

Wigton Motor Club Ltd

# Start Line

Issue 11/21

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

November 2021

## Super Solway



**As usual Tony North was out snapping the event!  
Historic winners Noel Cochrane & Olly McCollum**

**Get Involved!**

# Club Officials

## OFFICIALS

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

# *Talking Point*

## *Topical Comment from the world of motoring*

It's seems to have been flat out for the last four months for the Club. Two autotests, The Rose and Thistle Tour, The Classic Show, the Cumbrian Canter, the Solway, two Cars and Coffee meets and our Motor House official opening plus plenty of last minute things at the Motor House.

However the reward has been the number of comments and emails from members as to how great it was to meet up again with fellow enthusiasts. Clubs are all about enthusiasts for any type of motoring activity getting together. On this year's Solway the event was planned to allow plenty of social time around the meals that were included in the entry fee and that all the marshals got the same meals as the competitors. That does not come cheaply but it's worth every penny. "For members by members"

The two Cars and Coffee meetings have been packed out and again it's been great to see everyone again. The November one will be later in the month and will be a lunch time BBQ. Whether we continue with the meets during the winter remains to be seen – what are your views?

The committee are working on our event programme for 2022 and we have never been afraid to change or innovate so please let us know what events you would like to see the Club run next year.

It's great to hear that M Sport have been able to sign Craig Breen as their lead driver for 2022. It's a while since they have been able to have a winning driver so the pressure will not be on to compete with the other two teams head to head.

Have you noticed how press releases from teams and drivers invariably use the same format and phrases? It's as if the fledgling PR people are given a basic template at university and then they all use it. What is worse is the quotes that are attributed to young karters, all very much in a pre-written format by an adult, eight year old kids don't speak or write like that.

"We are a bit off the pace today, but we will take the positives to the next event." Actually means we were pretty useless and hope we can do better next time. I will miss Kimi Raikkonen's interviews – short and to the point – no PR speak!

Mind you the police are no better. Their statements to the press all read the same and invariably finish with the phrase, "We wish to send a clear message to criminals...."

GTF



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

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# Club News & Events

## Motor House

### BBQ

Sunday, November 28th

sausages in a roll, soup and a tea/coffee

£5

pre book with Peter on : [petergarforth@btinternet.com](mailto:petergarforth@btinternet.com)

## Dates for your Diary!

April 24th **Drive It Day**

August 20th **Rose & Thistle Challenge**

August 21st **Cumbria Classic and Motorsport Show**

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# Start rally driving at 14? Yes you can.



Junior 1000 rallying started about 12 years ago in England and Wales with Scotland following three years later. If you have been to a single venue rally, you may have seen a Junior event, with a field of Micras, C1s, 107s and Citigos being driven right on the limit.

Be in no doubt, this is serious rallying. The cars may be restricted to a 1 litre engine with essentially standard mechanicals and a Yokohama control tyre, but in all respects they must comply fully with Motorsport UK stage rally regulations. Likewise the crews must wear approved clothing and hold stage rally competition licences. Competition is frequently furious, with stage times being traded and some events having been won by just a 1 second margin.



The Junior 1000 Ecosse Challenge is primarily Scottish based but has included rounds in previous years at Weeton (Lancashire) and the Cadwell Park and Anglesey racing circuits.

The championship is delighted to have again this year a number of registered competitors from England and Northern Ireland, although most competitors of course come from across Scotland. The COVID-19 pandemic has resulted in a reduced calendar of 5 rounds this year but is no less hard fought. After the first two rounds, Archie Swinscoe from Lancashire leads from Thomas Johnstone (Fife) and Letisha Conn (Armagh).



A full 8-round championship is planned for 2022 and the organising team are looking for as many new recruits as possible. So, if you'll be at least age 14 next year, or know someone who will be, check out the championship website <http://www.j1000ecossechallenge.co.uk/> for more information, including videos, or get in touch with the organisers via [coordinator@j1000ecossechallenge.co.uk](mailto:coordinator@j1000ecossechallenge.co.uk). They'll be delighted to hear from you.

# PG Tips

## Peter Reflects On His Month

This month I'm going to start by promoting the winter BBQ I'm going to be running up at the Motor House at Moota on Sunday November 28<sup>th</sup> between 12 and 2pm. Yep – I did say BBQ. Hopefully the weather will be a clear dry November day and not a soggy cold one, but the plan is to fire up the barbie and cook some sausages (veggie ones will be available if anyone wants), warm some soup and charge a few quid a head for sausages in a roll and a mug of soup – I'm sure there will be tea and coffee on tap as well. Bring along an interesting car, or if it's in the garage for the winter just turn up for the chat and we can all shelter in the Motor House if it's raining!

I've started work on the Citroen Bx after deciding it needed a few bits and bobs doing to make it right. The front suspension bushes rattled a bit and that rattle could also be from the drop links so I decided to sort it out. Whilst I was there I decided I might as well replace the ball joints as they were also undoubtedly 30+ years old. The front suspension arm and drop link operation went like a dream – unbolting easily and ready for re-assembling in no time.

I picked up a bargain pair of new old stock ball joints on Ebay and that's where the fun began, and when I say fun, I mean torture. Unlike every other car I've ever owned and worked on that I can think of, the ball joints are not part of the lower arm – they are screwed into the bottom of the hub. How difficult could it be to unscrew a joint that had notches in it I thought. The answer, of course, is nearly bloody impossible when they've been there for 30 years under pressure. I started with a hammer and drift – hitting the thing harder and harder but it wouldn't budge a mm. The second one was the same.

I then consulted the interweb. Lots of Citroen geeks gave their opinions which ranged from – it should just tap out with a hammer and drift once you've removed the locking tab, to – buy a special PSA tool, to – I had to remove the hub, heat it up, hit it with a hammer, attack it with an angle grinder and it took days. I think you can guess which option fitted my scenario. I foolishly started by buying a PSA ball joint tool, but my ball joints laughed at the tool and started to commit hari-kari with the outer notched section peeling away from the bulk of the unit making it increasingly difficult to apply pressure, or the drift. With the hub removed it's still not an easy job either.....the ball joint was totally destroyed and even then hammering it as hard as I could manage repeatedly for a very long time only just coaxed the thing out!

The new one screwed straight in without a problem so now I just need to put it back together...and of course tackle the other side. In the meantime I removed the front bumper and sorted the lazy side clip that had detached itself giving the front end a slightly lopsided look. My intention is to have the bumper sprayed as it has a lot of odd stone chips where the paint is completely missing – with any luck the paint match won't be too bad once I've polished the rest of the car.

The Astra is now officially off the road until next spring so I decided to protect it with a much advertised product that I'd seen recently called Lanoguard. Lanoguard seems to be something that came from the world of boats and is an alternative to Waxoyl, but easier to spray because its thinner – setting solid into a clear matt coat. I bought the kit and sprayed the Astra very easily – no need to do anything beyond basic cleaning before spraying it on and it is safe to overspray onto rubber bushes and even exhausts. The only thing they suggest you don't get it on are the brakes for obvious reasons. It certainly seemed to have worked a treat on the Astra and the reviews for it are very

good. Seemingly it won't get washed away and lasts a lot longer than Waxoyl. I would definitely recommend it, and the 2 litre bottle and tub of grease are far more than I needed for the Astra and will hopefully also do the BX when I get to it. The one thing I did find odd was the smell. It was waxy but also different to oil based waxes and all the companies promotional stuff said it was made from natural Lanolin. When I Googled Lanolin it turns out to be made from sheep's wool! As soon as I knew that I realised what the smell was. Whenever I go in the garage with the Astra now I can smell sheep. Apparently the smell dissipates but I suspect that garage may smell of sheep for some time as that's where I liberally sprayed the stuff around underneath the car, taking little care of drips, spills and the like. When I do the BX I will probably do it outside and not in the garage.

Peter

## October Cars & Coffee



# From The Top

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

### WMC Committee:

With Ron Palmer's retirement from the committee the Committee decided unanimously to grant him Life Membership of the Club, only the second person to be so honoured.

There was discussion of events for 2022 with several new ideas being put forward.

The post Dalemain meeting had taken place with the venue owners. The venue hire rate was increased. More details on the Show elsewhere.

Future events: Autotest on October 24th and BBQ lunch on November 28th.

The Cumbrian Canter run by Chris Leece had been a good event.

The Cars and Coffee had been well attended and some new members had joined.

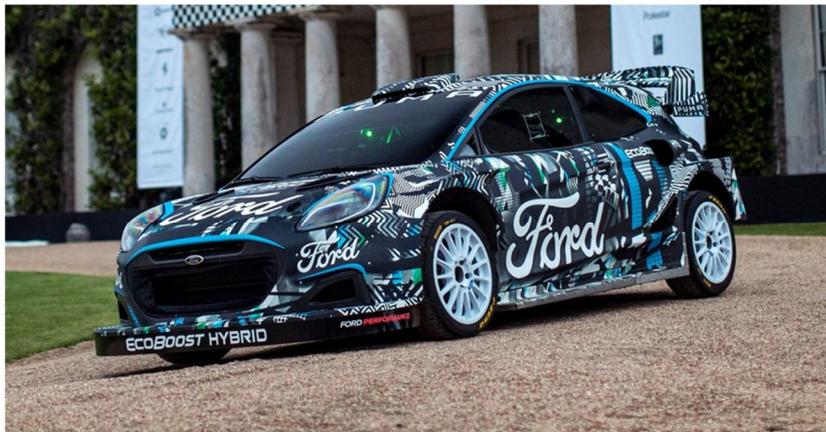
A review of the successful Solway Rally was made. Some repairs to be made. An excellent turnout of marshals. Two more gazebos have been bought.

The Membership was very healthy with a total of 779 currently. The new membership system is up and running and ready for renewals at the end of the year.

The annual awards dinner is on February 5th.

The Motor House is complete and is awaiting the Building Inspector's report. A magnetic notice board is to be bought plus two heaters for the committee room.

A TV has been donated plus some videos so we can have shows during Cars and Coffee etc. We will look to have some regularity training in due course,



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# Bond Bug News



Its been a busy year, in the Bond Bug club with a number of the postponed rallies finally taking place, but first how did we own so many bond bugs? Our journey into the bond bug world started as a kid with my dad driving three wheelers the bond bug came out in the 70s and if you didn't have a full car licences they were a quirky car that you could drive. Built for fun not speed they only made 2200 of them and most were scrapped over the years. Designed by Tom Karen who went on to design the star wars vehicles and the chopper bike.

I bought the first white bond bug from Ron Biggins who lives in Cockermouth and owns the Wheeler Dealer bug having gone on the show ten years ago to buy the bug. Incidentally the bug has done a lot of miles with little work on it and is still in a road worthy condition. Mike Brewer stays in touch and is only too happy to attend events and sign memorabilia for the club.

The Second bug has been a full nuts and bolts rebuild and bought because it had my dad's initials on the number plate. We rebuilt it to a metallic gold to celebrate "50 years of Buggin" the bug took pride of place in front of 50 bond bugs at this years rally.

The third bug came from a collection of bugs bought as a job lot, the bug is special in that only two of this type of bug were made and this particular bug was thought to be lost, after a full restore and new metallic spray paint this became my wife Julie's bond bug as "Nanna on the Run" with a picture of our 6 grandkids on the boot lid. The boot lids were design to put your own unique message on!



We set off over the summer on a 12 day trip to attend two rallies the "50 year celebration of the Bond Bug" and the "Cheshire Micro Rally", we attended the bond bug rally first covering great areas down south in the bugs with the highlight of many trips organised by the club. As always the best bit is the driving of the bugs in large groups and seeing the reaction on people. Yes we managed to drive on the M25 and annoyed security at Woburn Abby with 40 bond bugs !

One of the most moving days was meeting Tom Karen who at the age of 95 manages to inspect, comment and sign every piece of a bond bug, chopper and star wars bits, if you see the gold bond bug look for Toms signature on the front headlight...

The Cheshire rally was just as good with a trip to Manchester airport museum and several long drives which were very well organised. Over the two rallies we managed over 600 miles in the bugs with no breakdowns - not bad considering we have never built a car before!



Sean Parnaby

Bond bugs are not everyone's cup of tea, they are not fast, not safe and can be a handful to drive, but what they do is make people smile, kids always want to sit in them and generally you can have a great time in one with many "smiles an hour"

Over lock down we restored two of them but the biggest shock has been the increase in price over the last 12 months a fully restored bug fetch £30k at the last auction and a reasonable bug now sells around £20k which is a shame in one way that people are buying them but adding them to collections rather than driving them for fun for all to enjoy.



# News Snippets

## WANTED

Morris Minor 1000 boot lid for 1966 model, would take one needing a repair panel.  
Also steering wheel for same in good condition.

David Seymour; [davidtseymour@hotmail.com](mailto:davidtseymour@hotmail.com);



Twin 40 Webbers very clean, £400

Twin 40 Dellortos, twin throttle linkage, very clean, £300

Twin 40 manifold for Midget 1500, £40

Set of 4 car Dollies, as new, only used once, wrong type of garage floor!



Engine removal leveller, 1000kg, brand new, £30

Contact Eric on 01228 527128 or 0778 3943982



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 [Steve@westcoasttrailers.co.uk](mailto:Steve@westcoasttrailers.co.uk)

# WMC Historic Championship after KLMC Targa Part 2

## Overall

### HISTORICS

<b>Driver</b>			<b>Navigator</b>		
1	Alex Willan	93	1	Glenn Fothergill	93
2	David Alexander	88	2	Michael Marsland	81
3	Brian Bradley	81	3	Bob Hargreaves	74
4	John Haygarth	74	4	Lynn Hawdon	70
5=	John Sloan	70	5	Mark Humphries	66
5=	Alan Hawdon	70	6	Alisdair Venn	49
7	Stephen Byrne	48	7	David Byrne	48
8	Malcolm Mackay	47	8	Marc Crack	47
9	David Marsden	44	9	Michael Garstang	44
10	Jim Hendry	40	10	Findlay Wyatt	40

## Class

<b>Pre 1960</b>			<b>Pre 1960</b>		
1	Jim Hendry	19	1=	Sarah Stansfield	10
2	Chris Stansfield	18	1=	Oly McCollum	10
3	Noel Cochrane	10	3	Findlay Wyatt	9
			4	Martin Harwood	8
<b>Cat 1</b>			<b>Cat 1</b>		
1=	Dave Agnew	10	1=	Alan Jackson	10
1=	David Bond	10	1=	Brenda Bond	10
3=	Paul Slingsby	9	3=	Michael Fox	9
3=	Stuart Bankier	9	3=	Niamh Bankier	9
<b>Cat 2</b>			<b>Cat 2</b>		
1	John Haygarth	30	1	Bob Hargreaves	30
2	Steven Byrne	20	2	David Byrne	20
3	David Marsden	17	3	Michael Garstang	17
4	John Holliday	10	4	Alan Carruthers	10
5=	Charles Graves	9	5=	Ron Palmer	9
5=	Mike Cook	9	5=	Ross Byrne	9
7	Ian Dixon	7	7	Richard Welsh	7
<b>Cat 3</b>			<b>Cat 3</b>		
1	John Sloan	29	1=	Marc Crack	20
2	Malcolm Mackay	20	1=	Alisdair Venn	20
3=	David Garstang	10	3=	Matthew Alexander	10
3=	David Short	10	3=	Roy Heath	10
5=	Kathryn Mackay	9	5=	Chris Spencer	9
5=	John Holliday	9	5=	Malcolm Mackay	9
<b>Cat 4</b>			<b>Cat 4</b>		
1	David Alexander	46	1	Glenn Fothergill	40
2	Alex Willan	40	2	Mark Humphries	37
3	Brian Bradley	34	3	Michael Marsland	34
4	Alan Howden	30	4	Lynn Howden	30
5	Nick Grasse	7	5	Callum Alexander	9
			6	Judith Grasse	7

# WMC Targa Championship after KLMC Targa Part 2

## Overall

### TARGA

<b>Driver</b>			<b>Navigator</b>		
1	David O'Connor	102	1	Stuart Davies	104
2	Daniel Place	93	2	Ryan Parker	94
3	Phil Hodgson	83	3	Lewis Hodgson	84
4=	Chris Hunter	65	4	Fiona Tyson	66
4=	Robert Short	65	5	Kirsty Thompson	65
6	Paul Bowness	63	6	Esther Bowness	64
7=	Barry Lindsay	50	7=	Martyn Petry	50
7=	Kevin Savage	50	7=	Phil Savage	50
9=	Quentin James	46	9	Tom Howe	46
9=	Bob Hargreaves	46	10	Liam Wright	43

## Class

<b>T1 FWD&lt;1400</b>			<b>T1 FWD&lt;1400</b>		
1	Peter Wright	19	1	Liam Wright	19
2=	Jack Morton	10	2=	Essi Salonen	10
2=	Frank Mattocks	10	2=	Greg McCutcheon	10
<b>T2 FWD&gt;1400</b>			<b>T2 FWD&gt;1400</b>		
1	Daniel Place	37	1	Ryan Parker	37
2	Robert Short	26	2	Kirsty Thompson	25
3=	Barry Lindsay	20	3=	Martyn Petry	20
3=	Kevin Savage	20	3=	Phil Savage	20
5=	Joe Harwood	17	5	Tom Howe	17
5=	Quentin James	17	6	James Greenhough	9
7	Stephen Short	9	7=	Peter Wright	8
8	Craig Stamper	8	7=	Andrew Graham	8
9	Jacqui Raine	7	9=	Jack Swinney	7
			9=	Rob Iveson	7
<b>T3 RWD&lt;1400</b>			<b>T3 RWD&lt;1400</b>		
No Entries			No Entries		
<b>T4 RWD&gt;1400</b>			<b>T4 RWD&gt;1400</b>		
1	David O'Connor	41	1	Stuart Davies	42
2	Phil Hodgson	32	2	Lewis Hodgson	33
3	Chris Hunter	28	3	Fiona Tyson	29
4	Paul Bowness	26	4	Esther Bowness	27
5	Bob Hargreaves	19	5	Julie Carter	15
6=	Russell Robertson	14	6	Andrew Fish	9
6=	Drew Mclean	14	7	Peter Wright	8
			8	Robert Iveson	7

# Autojumble

**MG MIDGET ITEMS FOR SALE; Contact John Sloan (07851642255) for more info/pics**

9/16 anti roll bar £15

Recon Steering rack £75

New front brake callipers £30ea

New front brake discs £20 a pair for steel wheels

Recon strut/king pin RH only £60

Automec brake pipe set £60

Poly bush set (3/4 of set); ARB, Rear shackles, Front susp, plus spring plates £70

New SU carb rebuild kit £50

Original MG grille £75

Windscreen, fair nick with intact surround. £50

Doors (2), mostly rust free. £25 each

Door skins (2), unused £15 each

Complete axle from mid 60s car (steel wheels); case, half shafts, back plates, crown wheel and pinion. £175

Plus....

Ford Escort steering wheel, deep dish AVO style black Alcantara, with Ford centre boss £60

Fuchs Silkolene 20w/50 Oil. 5 litres for £25

Lots of MG B parts.

Contact Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

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## THE SOLWAY HISTORIC AND TARGA RALLY

With a well-respected reputation for the quality of their events and a cracking venue on offer, it is something of a puzzle why the Wigton Motor Club attracted just 36 starters to their Solway Historic and Targa event held at a blustery and rain soaked Kirkbride Airfield on October 2<sup>nd</sup>. What the entry lacked in quantity it certainly made up for with quality and included some welcome visitors including David and Brenda Bond who had drive their MK1 Cortina GT all the way up from Hertfordshire, Ian Dixon/ Richard Welsh and Jim Hendry/ Findlay Wyatt down from Scotland and, from Ulster, Noel Cochrane/ Olly McCollum.



The Wigton club had laid out some interesting and varied tests, seven in total which were used several times giving a total of 21 tests for competitors to aim at. They introduced a welcome variation with the entry split into groups, each starting at a different test so there was no queuing on the start line. While an airfield venue might be expected to be an all tarmac affair, the organisers had ventured out onto the perimeter track and used several sections of runway which hadn't seen any traffic on them for many a year, covered in moss and grass, they proved to be extremely slip-

pery and there were many who questioned their tyre choice having expected slicks to be the order of the day.

As the event got underway, the crews trying to sort out which way to negotiate the vast array of cones while the marshals were keeping a somewhat concerned eye on the weather which threatened frequent and heavy showers, and there's not much cover on an airfield. The opening tests prove to be a bit of a trial and the crews came to grips with the unexpected slippery surfaces while David Alexander inadvertently knocked the fan switch into the off position, his Fiat Uno arriving at the opening test boiling like a kettle.



The first retirement of the day was the Peugeot 205 of Alan and Lyn Hawdon which pulled out with a leaking fuel tank, Bob Hargreaves/ Andrew Fish lost time when a front tyre deflated. Alex Willan was finding that his BMW 316 was a bit too long for some of the tighter chicanes, if he thought he had a problem, spare a thought for the lumbering big Volvo 122S of Stuart and Niamh Bankier who must have been wishing they had brought their Riley Elf they originally were down to use.

Amongst the targa runners, Barry Lindsay/ Martyn Petrie were making the early running while potential challengers Simon Jennings/ Colin Fish dropped back with an uncharacteristic wrong test and the flamboyant Mazda MX5 of Chris Hunter/ Fiona Tyson retired with the navigator, unfortunately feeling ill.

## Autumn Autotest

Driver	Car	Class	TOTAL	Pos
Geoff Rae.	Astra	Fwd	<b>822</b>	1st OA
Craig Stamper	C2	Fwd	<b>836</b>	1st FWD
P Masters.	Suzuki	Fwd	<b>844</b>	
Ian Wozencroft	MX5	Rwd	<b>846</b>	1st RWD
Adam Wozencroft	MX5	Rwd	<b>885</b>	
David O'Connor	MX5	Rwd	<b>891</b>	
Drew McLean	MX5	Rwd	<b>926</b>	
Jim O'Neil.	MX5	Rwd	<b>951</b>	
John Holliday	MG BGT	Rwd	<b>952</b>	
Mark Humphries	MX5	Rwd	<b>956</b>	
F Mattocks.	Peugeot 205	Fwd	<b>968</b>	
Tot Dixon	Mini	Fwd	<b>Ret</b>	
Ben Rae.	Astra	Fwd	<b>Ret</b>	

A great event at the Motor House run by Chris and Fiona. Fortunately the weather was not too bad and there as good craic at lunchtime in the MH! Thanks to the many marshals.





As the crews trooped into the White Heather Hotel for a welcome lunch break, Lindsay/ Peterie were leading the targa section from Chris Dodds/ Lynsey Proctor and the historic section was firmly in the grip of Cochrane/ McCollum, the flying Irishmen giving a virtuoso performance in the diminutive Austin Healey Sprite.

The afternoon session got underway with the expected showers turning into a downpour, but it did nothing to dampen the enthusiasm of the crews who were really enjoying the slippery conditions and sliding about merrily. Whilst the test layouts remained the same, navigators still had to be on their mettle, and several were caught out as the mounting number of wrong test penalties testified. In the historic class, the ever exuberant Jim Hendry was forced to ease back when his Triumph TR2's gearbox began to give problems, fortunately he was able to effect emergency repairs and nurse the car to the finish.



While the crews tucked in to an excellent roast beef dinner, the ever efficient Wigton results crew quickly had results available and these showed a fine win for Cochrane/ McCollum in the Historic rally, the little Sprite coming home some 15 seconds ahead of the very nicely turned out Escort Mk2 of Dave Short / Roy Heath with Stephen and David Byrne bringing another Sprite through into 3<sup>rd</sup> place.

The Targa rally was much clearer cut with Barry Lindsay proving that his Northern dales victory was no fluke, he and Martyn Petrie running out clear winners, almost 2 minutes ahead of Chris Dodds/ Lynsey Proctor who were closely followed by the Mazda MX5 of Phil and Lewis Hodgson.

So ended an excellent Solway Rally, another triumph, not only for the rapid Mr. Lindsay who has made the transmission from stage rallying to targa events with remarkable ease but also for the ever efficient, ever cheerful Wigton organising team who produced yet another faultless event which drew unqualified praise for all competitors.

Ed Graham  
Photos by Tony North

# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

Back in 1982 the Lombard Golden Fifty Rally ran to commemorate the fifty years since the first RAC in 1932. Next year will be an opportunity for those old enough or owning cars from past events to celebrate another 40 years since the Golden Fifty making the RAC Rally 90 years old – goddit? I suppose the cynical will say we don't do the real RAC anymore but we do have the Roger Albert Clark Rally to look forward to later in November. And that should be well worthwhile watching in local forests.



Anyway going back to the Golden Fifty we were well represented back then by Gerald Braithwaite and Bill Troughear in Gerald's ex works 1967 Monte Carlo Rally, Cooper 'S' and they acquitted themselves well with a good 9<sup>th</sup> place overall, one place ahead of the works museum Mercedes 300SE of Eugen Bohringer/Hermann Eger. The entry list was peppered with big names and memorable ex works cars – Paddy Hopkirk/Brian Culcheth in AJB44B Cooper 'S' plus three other

ex works 'S's driven by Gethin Brown, Gethin Jones and Dave Gilbert. Don Morley drove a 1955 big Healey 100/6 and Ted Worswick also drove a big Healey, the very car he used on the RAC in '67 and '68. There was an XK120 used on the Tulip and Alpine rallies, Per Eklund was in a 2 stroke SAAB and Bengt Soderstrom /Gunner Palm in a Lotus Cortina.

The event was a mixture of very relaxed road sections plus some hard fought stages at various locations such as Mallory Park, Donington, Blenheim Palace, Silverstone, Shelsley Walsh, Oulton Park and Weston Park. At the finish the top four places were occupied by Mini Coopers including a win by Paddy and a third place by Nicky Porter and John Parker with Philip Young/Jack Sears Healey 3000 just ahead of Gerald and Bill. I have to say at the time the event rather passed me by but looking back it would have been a nice one to do. So next April the HRCR are running a Revival Tour to celebrate the 40 years since the 'Golden Fifty' based on 120 miles in Gloucester, Hereford and Staffordshire visiting a number of old RAC stage locations and driving old rally roads from the '70s and '80s. Having competed in the old RAC half a dozen times in the '60s and '70s it would make me a nice trip down memory lane. Entries limited to 60 cars only so there will be a stampede.

Having competed in the first fourteen HERO 'Rally of the Tests' and marshalled on the others since it has become an event not to be missed for me. A group of aged rallyists, me included, will therefore be manning time controls on this year's event passing through our region on the 6<sup>th</sup> November. Currently showing 79 entries in the HERO website, the list includes as ever 'our' Charles Graves with Andrew Fish in the venerable 1957 XK150 FHC and other local notables, Mike Kirk/ Mal Capstick RS2000, Robert and Susan McClean Rover and the cream of local navigators including Paul Bosdet, Martyn Taylor and Kevin Savage.

The Roger Albert Clark Rally runs again this year with 160 entries and 12 reserves based for the first three days on Carlisle and then for the last two in Wales. Boasting 350 competitive miles, forests in South West Scotland and the Kielder complex will be used. Dates are from 25<sup>th</sup> November and with lots of names in the entry, it's not to be missed.

Ron.



The Toyota Enthusiast Club had their main annual gathering and AGM at the British Motor Museum at Gaydon on 26th September. There were 36 cars there altogether, including 6 first generation TA22 Celicas. That was a pretty good turnout, bearing in mind DVLA records show less than 30 remaining on the road in the UK.

**Bill Sykes**

## Sustainability & Equality

### **Sustainability**

Motorsport UK recognises that the biggest challenge facing the organisation in the next decade is sustainability. The motorsport platform must be used to accelerate the development of engineering solutions and demonstrate them to our global audience. Leadership from Motorsport UK and other sporting federations, must be shown on the issues facing the world today. Motorsport UK needs to inspire future generations of competitors, volunteers, and engineers to engage with our sport to ensure its continued sustainability.

### **Equality**

Motorsport UK is committed to promoting equality of opportunity to everyone who wishes to be involved in the sport. Motorsport UK strives to ensure everyone who wishes to be involved within the sport in whichever capacity has a genuine and equal opportunity to participate to the full extent of their own ambitions and abilities. All those involved within the sport can be assured of an environment in which their rights, dignity, and individual worth is respected, and in particular that they are able to enjoy their engagement in motorsport without the threat of intimidation, victimisation, harassment, bullying, and abuse.

## What We Watch

I suppose over the past 18 months or so we have looked at more motoring programmes on the TV or the web than previous. The big advance has been in on line streaming with all sorts of events being covered. Sometimes they are not publicised well and some of the camera work is poor but other events have been excellent, particularly when they use the actual track commentary at races, and hill climbs. It certainly worth a search!

While the BBC has not touched motorsport for many years, unless you call Top Gear a motoring programme, there are plenty of other shows on Freeview channels. Some are good, some are awful. Many, including most of the American ones are far too “laddish” and work on the same theme. A couple of overweight “red necks” have a workshop that appears to be the middle of a desert where they take a rusty old truck and then restore it in a fairly basic way. Somewhere in the background there is a token female who appears to do nothing useful other than being “eye candy.” Not very PC! The UK version of this is Goblin Works Garage which teams the annoying Jimmy de Ville with a couple of American presenters with Helen Stanley as the token female. If you look at the length of her nails, you can see that she hasn’t worked on any engines!

Perhaps the surprise hit of the car shows has been Bangers and Cash about the Mathewson’s Auctions in North Yorkshire. Down to Earth and honest. A new series is due in the new year although without Sarah Crabtree who has gone off to do her own thing.

Salvage Hunters, Classic Cars is a spin off from the popular antique show but for me it does not quite hit the spot. They tend to “customise the classics a bit and then they don’t sell.

Fifth Gear is being re-invented as an electric car show, I am sure that will go down like a lead battery!

The Hamster is filming his own restoration show. In fact he has bought premises and put in a couple of experienced restorers. It’s not on FV as yet. You either love him or hate him. We will see!

Cheeky chubby chappie Mike Brewer’s “Wheeler Dealers” got bought up by another American producer a few years ago so is now filmed in the USA. However he keeps losing his co presenters and mechanics. First Ed China left as the new team did not want as much hands on activity in the programme, then Ant Anstead did two series but then found his own fame and fortune there. Marc Priestley is the current mechanic in the UK series. As there a lot of repeats of the old shows you can see that the USA has not been kind to Mike’s waistline!

GTF



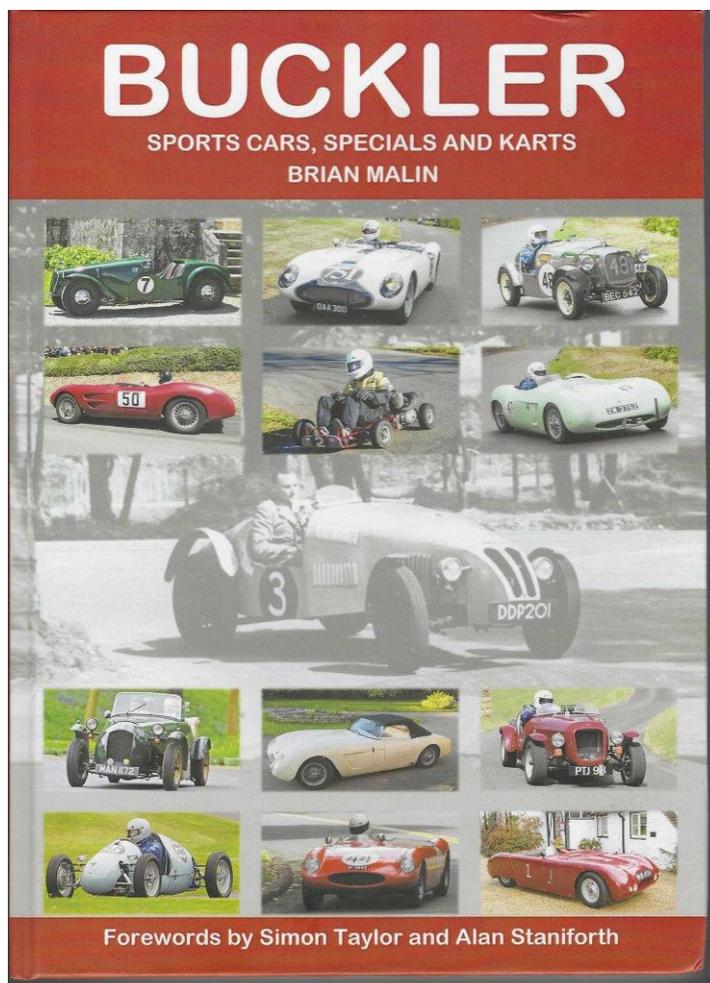
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# New book just out BUCKLER cars, specials, and karts by Brian Malin



For all those interested in cars and motorsport from the 1940s until present day, chassis, race car design and construction, suspension, engine tuning, engineering excellence, the history of what was originally known as go-karts but now known as karting which is of course now the accepted way into F1 so a very important category of motorsport, Bucklers were one of the very first constructors and they became one of the very best manufacturers in this field too.

If you just want a general book about motoring and the characters involved in it then this is a book you will enjoy.

It is a book you can pick up and be totally absorbed in it for days or one you can enjoy reading a little bit at a time, you can read chapters in almost any order but each one contains a fantastic amount of interesting information.

It is an absolute credit to Brian Malin who devoted about 50 years of his life researching, compiling, and checking every detail in the book.

As a technical author by profession, he had over the years compiled a forerunner of the book as a loose-leaf publication several of which I had bought and

given to friends as well as some of the commentators at Prescott, Shelsley, Boness and other venues. I did this because some older commentators knew a bit about Bucklers but many myself included knew nothing of the history of the company or what they produced.

One of the people who did know a lot about Bucklers however was Simon Taylor, former editor of Autosport for over twenty years, regular BBC commentator on F1 for a similar period, regular contributor to Motor Sport and Classic and Sportscar also an International judge at prestige events such as Pebble Beach in America. He has commented frequently at Goodwood Revival and is the owner and highly talented driver of the fabulous HWM known as "The Stovebolt Special" with its magnificent 5.7 litre Chevvy engine.

When he was at prep school Simon hated it so much he spent his time writing to firms for brochures about the cars they produced, some never bothered to reply but Bucklers always did so he remembers them with affection and consequently knows a great deal about Bucklers and their products.

When I gave Simon a copy of the loose-leaf publication for Christmas many years ago, he kept telling me it was so important as a piece of motoring history it should be published as a proper book so that the fantastic amount of information and research that had been put in would not be lost but remain available for future enthusiasts and as a valuable work of motoring history.

I decided as we were all getting on in years, we must do something about so I contacted a few Buckler owners and I organized a bit of crowd funding and got the finances in place to go ahead with a print run, then along came Covid that put everything on hold.

However, there is always a bright side to things I believe, this came true when I asked Simon Taylor



if he would write the foreword for the new book. He said he would but before he would put his name to it he would have to read the whole book from cover to cover to be sure all the work was to his satisfaction, some task indeed especially as he was finishing off his own book about the history of HWM cars.

Then along came Covid and being really concerned to avoid contracting the virus Simon spent lockdown at their wonderful house in Chiswick in his fabulous garage surrounded by his vintage Bentley, AC Ace, Stovebolt Special and his American muscle car plus his vast library of motoring books and publications reading about Bucklers on his computer from the memory stick I sent him ! That is dedication indeed but the "brightside" for Simon was he avoided Covid !

When he finished reading it, he said he was delighted to write the foreword and it is printed here for all to see.

The book contains 311 pages of colour and black and white photos, drawings, technical articles, and specifications as well as numerous stories such as how Bucklers built the very first cars for Brabham secretly as Jack Brabham was still a contracted driver to Cooper race team, Jack and Ron Tau-

ranac were so impressed with Bucklers engineering skills they trusted Bucklers to build their first chassis for them.

Bucklers were so well respected that even Coopers had Bucklers build some chassis for them too. Ford used Buckler close ratio gears in their first works MK1 Cortina rally cars as the first Cortinas had a very low 2nd gear and Lotus also specified as a factory option Buckler close ratio gear in their brochures for their new Lotus 6.

Derek Buckler won the Mobil economy run averaging an unbelievable 91.023MPG in his Buckler MK5 then won his class at Boness and other hill climbs with a just a change of carb.

Bucklers built a special chassis for a guy called Gordon Parker reg number CDP1 who had it fitted with a Jaguar engine with twin superchargers, it put up many FTDs and course records at such venues as Firlie hill climb amongst others, unfortunately the car was named Jaguara no mention at all of Buckler, recently I saw it at Prescott, it is a fabulous car and one I would love to own and compete in.

Details of all these and many more stories are contained in the book, it is available at £40 plus P & P ( I think this is £5 but e mail aspect design to find out for sure) from [www.aspect-design.net](http://www.aspect-design.net) who are a printing firm at 89 Newtown Rd, Malvern, Worcestershire. WR14 1PD Tel 01684 561567. The book is superbly printed in hardback form and this firm comes highly recommended by many people who have used their printing services.

Alternatively send a cheque for £45 to Brian Malin at 128 Bath St, Rugby, Warwickshire, CV21 3JA or e mail [david.montgomery@waitrose.com](mailto:david.montgomery@waitrose.com) and he can take payment by PayPal

Keith Thomas

# Andy's Armchair

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

What a superb article by Mark Hayward in last month's "Start Line" magazine, it was extremely well researched and drove home the huge folly of putting "all our eggs" in the electric vehicle basket. Basically I can't for the life of me understand how anyone who read what Mr Hayward wrote can have anything but serious doubts about the trajectory we're on, and that we'll end up doing the climate, the planet and the human race more damage by following this "plug in" obsession than we'd do by letting manufacturers further develop internal combustion engines or other alternative routes. It really is extremely worrying.

It was pleasing to see that Lewis Hamilton has been able to notch up his 100th Grand Prix win recently. As usual the media made a huge thing of it, but no one pointed out that he's achieved this from almost 300 starts, which as it happens is more or less the same ratio of wins to races as Jimmy Clark had. If memory serves Clark had the low 70's starts and 25 wins. More or less identical in achievement to Hamilton.

I see that Nino Vacarella has died aged 88. He was a sometime Ferrari F1 driver but most of his success came in GT racing with his most famous result being 1st overall at Le Mans with Jean Guichet in a 275 P in 1964. He also won the GT class in the following year with Pedro Rodriguez.

Vacarella was a Sicilian school teacher and as a local had a fantastic knowledge of the Madonie circuit on which the Targa Florio took place. The event was a championship round for the World Sports car title race from 1955 to 1973 and consisted of 11 laps of a 45 mile circuit which used public roads, many of which were little more than tarmac covered goat tracks, round the island of Sicily. Nino put his knowledge to good use winning the event in 1965 with Lorenzo Bandini, should have won in the following year when Bandini crashed out near the finish and won for the last time in 1971 with Toine Hezemans sharing the car. Legend has it another win was lost when seeing "Viva Nino" scrawled on a wall he lifted his hand from the wheel to wave to his fans and promptly smashed into their handiwork. Oops!

The event died out as a race in 1973 when the dangers of the course and the inability to control the fans finally proved too much. As an aside it's worth noting that the lap record was left at an average of 90 mph, set by Leo Kinnunen in a Porsche 908/3 and that's for a circuit with between 800 and 900 corners on it. It takes some imagination to see how that's possible to be honest.

Oh, I forgot to mention that the Targa Florio actually began in 1906 before the road surfaces were sealed, bad enough you might think but then add in the fact that the local Mafia of the time took pot shots at the competitors just to add a little more spice to the proceedings. You really must have been very keen if you decided to take part.

And finally, what did you make of the recent bout of "panic" buying of petrol and diesel? Granted it did show up the self-centred attitude of some people, others were no doubt genuinely needy. One comment I read I found quite amusing was when someone said, "The government told us there was enough fuel, so I immediately went to fill up the tank as they always lie to us". Bet that speaker's not too keen on electric cars either.

Ends

AA.

# Events of Interest

## November

- 4-7**            **HERO Rally of the Tests, (we are marshalling)**  
**13th**           **VSCC Lakeland Trial (marshals needed)**

## December

- 3/4th**          **FDMC Grizedale Stages.**  
**4-7**            **HERO LE JOG**

## Annual Awards Dinner

February 5th

Skiddaw Hotel

Special Guest - David Richards



**Is this the most beautiful F1 car ever?**