course. Different clubs are invited each day and the events are always counters in various championships. This year MG, Lotus, Chevron, Pre War Austin 7 club, Bert Hadley Challenge, Historic 500cc cars even Volvos were competing. The eligible Volvos were older models of course such as 122s, Amazons and PV544s, all battling it out for honours. These look unlikely hill-climbers but are exceedingly tough and much faster than would first appear. These models won

## Branthwaite Grass Test



Well typical British summers day for this years Branthwaite Grass test. But the dismal weather didn't dull our day. The hours trip over started off with decent weather at Shap but on the drive the weather was worsening with every mile travelled. On arrival we knew it was gonna be fun with the damp grass. Fiesta unloaded the back of the van was cracked open and the gas stove fired up and the smell of bacon very inviting. Tummys filled we got the Kak ready with different wheels hoping

the female side of the family would find this to be an advantage. After weighing up what Angela and Willie had in store for us we got lined up and made a start.

As most years tests 1&2 ran side by side with cars setting of simultaneously to try and distract you from what you are doing. Test 3 had no such distractions but instead had a garage to drive into with a tennis ball perched on top of a cone to make sure you didn't overshoot (which i managed to do!). Test 4 consisted of several figure of 8's with a spin to the finish. Each test was to be run twice which I believe means 8 tests..... John Hunter must have missed a couple of maths lessons and managed by the interval to complete 16 tests! after a regroup and recap from Willie with the weather worsening it was decided to do 4 more tests. The sight of a Freelander autotesting was a novelty seeing sods fly in all directions, as was seeing Steve Fishwick join several tests together even if it did mean he came to rest only a matter of inches off Megan's freshly resprayed Kak which was mid test!!!

As on previous years Willie had set up a mini digger challenge to test your hand to eye co-ordination. Unfortunately mine was quite poor, Megan faired slightly better. After a couple of practises Jacqui managed to produce a respectable 1.37, Dad jumped in cranked up the revs, opened the window and got comfy and straight off produced a 52 seconds. Upon hearing this Willie thought he had to beat this as it was his digger! After 3 attempts he still hadn't managed to beat this and retired on 54 seconds.

Whilst Irving totted up the scores I was entrusted with the job of driving the tractor! ( I mean has he seen my driving!) to collect the cones. There was also a quiz for people to show off there motoring knowledge. Willie had planned a hillclimb but due to the weather it was abandoned.

As the results were announced it seemed our journey was worth while with Megan scooping 1st Lady (despite running into her own spare wheels and damaging her front bumper), Dad winning fastest digger driver (20 years experience must have helped) and 1st FWD. The icing on the cake was 1st overall for me, the new car had performed all day. The marshals did a cracking job despite the weather and the event had been slickly run.

Then to top it off Ann had been slaving over the stove all afternoon and had produced a fantastic selection of cakes, biscuits and scones.

Robert Iveson



many tough international rallies such as the RAC rallies in the forests in the past and it's great to see them competing again.

One unusual thing about this event is once you have been scrutineered you can select which batches you wish to run in for your practise runs rather than in numerical programme order. This means a great and varied selection of cars tackle the hill in each batch and when competitors reach the top paddock there is a hut with computers displaying all the information of the run. This gives speed through the two speed traps, time it took to cover the first 64 feet which almost every event gives to compare launch times as well as sector

times. Drivers can then compare how they have done although a big clock as you enter the finish paddock displays your actual time for the run.

It's not often a clubman's MG will share a paddock with the fastest car ever to lap the Nurburgring, but that very Porsche 956 was being blasted up the hill over the weekend then waited with others in the top paddock. I am sure an 1172cc Ford Sidevalve Buckler has never ever sat alongside the massive works XJ12 Coupe or the world's most famous XKS, XJR, E type, or project 7 car plus other iconic Jags but it did on the 18/19<sup>th</sup> July at Shelsley as the photos clearly show.



Many wives/ partners get dragged to events and enjoy or tolerate the competitions to a greater or lesser degree but here there are always lots of other attractions with various stalls selling books, clothing, handbags and scarves, generally with a motoring theme I have to add. Polish, ice cream, vintage parts for cars, vintage clothing, jewellery and food from a hog roast were also for sale so a very varied selection indeed.

In addition a stunt plane did fantastic

acrobatics and a World War Two Spitfire came and flew several circuits before flying off to its base; it was one of only three WW2 planes still operational I was told.

At various times the courtyard had various live singers or bands performing music from earlier decades. Here you could jive, jitterbug or sequence dance, times were all listed in the programme and instruction was given for anyone who wished to have a go.

Derek Bell was autographing books, Dellow and Triumph cars had club stands, you could join the Midland Automobile Club and a special offer allowed you to reclaim your admission fee against a years membership. Buy quality clothing from the MAC merchandise hut or have a picnic on the grass, many of the thousands of spectators did this and it was indeed a lovely way to spend a weekend. Other spectators sat in the tiered permanent seating which affords great views of the action or lined the barriers of the track as they have done for over one hundred years.

A "Concours D' Elegance" sponsored by Classic and Sports Car magazine was judged by its editor James Page and walking encyclopaedia, BBC F1 commentator, former editor of Autosport, owner of the fabulous "Stovebolt Special", competitor, author and one of the nicest guys ever to attend motorsport events, Simon Taylor was co - judge.

Simon wrote a book on the history of Shelsley Walsh for its centenary, it's a fabulous book for anyone with an interest in motorsport. The winner of the Concours had the opportunity to have the winning car displayed at the NEC at the biggest classic car show there is.

There will be many things I have missed but this article gives a reasonable overview of what went on. If you missed it you missed a treat but there is always next year. Details of all the events at Shelsley can be obtained from the Shelsley or MAC websites and all times and results are available online, go to "resultsman" and follow the links from there.

It was truly "Classic Nostalgia" indeed.

Keith Thomas.

## Shelsley Notes



As Keith has described Shelsley Walsh is a world away from the barren wastelands of Scammonden or Forrestburn. It is a nice place to go for the whole family and not only do lots of families go with their competitors but many thousands of spectators turnout as well. Facilities for everyone are superb and the marshals have their own signing on office and a separate store and meeting room. There were no shortage of marshals!

My car is tuned and geared for racing so no ideal for the hills where most of the rest of the class were running much lower diffs and running Advans as opposed to my "historic" spec Avons. The Saturday was a counter in the MGCC Luffield Speed Championship while there were a variety of classic classes on both days. Compared to Prescott Shelsley is a power hill with some quite high speeds over the finish line. Indeed they even have a sand trap at the end of the straight into the holding paddock! While I ended up in the middle of my class I was quickest over the finish line speed trap!

I would certainly recommend competitors to try an event at Shelsley or Prescott.

GTF



# ***Your Comments on the Show***

*All these comments were received via email or Face Book within 24 hours of the Show!*

Thanks for another great day

We had a great day and the weather certainly worked in our favour! I am really grateful for the opportunity to have been there and would love to attend again next year. I was delighted with the comments and reception we received from spectators and exhibitors about our coffee and our little classic van itself.

Just to say what a good day I thought it was yesterday , and a big thank you to all those who were helping. I had a lot of interest in the GT40 , and lots of people said how much they were enjoying the show . I was sorry to have to leave early , but we did manage to make it to our party on time . We are now looking forward to the Solway Rally.

Many thanks Graeme, fantastic show, great club stand displays as always and a pleasure to attend every year. Thank you for having us

Hope you have recovered from yesterday. Enjoyed the good weather, especially as the Sprite is currently being run without a wiper motor

What a fantastic show, It. it was brilliant. The effort that the committee and all the marshals and volunteers put in was amazing. Many congratulations.

Joanne Adams and The Little Blue Pig would like to thank the organisers at Wigton Motor Club for a fantastic day! The classic Citroën HY was in great company. Many thanks to the many customers for their lovely comments about our coffee and the great interest they showed in our fabulous little van.

What an enjoyable weekend and as usual the weather played such a big part of it. Yesterday was hugely successful and apart from a spell on the admissions gate with Paul and a run to the bank I had most of the day to see load of people and their exhibits and I never heard a single grumble. As the driving force behind the operation you have much to feel happy about. You deserve a holiday.

Another great show today.

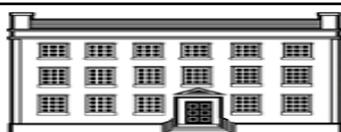
Just wanted to thank you for a brilliant day out at Dalemain and for organising fantastic weather. I heard so many people praising the club for holding a great show and it's a credit to you and all who helped make it so successful. Hope you got home in a reasonable time and was able to put your feet up with your favourite tipple.

Just got in before the downpour started. Thanks for a great event today. It seemed to me to be very well supported with an enthusiastic and interested crowd. Your organisation went flawlessly and the marshals were excellent. Very rewarding to have been voted the winner.

I would like to thank you on behalf of the Solway Jaguar Club for a fantastic well organised show at Dalemain.

The feed back from our members was that this was one of the better shows that they had attended here over the years , the weather was kind to us, the company was great what more could we ask for.

Once again great show looking forward to next year.



**Brockbanks  
Solicitors**

Whitehaven, Cockermouth, Maryport, Workington and Keswick (as Oglethorpe & Broatch)

## Cumbria Classic & Motorsport Show Award Winners

Award	Number	Car	Owner
Class A 1st	20	MG SA	D. Saul
Class A 2nd	21	Ford Model A	J. Davidson
Class A 3rd	4	Austin 7	J. Trickett
Class B 1st	3	MG Magnette	S. Wallace
Class B 2nd	1	Sunbeam Mk 111	L. Holden
Class C 1st	8	Triumph Italia	I & C Tomlinson
Class C 2nd	4	Jowett Jupiter	B. Swindelhurst
Class D 1st	2	Sunbeam Alpine	M. Harrington
Class D 2nd	6	Austin Healey 3000	A. Read
Class E 1st	3	Alfa Romeo 1750 GTV	A. Pilling
Class E 2nd	8	Aston Martin DBS	B. Mayo
Class F 1st	13	Ford Anglia	G. Wright
Class F 2nd	24	Lotus Cortina	A. Queen
Class F 3rd	8	Ford Cortina	J. Scott
Class G 1st	17	Triumph Spitfire	N. Dean
Class G 2nd	25	Triumph GT6	R. Foley
Class H 1st	11	Datsun 240Z	J. Kinghorn
Class H 2nd	10	Datsun 240Z	D. Grandison
Class I 1st	23	Ford Capri	P. Freestone
Class I 2nd	30	Ford Escort	A. Davidson
Class I 3rd	12	Triumph Dolomite Sprint	G. Caine
Class J 1st	26	Lotus Esprit	J. Bell
Class J 2nd	2	Alfa Romeo Spider	I. Thurgood
Class J 3rd	32	Ferrari Mondiale	D. Scaife
Class K 1st	20	Ford Fiesta Supersport	M. Dixon
Class K 2nd	5	Mini Equinox	A. Huggon
Class K 3rd	3	VW Golf Cabrio	R. Crosbie
Class L 1st	4	Austin A35 Van	M. Robertson
Class L 2nd	13	Land Rover & Trailer	P. Grundy
Class M 1st	10	Jaguar Ronart	G. Gash
Class M 2nd	6	Hawk Cobria	M. Wilson
Class N 1st	3	BSA Police bike	D. Liddle
Class P 1st	6	Lancia Delta	P. Carey
Class P 2nd	5	Ford Focus RS	D. Pearson
Clubs 1st		Land Rover Series 1	
Clubs 2nd		Skoda Owners Club	
Clubs 3rd		Corvette Owners Club	
Best MGA	5	MG A	M. Roberts
Best Bentley	1	Bentley 3/4.25	K. Rylands
Best Mercedes	1	Mercedes 350SLK	J. Moore
<b>Car of the Show</b>		<b>Triumph Italia</b>	<b>I &amp; C Tomlinson</b>

# RACING LINES

## News from the Circuits



zen North!

The Croft Nostalgia Festival seemed to be a popular event with some of the largest crowds seen there for many a year.

A number of WMC members were spectating or racing. Robert Gate had two outings in his E type while Ed Glaister had an engine problem with his Anglia.

One of two of the grids were rather small—with the majority of racers living south of Watford Gap, they seem to consider Croft or Oulton Park to be the fro-

## Welcome to the following new members:

**We have pleasure in welcoming the following new members to the Club and we hope that you all enjoy our events and social activities.**

Rob Irvine	– Essex 5758	David Taylor	– Penrith 5759
Dave Clarke	– Lancs 5760	Richard Noble	– Penrith 5761
Edward Parsley	– Essex 5762	Roger Smith	– Carlisle 5763
Andrew Bicknell	– Essex 5764	Mark Harris	– Essex 5765
Charlie Woodward	– Nr Burnley 5766	Nigel Todd	– Wiltshire 5767
Wendy Coleman	– Cleveleys 5758	Bill Limbrick	– Cheltenham 5769
Jasper Kirkman	– Wigton 5770	James Fee	– Whitehaven 5771
Jim Dyke	– Carlisle 5772	Colin Ellenden	– South Shields 5773
David Ford	– Inglewhite 5774	Tony Smith	– Dalston 5775
Stefan Michalak	– Wirral 5776	Peter King	– Penrith 5777
Andrew & Judith Jarman	– Workington 5778/79		

**For most of you this will be your first magazine and we hope that you enjoy it and that you will take part in many of our activities.**

# Elderly Utterances

## The Voice of Experience!

Ron Palmer has his say

The Blue Streak Rally was run as a Targa event with a class for the eight Historics entered. Wigton MC fielded a strong entry in both classes most of whom acquitted themselves well (except us) but as with all events of this status all entrants were deemed to be members of the organising club.

Run on 16<sup>th</sup> August Spadeadam MC's first attempt at this type of event was well received with 15 mostly new tests within 10 miles or so of Brampton. The Howard Arms at Brampton was the start and finish venue and The Golden Fleece at Ruleholme hosted the BBQ lunch halt with three tests close by. The 28 entries were happy with the efficient marshalling, interesting venues and good food. It is sure to attract a greater entry next time.

It seems that fewer Historics (cars not crew) are being used on local events and with our mount being worth in the £25K region and David Agnew's 911 even more, it is an understandable situation. Targa cars are cheap and readily available with drivers searching diligently for a potential winning car that no one else has spotted. Nevertheless the well driven Classic Imp of Mike Dent/Mark Gilmour took the winners accolades from John Bertram/Andrew Fish, who were a close second. A good third overall and first Targa was Andrew Graham/Michael Holmes in the Puma this crew becoming consistently competitive in such events. The Solway is sure to attract a healthy entry of Targa cars again this year.

The Rose and Thistle run on the Saturday before the Dalemmain Show attracted a healthy 86 entrants with an age span ranging from the 1923 Bentley of David and Debbie Rushton to the 2013 Porsche Cayman of Phil and Sandra Davies. In between was a sparkling array of mouth watering classics and moderns all being driven the 137 miles and afterwards many being washed off and prepared for the show the following day. We were delighted by the large number of first time entrants and the twenty one new club members enrolled on the event. Wigton MC attracts entries from around the country for many of its events and the R&T this year had folk from Essex - 4 cars!, The Cotswolds, Suffolk, Wiltshire and Surrey, plus our many regulars from Cheshire, Lancashire, Glasgow, Yorkshire and The North East. I am still asked how does a club based in Wigton attract six or seven hundred members? My reply is 'give em what they want'. Thanks to Chris Leece for start venue duties and to John, Lynda and Andrew Graham for the sweep car. They must have got the taste for bacon sandwiches at the start on Saturday as the wonderful bacon smell was again wafting from the caravan at Dalemmain on Sunday morning. We gave out a new type of commemorative award this year which was well received and someone asked at the show if there was a spare for his navigator. Well the answer is yes I have one but just can't remember who asked – please call me on 01228 575153 and I'll send it.

Well wasn't the Show a great success and not all down to the weather. The number of volunteer club members seemed greater than ever before with many taking the opportunity to top up their tans and colonial shorts were much in evidence. Being a bit slow off the mark leaving home I joined the tail end of a long inbound queue at 09.35 but by 9.45 I was parked up and ready for the day. The gate team under the leadership of Colonel Roger Pope did a very efficient job keeping everything moving and banishing any non card bearing miscreants to the public car park. I did a stint on the Paul Gilligan entrance desk and was impressed with how the queues there ebbed and flowed but always kept moving. The numbers joining the club with the discounted subscription were very encouraging. I'm told that at peak times a few managed to dodge paying. More barriers next year I think.

Ron.



# Gates Tyres Northern Historic Rally Awards

## The First Blue Streak Targa Rally – 16<sup>th</sup> August 2015

This early morning malarkey is a bit of a pain in the proverbial isn't it? But we were off to Brampton and the first ever Blue Streak Targa and Historic Rally so once we had got over the alarm clock shrieking at 5am and the sun had made a brief appearance, the day started to look promising.

We'd had the foresight to load the Midget onto the trailer the night before thereby avoiding the inevitable "marital discord" (ie bickering) when the husband drives the car up the ramps. There is no way on this earth that I am going to stand within the confines of the trailer giving directions "to me, to you, to me.....no you'll have to go back". Even something as small as a Midget can inflict considerable damage in the hands of a cross husband when his foot accidentally slips off the clutch. So I left it to our long suffering friend, Chris, to do the honours while I watched at a safe distance from behind a brick wall. I am, of course, trained in the use of ratchet straps so was allowed to get my hands dirty whilst trying to educate the husband in the basic laws of physics.

A couple of "improvements" have been made to the Midget over the last twelve months (and I'm not talking about shockers – yawn, yawn, yawn). These are apparently for my benefit. Mark 1 MX5 seats, shabby but serviceable, have replaced the original mustard plastic ones which parted company with the runners on the Durham Dales rally last year. Naturally, the husband omitted to mention that, in order to move the new seat forward, I would be required to jam my fingers between the adjuster and the cross member – several times.....

Oh, and I've got a new footrest! Bit of old baked bean tin, complete with perforations, screwed into the foot well just a bit too far to the left to be comfortable and a bit too fragile-looking to withstand the onslaught of navigator braking - but time would tell.

So we arrived at Brampton and unloaded. All the other drivers deftly reversed their trailers against the fence to avoid getting them nicked but the husband decided on a belt and braces approach and applied a caravan wheel clamp whilst I successfully put on the tow hitch lock. Not successfully enough it seemed. The husband removed it and then repositioned it again in exactly the same place – just to be sure..... So that was a good start – the husband looked rather pleased with the outcome and didn't notice my compressed lip smile and two fingered wave behind his back.

So on to the start of the rally itself. Spadeadam Motor Club had done us proud. This may have been their first Targa rally but the organisation was faultless. A huge amount of effort had gone into the preparation of the road books and test diagrams – spiral bound and in colour. They had even thought of including two sets of timecards so competitors could keep a tally of their times for the inevitable post rally inquest/blame game.

If I'm honest, the next few hours were a bit of a blur as we hurtled through the countryside doing our level best on a variety of testing surfaces and changing direction with such frequency that I was glad



had decided against the full English. Lunch time came and went with a BBQ and lots of banter in which it transpired, according to Fiona, that Chris Hunter's performance had improved considerably once he had taken his knob off the steering wheel. This was followed by a full and frank discussion about the relative merits of the shared sleeping arrangements as experienced by Derby and Joan on previous rallies. (I have changed the names here to protect the innocent – you know who you are.) So, after a raucous half hour we were off to do battle again – and then the fun really started.

Up until this point we had a clean sheet but test 8 was tight – very tight. It involved lot of huffing and puffing and much hauling on the steering wheel eventually escaping to the finish line between two “O’s” but from the wrong side. That was the first 20 second penalty of the day - a second was to follow on test 10 for the same reason. Thought it was going too well.....

Test 12 sorted the men from the boys and went on forever – a bit of a backlog had built up here so we had ample opportunity to witness the exit via the water splash. The roof went up on the Midget although I was aware it wouldn't be a lot of good when the water was coming in through the floor. Still – there was my hair to consider. The photographer had a good vantage point and captured several impressive walls of water before consecutive cars spluttered to a standstill and had to be pushed up hill to safety. This was obviously the highlight of the day – the tool kits were out and lots of advice was offered “have you got the spanners? No - it's just the way I'm standing.....” That sort of thing.

Of course we conked out as well – I did the gentlemanly thing and vacated the vehicle before we were rescued – didn't want anyone straining their giblets on my account. Bit of grumbling from the driver's seat on the pros and cons of mixing water with elderly vehicles but the husband soon regained his composure when the Midget fired up and off we went in one piece.

Test 15 – managed to get up to 60 in third gear (is that a record?) on the return straight before slamming on the anchors and releasing the parachute – with me watching from behind the clipboard, in the same way I watch a horror film from behind a cushion, whilst forming two size four dents in the footrest.

It's a great relief when it's all over and you get to hear all the other disasters of the day: Andrew bent his steering wheel in frustration at a Wrong Test, Chris set off on detour around the back of a building by not listening to Fiona (again), David and Alan – yes, we've all been there....., Ron and Robin – no substitute for experience and a cover on the distributor.

So Team Wigton did rather well in the awards – apart from Team Sloan, obviously. At least we are consistent – and still on speaking terms for a change.

Thanks to everyone at Spadeadam who organised, marshalled so cheerfully and generally made sure we all had an excellent event – long may it continue!

Cheers!

Marian Sloan (aka Maz)

# Blue Streak Photos



# BYGONES

## Anecdotes



**Cars are getting bigger by the year!** A modern Minis is 18 inches wider than the original. The Ford 100E Prefect of the 50s was just 58 inches wide while current Focus is 79 inches. Party this is due to the large door mirrors which add about 6 inches while wider seats add to it and we have thicker doors are part of the car's safety. Many people can no longer get their car into the garage and many car parks have spaces which are too small for a typical Mondeo or SUV. The current Mondeo is 6'10" but the new version due next year is actually 1.3 inches narrower!

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# Cumbria Classic & Motorsport Show



**David Rushton**



**Ian Cowan**



**Happy marshals**



**Wigton MC display**



**David Agnew & Russ Swift**



**Interested spectator**

# Rose & Thistle Photos



# Rally Torque



**The most experienced crew on the Blue Streak: Robin Murray and Ron Palmer**

## **MARSHALS' POST**

The latest update on the Marshals' Championship will be emailed out shortly. All WMC events count plus any we are invited to marshal on. The Historic Rally and Speed Championship also award points to members to marshal on WMC events.

The next event is of course the Kames Sprint and then the Solway Autumn Classic

### **Prizes:**

- |             |  |
|-------------|--|
| <b>1st</b>  | <b>Passenger ride in an M Sport Fiesta</b> donated by Malcolm Wilson       |
| <b>2nd</b>  | <b>Two tickets to the Croft Nostalgia Weekend</b> donated by Croft Circuit |
| <b>3rd</b>  | <b>Two Tickets to the Knockhill BTCC round</b> donated by Knockhill        |
| <b>4th</b>  | <b>Two tickets to the NEC Classic Show</b>                                 |
| <b>5th</b>  | <b>Two tickets to Race Retro</b>   |
| <b>6th</b>  | <b>Two tickets to Autosport Show</b>                                       |
| <b>7th</b>  | <b>Two tickets to the Donington Classic Festival</b>                       |
| <b>8th</b>  | <b>1 ticket to the Autosport Show/Race Retro/NEC Classic</b>               |
| <b>9th</b>  | <b>1 ticket to the Donington Classic Festival</b>                          |
| <b>10th</b> | <b>1 ticket to the Croft Historic Meeting</b>                              |

# Autojumble

**Buy, Sell, Exchange, Give!**

**Free to members**

**4 wheel Woodford trailer rated at 2.7t gross.** recently serviced at Alan Tuer's at Carlisle and has had the brakes and hitch overhauled along with 5 new tyres and a new heavy duty jockey wheel  
Ring Tim Oliver on: 07899 992830

**Midas Coupe: 1981** Coupe one of only two left! GRP monocoque and 1275GT mechanicals. Lots of new parts and ready to compete in. Ring Phil Hallington on 07711081766

**Wanted: MG Midget Mk3 or Austin Healey Mk4**, prefer a pre 1970 with wire wheels. Must be in excellent condition.

Also for sale: TR/TR3A spares: Ivan Watson 01228 526378

**Silkolene 20/50 oil for classics. 5 litres for £15.00.** 10/40 semi synthetic for modern cars 5 litres for £12 or 2 for £20. red rotor arms for most British cars of the 60s and 70s plus condensers.

Ring Graeme Forrester on 01900 825642.

**Mazda 1.8 2001** leather new discs new cat and new front wheel bearings Long MOT. 87k £2100  
ONO G Gash 07712 677724

**Marchal Spot and Fog lights**, suit 50s/60s/70s classic. Brand new and boxed. £70 each

Ring Graeme Forrester on 01900 825642.



Sparco universal seat mounts/slides. Brand new £25

Ring Graeme Forrester on 01900 825642.

**A pair of MG B roadster wings** for a rubber bumper car in excellent condition, no rust. £150 for the pair. Ring Graeme Forrester on 01900 825642.

# Inside the Industry

**Paul Gilligan keeps us up to date**

Sorry I'll be a bit brief this month. Not to bore you a lot going on Chez Gilligan. Firstly we're moving house, a dreadful experience in every way, but will be worth it in the long run. Secondly Mrs G has had a minor operation meaning me adding Chief Male Nurse (a role to which I'm particularly unsuited) to my responsibilities. September new plate is coming, and then there was Dalemain.....

## **Sizzling September Looms**

As I write we're just a week from the start of September, which of course brings another new registration plate, 65 this time. Whilst the March plate change occurring in the Spring is the biggest sales (read registration) month of the year, September is in many ways more important. That is because after September sales dip towards the end of the year when the fat guy with the red suit and white beard seems to take over earlier every year. So for manufacturers and dealers who are a long way behind the optimistic targets they set at the end of last year, September is the last chance to pull back some of the shortfall. And shortfalls there are.

A friend of mine recently took over as Van Fleet Sales Manager for the British end of a European manufacturer. He started in July to find that to end June they had achieved 40% of the target, target for the first 6 months not for the full year. So let's say for a moment target for the year was 10,000 sales, they should have done 5000 by end June, they've done 2000. ONLY 8000 to do in the second half year then! No plugs but he's asked me to help, so if you want a CHEAP van.....

Many others are in similar difficulties, and many bargains will result. Some of the September offers I'm seeing take believing, and we're still in August! As if that wasn't bad enough for the industry:

## **China Stalls**

Most of you will have read recently about the economic problems emerging in China. After many years of explosive growth it seems the party is coming to an end. Chinese stock markets and property prices are plunging, other stock markets around the world have followed and there's no bottom in sight currently. Of course China has emerged as the World's largest car market, with new car sales trebling between 2005 and 2014. This of course attracted the attention of American and European manufacturers, particularly the German makers, who by 2014 had 27% share of Chinese new car sales.

In the US there used to be a saying that "When Detroit sneezes America catches a cold". That reflected the importance of the car industry then very much centred in Motown to the US economy. Now we could rightly say the when China sneezes the whole World catches a cold. Those German manufacturers with a 27% share of the Chinese market now find that a bit of a poisoned chalice. Because 27% of a lot less is a LOT less. Jaguar Land Rover sales in China are one third down on last year even after they have made BIG price reductions in China.

As I've said many times before falling demand doesn't mean the factories stop making them. So the cars will have to go somewhere. Even though many European and US manufacturers have established joint venture factories in China, that doesn't mean the cars produced have to be sold in China. So perhaps even more cars for Europe to absorb, at even better prices?

## **A Long Way From Coventry**

For those of us of a certain age Jaguars were made in Coventry, Browns Lane to be exact. Like Fords were made in Dagenham etc. Browns Lanes no longer exists as a car factory, neither does Dagenham, although it at least makes millions of engines every year. Jags are now made in the plant in Castle Bromwich Birmingham and in the old Ford factory in Liverpool, and in China, India, and Brazil with perhaps Dubai to follow.

However in addition Jaguar have just signed a letter of intent to build a new factory in Slovakia. You'd have thought that one of those could make a Le Mans winner?

### **Dalemain**

Sorry it would be wrong to end without saying what a wonderful day Dalemain was this year. Of course we were amazingly lucky with the weather. Saturday night monsoon. Sunday night strong winds and monsoon. Of the 18 hours between we grabbed about 12 which proved to be the best day of the year. This is of course due to the whole of your Committee having behaved perfectly in previous lives.

As usual these days I was running the admission gate with a great team of helpers, and we were BUSY. Attendance was about 60% up on last year (I haven't done all the numbers yet, but I'm guessing about 2500 visitors.), but the nice thing was how many of our visitors took the time to tell us on the way out what a great show it was and what a wonderful day they'd had.

So a big thanks to all who made this great showcase for the Club happen, particularly my Gate Team, even more particularly Debbie Rushton who I kidnapped to do all my admin (it's not easy counting all that money you know). We got almost 50 new members which Graeme thinks will take us over 800. So only 200 more to where I want to see us then?

Paul Gilligan  
pg@gvcontracts.co.uk

## **Solway Autumn Classic Weekend**

**October 17/18th**

**Saturday**

### **Cumbrian Canter**

An afternoon touring event in the west of the country starting at  
Cockermouth

**Sunday**

### **Solway Historic & Targa Rallies**

**14 special tests in west and north Cumbria**

**A round of the Gates Tyres Historic Rally Awards**

**Entry forms for both events are on the website.**



# Andy's Armchair

**Andy Armstrong takes an irrelevant look at motoring and motorsport**

I was interested to read the comments about traffic lights, and the way they seem to be taking over the universe of late, but am I the only one with a gripe about 50 mph limits signs? Great swathes of the A66 to Scotch Corner have recently been infested by these pests, (maybe they've migrated there for the summer or simply moved in en masse to be near their relatives who live permanently on the A1.) The thing is there are no road workings being done, all the square/rectangular signs are folded down, all the cones are neatly stacked out of the way but the circular 50 limit ones are still proudly flaunting themselves. It really rings of putting a camera van in position and taking the mickey.

I was sorry to hear that Jules Bianchi had succumbed to his injuries after nine months in a coma. I imagine like most people, it really didn't come as a surprise as it had seemed inevitable since the first report of his condition was announced. What was a surprise was that Autosport devoted almost 30 pages of tributes to the lad. Yes it was a tragedy but surely to goodness it's something anyone getting into a racing or rally car has to accept as a possible, if unlikely outcome. With this in mind I just found the volume those at Haymarket Publishing thought necessary to be over the top, a concise obituary for the young man would, in my mind have been more appropriate, and generally more tasteful.

I see that Clarkson et al have signed up with Amazon Prime to continue their so-called motoring programme. Apparently the sum of £79 is somehow involved with this so bearing in mind what the content of the programme is I can only assume that Amazon will send me a cheque for that amount if I watch an episode (really I'd think more was appropriate). My wife suggested they want viewers to pay this amount to watch but obviously she's wrong must be the first signs of her losing the plot. On the subject of cars and television, not so long ago Brian Johnson (the melodious crooner with AC DC) had a series of motoring shows which I initially discounted as basically I wasn't too keen on the cut of his jib. My daughter put me right, told me not to be so stubborn and watch, and when I did, surprise surprise, they were really good. Gruff rocker he may be but true enthusiast he surely is, he genuinely appeared moved by some of the cars.

The nostalgia weekend at Croft served up much the same as ever. The racing was good, especially the battling Formula Fords, but unfortunately the Guards Trophy race was missing. Overall you can't help feeling it needs a bit of a refresh. I'll watch anything to be honest but maybe the casual visitor needs something a bit different, possibly a couple of old F1 cars or Can Am monsters doing a lunch time demonstration. Surely someone could be "encouraged" to make a trip north and entertain us the flat cap and whippet brigade.

Ends

AA

# What's On

## WMC events and other events of interest

### September

2nd	Wed	WMC	Pub Run
5/6		BRC	Bo'ness Revival Hill Climb Weekend
6th	Sun	DAC	Durham Dales Classic Autotest (GTHRA)
20th	Sun	SoSCC	Doonhamer Historic Rally (GTHRA)

### October

4th	Sun	WMC	Kames Sprint
17th	Sat	WMC	Cumbrian Canter
18th	Sun	WMC	Solway Historic Rally & Targa

Visit the website for all the latest news

[Catch up on Face Book](#)

Please only phone club officials between 19.00 and 21.00 in the evening.

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