

Wigton Motor Club Ltd

Start Line

Issue 2024/04

www.wigtonmc.xo.uk

April 2024

National Award for WMC!

National Car Club of the Year at the NEC!



Paul Brooks accepts the award from Andrew Evanson with
compere Paul Cowland

For Members By Members

WMC Committee

OFFICIALS

<i>President:</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
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Please ensure that you contact the appropriate official on the correct email address.

Face Book: Wigton Motor Club & Wigton Motor Club Members

Forthcoming Events

- April 13th Flying Scotsman at Kirkbride
- April 14th Cars & Coffee at the Motor House 10 - 12
- April 21st Drive It Day at Dalemain 11 – 2
- April 21st Post DID Run from Dalemain
- April 28th Autosolo at Maryport
-
- May 1st Pub Run by Dave Nicholson
- May 4th First Aid Course at the Motor House
- May 7th Test Evening at Rowrah
- May 8th John Peel Meander starts at the Motor House
- May 12th Cars & Coffee/BBQ/Award at the Motor House
from 10
- May 15th Annual General Meeting at the Motor House
- May 19th The Gallop Pennines (now full)
- May 26th Grass Autotest Blackbeck.
-
- June 3rd Pub Run
- June 14th Cars & Coffee at the Motor House.

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Drive It Day marks the start of the outdoor car show season. In recent years there have been more and more shows appearing, however it does seem that the bubble has burst with some long established shows biting the dust due to a loss of volunteers and finances. Perhaps the biggest show to stop after a long and illustrious history is the Great Dorset Steam Fair. It's worth reading the reasons on their website. It's certainly not the only show to call it a day.

Our Cumbria Classic Weekend has been going since 1989 and each year we strive to make it better and a little different. We now cap entries at 800 purely for logistical reasons of getting cars in and out in good time. Putting on a good show that is entertaining and safe is not easy, or cheap. Elsewhere in this issue there are some statistics of what is involved in running a top quality show for both exhibitors and spectators. This all has to be paid for and that comes from attracting a sizeable number of paying spectators. For our members with cars on display it is free and just a £5 per car for non-members, so £2.50 each if there are two of you.

There are some other excellent shows in the region, our friends in Spadeadam MC, Kirkby Lonsdale MC and Durham AC all run great shows while there is the West Cumbria Vintage club's event and a couple run in the county by various Rotary groups. However in recent years there have been people jumping on the bandwagon and running "shows" for the benefit of their own wallet. They often hide behind fancy titles. They hire a field, charge folk to exhibit their car and then charge others to look at them. As profit is their motive, they will not spend over what is needed and sometimes do not have the level of insurance that they should.

These extra shows take spectators away from the genuine club run events as Joe Public is unlikely to go to more than one or two shows a year. This is what has dealt the end of some of the really good bigger shows. Remember that the commercial shows only exist while there is a profit to be made, while the club shows will hopefully survive. Thus it's important to enter and support the genuine shows rather than the commercial ones.

It's great that we have been recognised as National Car Club of the Year at the Practical Classics & Restoration Show at the NEC and also Danial Rooney winning Restorer of the year, the second time this award has gone to a member.

It's time of profound change in the car club world with one make clubs generally in decline and multi marque and discipline clubs coming to the fore, which is very much where we are as a club. Any type of motorsport, social events and make or model of car are welcome.

GTF



Editor: Graeme Forrester - gtfmg@yahoo.co.uk

Contributions are welcomed - deadline the 25th of each month

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

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From The Top

News from MSUK, Associations & WMC Committee

Notes from the March committee meeting:

The first Cars & Coffee of the year had been well attended

The White Heather Targa was going ahead with John Holliday taking over as Clerk due to Rob being unwell.

Drive It Day at Dalemain, all in hand. Just to check to extra toilet will be there.

Classic Show is all set and everything booked. Lei is going to run a treasure Hunt for kids and we are looking at further attractions.

The Gallop and Meander all going ahead well.

Autosolo at Maryport. Need to enforce the noise limit.

First pub run by Dave Nicholson on May 1st

Awards Night at Cars & Coffee with a BBG/Hog Roast.

Grass Autotest on may 26th at Blackbeck by Davide Agnew.

Rowrah test evening on May 7th.

A couple of new venues are being investigated.

Organisers for the June and August pub runs are needed.

Membership: Very good renewal rate and a final reminder to expired members will be sent out.

Motor House: An outside seat is to be obtained. New toilet seats and the disable lock to be renewed. New ladders to be obtained.

Clothing: Look at the best way to cope with the demand without involving committee members.

Post Drive It Day Tour

A run of approximately 70 miles heading East from Dalemain and finishing in Tebay close to J38 on the M6. The run is likely to take 2-2 1/2 hours. There will be drinks and food available at the finish if you wish to purchase them and fuel available close by, however there are no Petrol stations on the route itself.

Entry fee of £6 per car. Entires in advance please to Lei on:

tebaylei@gmail.com



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UK**

**Recognised
Club**



**Heavyweight Hoodie
£28**



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**New WMC Clothing range
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jacket £30**

Quality clothing range in sizes from small to 4 XL

**All garments can be ordered for collection at the Motor House or at events.
To place your order please email David Agnew on davidwagnew@aol.com**

Price correct at Fenb 2024

Club News & Events



Cars & Coffee

April 14th

at the

Motor House

10 until 12



Drive It Day!

Sunday, April 21st

At

Dalemain

11 until 2

All welcome at any time

WMC
WIGTON MOTOR CLUB
The North's Leading Motor Club

Food available all day

Wigton Motor Club

Autosolo

At Maryport Business Park

April 28th

First round of the Autosolo Championship



Entry forms on the website

Awards Presentation

May 12th

At the Motor House

Cars & Coffee plus

Hog Roast

Details to follow

Test Evening

At Rowrah

Race/Speed/Rally/Road cars

Tuesday, May 7th from 18.30

20 cars at £20 per driver

To enter email Graeme on gtfmg@yahoo.co.uk

White Heather Targa

My first motorsport event of the year (yes, it's the end of march) saw Martyn Petry & myself head to Kirkbride Airfield for the White Heather Targa. A single venue targa successfully ran for a few years now by Wigton Motor Club. With a slightly lower entry number this year probably due to a date change meaning it clashed with other events, but date change was due to Easter the following week.

The event has a full meal deal within the entry so following scrutineering we enjoyed our bacon roll & coffee to set us up for the day.

Seeded at 25 of the 29 entrants we watched others depart as this year it ran at 1min intervals rather than in groups of previous years.



The event had 5 tests in a loop. The loop would be ran twice before lunch the three loops in the afternoon. The first test 'Speedboat' has been a test we've not clicked with previously, but it had been changed to remove the reverse turn. So despite a hesitation mid test where I called left or right of L... I was heading left but Martyn called Right. Think that was the only hesitation we had. Test two Safari included a section of mossy / grassy runway but due to the wet weather it was a struggle for traction for some but the Peugeot 206 revels in loose. Test 3 was a windmill 9 hairpin lefts hard on tyres but extremely good fun. Test 4 'm-

sport' the longest test on slippy conditions also fun and more like a mini stage. Test 5 'Kerr' Very clean tarmac test with a tricky section at the end which caught a few out.

So after two laps of those it was lunch break. I'd changed to the spare tyres we were carrying as I didn't think the driver's side front would do another three laps. (The tyres had already done a targa and they were second hand when I got them!



Results at lunch, showed us with a good one minute lead. So with that in mind we had to get them right in the afternoon, but Martyn wanted to beat our previous time on each run...(If I'd known that I'd have gone slower in the morning!)

Just to add more to the challenge it was now raining. However the wet actually made it grippier and quicker times flowed. Safari had been cancelled for the afternoon though. Loops 3 & 4 complete and target was being met knocking a second or two each run.

Speedboat 52,49,48,47 then for last test 46. Was the only one we did it on though. Cool

greasy conditions the grip just disappeared for the last few tests. We were still going well and its pleasing when marshals are watching to see if its quicker than previous run also.

The day had gone well, 2min 30 event win but more importantly it got me back in the car and had some fun which was needed after some disappointing stage events at the end of last year and costs spiralling up. Massive thank you to my nephew Martyn pushing me on all day and confident in his

calls keeping his no wrong tests record going.

Well done and thank you also to Wigton MC organising team for running a great event and the band of marshals drafted in to marshal the tests thank you. Hopefully 2025 will return to a bigger entry.

Results

- 1st O/A (1st Targa) B Lindsay / M Petry 1889 sec
- 2nd O/A (1st T2) S Place / D Place 2039 sec
- 3rd O/A (1st Historic) M Taylor / P Wright 2045 sec
- 4th OA (1st Class C) D Short J Greenhough 2093sec
- 5th OA (2nd T2) M Burton / M Stakin 2144sec

Barry Lindsay



What happens after a rally!

Generations Rally



Report awaited.

Keith Graham/Lorcan Byrne
Charles Graves/Dani Hope

Mercedes SL
Sunbeam Tiger

19th classic ands 2nd in class
30th overall and 5th in class

WHITE HEATHER WIN FOR LINDSAY

Wigton Motor Club's White Heather Targa saw a runaway win for fast Peugeot driver Barry Lindsay, who, navigated as usual by his Nephew, Martin Petry, dominated proceedings throughout the day, cruising through the 25 tests and ending up over 2 minutes ahead of the second placed Peugeot 309 of Stephen and Daniel Place who by contrast were a mere 5 seconds ahead of the Mazda of Matthew Burton/ Megan Stakim. The Historic section saw a win for the Astra of Martyn Taylor/ Peter Wright ahead of the pristine MK2 Escort of Dave Short/ James Greenhough. The event was yet another well run effort from Wigton Motor Club and ran faultlessly throughout the day, the organisers coping seamlessly with a massive 25 tests.



The White Heather is the ultimate compact event with everything taking place within the confines of the former World War 2 airfield at Kirkbride, rally HQ is in the on site White Heather Hotel and noise testing and scrutineering were just yards from the front door. There is a short run to the opening test with competitors having to take care as they cross the main runway as the airfield remains operational during the event. The format of the event was 5 tests each run 5 times, Wigton club always give their tests some innovative names and the opener here was "Speedboat" and, yes, there is one parked up there adjacent to the test! Lindsay/ Petry gave notice here as the team to beat while fast historic crew Alex Willan/ Glen Fothergill started badly, getting just too close to a fence !.

Another quick crew, David & Callum Alexander went out on the second test when a half shaft broke on their Nova, forcing a premature end to their day. Some of the tests had a liberal covering of grass on top of the tarmac and this cut up badly following the recent spell of extremely wet weather. The first loop of 5 tests saw Lindsay/ Petry well in the lead with Taylor/ Wright heading the Historic entries. A second loop didn't really change positions much although there was a noticeable reduction in the number of wrong test penalties compared with the opening loop, the navigators obviously starting to get the hang of the tests which, it has to be said, were quite straightforward and extremely well marked out.

While the crews enjoyed a welcome lunch break, the Clerk of the Course carried out a quick inspection and decided to delete the appropriately named "Safari" test from the afternoon's session, this test was liberally coated with grass which during the morning runs had deteriorated to mud and wasn't really in a suitable condition for competitive motor sport. The afternoon session saw Lindsay/ Petry continue to dominate, proving untouchable and looking extremely smooth, the little Peugeot 206 dancing round the cones. Behind them, Place/ Place and Burton/ Stakim swopped times as they battle for the runner up spot and Mike Cook/ Ross Blyth(Fiesta) put in some useful times to pull back from a fraught morning session, they would end up in 5th place.



While Taylor/ Wright still headed the Historic crews, Dave Short/ James Greenhough put in a determined effort to close the gap, they had an impressive run of times over the afternoon tests but eventually had to settle for second spot. The little Fiat Uno of John Paul Challoner/ Kieron Anders impressed many with a surprising turn of speed and their afternoon heroics saw them move up to 3rd place amongst the Historics. Willan/ Fothergills miserable day continued, however, when they collected two wrong test penalties.

While the competitors enjoyed an excellent roast beef dinner, the results team were hard at work and quickly produced the final tally showing a clear win for Lindsay/ Petry and an equally clear lead in the Historics for Taylor/

Wright. The White Heather had been another excellent offering from the Wigton Motor Club, well up to their usual standard and it is a puzzle as to why the event didn't attract more entries than the 28 which it received. With a great compact format,

some excellent tests and slick organisation, it should be on all Targa and Historic drivers bucket list and one hope that the next event will see the organisers receive the numbers that their efforts deserve.

RESULTS :

TARGA :-

1	Barry Lindsay / Martin Petry	Peugeot 206	1889
2	Stephen Place/ Daniel Place	Peugeot 309 GTi	2039
3	Matthew Burton/ Megan Stakim	Mazda 2 Sport	2144
4	David O'Connor/ Oly Rigg	Mazda MX5	2171
5	Mike Cook / Ross Blyth	Fiesta ST150	2220
6	Kevin Stones/ Chris Holden	Toyota MR2	2254
7	Liam Charlton/ Mick Charlton	Mazda MX5	2276
8	Michael Horne / Matthew Horne	Fiesta ST	2358
9	Andrew Thompson/ Josh Bailey	Mazda MX5	2372
10	Ray Stevenson/ Damian Harvey	Peugeot 205	2417

HISTORIC :-

1	Martyn Taylor / Peter Wright	Vauxhall Astra	2046
2	Dave Short / James Greenhough	Ford Escort MK2	2093
3	John P Challinor/ Kieran Andes	Fiat Uno	2217
4	Ian Maxwell/ Alistair Maxwell	MGB GT	2260
5	an Curwen/ Dan Curwen	Peugeot 205	2277
6	John Sloan / Alister Venn	Ford Escort MK2	2281
7	Alex Willan/ Glen Fothergill	BMW 316i	2287
8	Alan Hawdon/ Paul Hawdon	Peugeot 205	2310
9	David Agnew / Alex Jackson	Porsche 911	2334
10	Brian Bradley/ Stuart Davis	VW Golf MK1	2345

Ed Graham

WHITE HEATHER HISTORIC



Martyn Taylor/ Peter Wright took their Astra to victory on Wigton Motor Club's White Heather event, edging out the Escort MK2 of Dave Short/ James Greenhough with John Paul Challinor/ taking third place in their Fiat Uno . The event was another well run effort from the Wigton Motor Club who seamlessly coped with running a full 25 tests and still managed to finish their event ahead of schedule, a great example of teamwork in action.

As is usual with this event, the White Heather took place entirely within the confines of the Kirkbride Airfield with rally HQ in the on site White Heather Hotel, a very comfortable establishment to host a rally and noise testing and scrutineering were located right outside the front door. The

organisers had made the best use of the available perimeter roads and parking areas within the venue although the main runway was out of bounds as the airfield remains operational, even during the rally and a man with a red flag was on hand to warn of any approaching aircraft.

With some 25 tests on offer, competitors were promised to be an all action day and it started badly for two of the pre event favourites with Alex Willan/ Glen Fothergill getting their BMW 316i a bit too close to a fence while on the second test, David and Callum Alexander pulled up when their Nova snapped a half shaft.



The opening loop of five tests saw quite a number of crews getting it all wrong, including some of the more experienced ones and as they all headed out for a second run round the tests, Taylor/ Wright had established a small lead by virtue of not making any errors. The second loop started with almost half the entry getting it wrong on the opening test, curiously there had only been one crew who had made that fatal error on the first run !. As the second loop progressed it was evident that parts of the track was cutting up, the recent spell of we weather playing havoc with the surface. The loop was completed without delay however and the crews headed for lunch with Taylor / right maintaining their lead from Short/ Greenhaugh with John Sloan/ Alistair

Venn (Escort MK2) well in the hunt while the normally competitive Maxwell Bothers (MGB GT) were amongst the many crews to have incurred the dreaded “Wrong Test” penalty.

At the lunch halt the organisers announced that the short “Safari” test would be scrubbed from the afternoon session as the surface, mainly grass, was cutting up badly and starting to resemble a bog. The crews had obviously learned from their morning errors and there were very few wrong tests throughout the afternoon session although Willan/ Fothergill managed to collect two, they were extremely quick throughout the afternoon but the penalties incurred with the wrong tests dropped them well down the leader board. Fortunately, the event ran on schedule and the test surfaces held up, including on the almost 1 mile long “M-SPORT” test which saw crews negotiate no fewer than 39bollards, quite a memory test for the navigators !.

Safely back in the White Heather, the competitors tucked in to a very welcome meal of roast beef while Wigton’s ever efficient Results Manager, Chris Lees, soon produced the final scores and the awards were presented ahead of schedule enabling everyone to head for home after an excellent day’s sport. The White Heather is a cracking event and it puzzling why it didn’t attract a much larger entry, certainly it couldn’t be faulted for it’s organisation an compact test format, perhaps North Cumbria is just a bit remote for some folks.

Ed Graham



Getting started in **Autosolos**



What you need:

A road registered car.

A MSUK Club Sport licence
(free)

Autosolos are the idea way to start in motor sport.

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

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

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

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

Clubs can choose the classes based

on the size of car, age of the car etc
Junior drivers can take part if accompanied by an adult.

Entry fees are from £20 to £30 .

Cars can have more than one driver.

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

With **Wigton Motor Club**



**Recognised
Club**

Getting started in **Classic Tours**



What you need:

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

A navigator .

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

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

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

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

These events are non competitive but often guide times for each section is given so cars arrive at

the rest halts within a certain time frame.

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

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

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

With Wigton Motor Club



Recognised Club

These are our most popular events. The Gallop (Head to the Hills) is already full and taking reserves.

The John Peal Meander for pre 1950 cars has till a few places left and the entry forms for the Rose and Thistle have been sent out and are on the website.

If you have never done a tour before and would like more information please ask any club official.

Another Story From Crossley Corner

Crossley number three has arrived! I wasn't looking for another car but circumstances had placed me in a rather fortunate position and, to that end, I like to think that the car found me. Let me explain.....

When I purchased my original Crossley 14, the vendor informed me that he had a spare engine for the car. He said that if I offered him his asking price he would include the engine with the sale. The deal was done and that spare engine has since languished, almost forgotten, in a corner of my workshop.

Fast forward to January '24. While perusing the classified adverts, as I regularly do, I came across a 1926 Crossley 15/30 (which was the export version of the 14 HP) for sale in Craven Arms, Shropshire. The photographs showed a very presentable car but the text went on to give details of an engine problem - it had a large hole in the engine block between number two and three cylinders.



Two photographs from the listing showing the car with its new duck hood and the damaged block

I knew that that there were only two options available to any would-be purchaser of this car, either a very expensive and specialised welding repair or the fitting of a replacement engine block.

What is little appreciated about this make and model of car is just how rare they are. In total, there are around a hundred known to the Crossley register. These include collections of parts, some with, and some without, logbooks, along with cars that are the subject of long term restoration projects and have never seen the light of day for decades. In terms of cars that are actually on the road, the figure is about fifty to sixty examples worldwide.

The majority of these are in Australia and New Zealand as well as a few here in the UK. There are one or two in Canada and America and another couple in other far flung corners of the globe. As a consequence of this, spares are rare and I knew I was in a unique position. It was hardly surprising then when I enquired, the car was still available.

We travelled south to view the car and a deal was done. My wife Barbara has family who only live forty minutes drive from Craven Arms so we spent a night with them. After breakfast the next morning we spent time shopping in Shrewsbury before driving up to Chester where we stayed for the second night of our little adventure. When it came to collecting the car a week later the arrangements weren't quite so relaxing as we did the return journey from Lamplugh in a single tiring day.



**Colin Morris's house and one of several garages housing his collection of cars
Loaded up and ready for the return journey**

After loading the car we enjoyed a cuppa with the seller, Colin Morris, and his wife. Colin explained that as a known pre-war car collector and local dealer, he had been approached by the family of the previous owner, who had sadly passed away, in nearby Welshpool. They were willing to accept whatever they could get for the Crossley in its damaged state. The family had passed on the sad story of the catastrophe that resulted in the damaged block. An attempt had been made to remove the cylinder head, only to find that it was seized on the centre stud. Rather than employ other more gentle options it seems brute force was used to try and lever it off. As a result the stud pulled a section of the casting with it. I can only imagine the resulting despair.

SV 6576 came with a very extensive history file. From this, and the information held by 'The Crossley Register', I have what is almost it's entire life story. Like my previous import, it is a Holden bodied Australian car having been exported from Crossley's Stockport factory as a powered chassis unit in 1926. It was sold new to a Mr Stephen W McIntyre in Victoria. It then passed through various ownerships until it was bought and restored by a Mr Greg Taplin in 1978. Sometime after this it was on permanent display in a museum before being imported into the UK by a dealer in 1997.

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We have many other interesting cars for sale.

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car has now arrived...£10,950
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two.£P.O.A.

It was then purchased by Mr John Beasley from Leicester who carried out another extensive restoration of the car and documented everything. It was John who wrote to the Australian authorities and researched the car's entire history. John sold the car to the late Peter Arkinstall in 2019.

My initial thoughts were to bore out my block to accommodate the rods and pistons from the damaged block as the bores in the good block were slightly smaller. Tom Lewthwaite, the engine guru from Whitehaven, inspected and measured my spare block and compared it to the

damaged one. He decided that the pistons and bores in the spare block were in good condition, Tom advised me not to bore it out, but to let him rebuild it. By the time the refurbished block was ready for installation Tom had skimmed the cylinder head and upper surface on the block, honed the bores, pressure tested the block and fitted new core plugs. He then sourced new valves which were manufactured for an unspecified make of tractor. These had a slightly larger stem diameter to take up the wear in the guides. He also altered the seating angle of these valves as well as re-cutting the valve seats in the block. He then turned and pressed new small end bushes into the connecting rods. Alan Smith made and supplied the new piston rings. Mike Hall from Workington 'Spark Eroded' holes through the valve stems to accommodate the pins that were the forerunners to the modern collets. Another friend, Terry Richardson, made new studs for the block and exhaust manifold.

To date I have learnt so much by involving myself in the various aspects of the engine re-build. What I have realised more than anything else is the wealth of knowledge and skilful expertise that we have in our little corner of Cumbria.

As for the car itself..... At the time of writing the engine installation is nearing completion and a test run is imminent. In general it will lend itself to some minor improvements as it continues to be used, however there is nothing pressing that detracts from it being a nice presentable car. There is a reference in the car's history file to the fact that prior to the seventies restoration it was dark green with black wings. I plan to return it to this colour scheme in the near future.

After some thought, I decided to write to the family of the late Peter Arkinstall to let them know that his car has found an appreciative home and is now a stable mate to two others. I hope that they have taken some comfort from this and that my letter didn't stir too many painful memories.

In other news from Crossley land, I have recently negotiated the purchase of more than an entire car's worth of spares and body panels, which are currently awaiting collection. Another instalment for another Start Line – watch this space!

Chris Spencer

Classic & Motorsport Show

August 18th

We are looking for extra trade stands for the show, from £15 upwards and £1 per square metre for large displays. If you know any likely traders, car dealers, restorers, part suppliers, etc, indeed anything other than food to eat on site, please get in touch.



It's a five-hour journey from Malzéville to Calais. That's if you take the fastest and most direct route, which you won't if you're returning home in a Peugeot 205 Rallye. Instead, you'll venture three hours in the opposite direction to the Swiss border at Basel, tackle some fine Alpine roads, before plotting a course south via Grenoble to enjoy Route Napoléon.

That's the dream, anyway. The Peugeot 205 Rallye is that kind of car. Described by Andrew Frankel as "the most fun front-drive car" he has ever driven, as "every bit as special as an RS Porsche" by Chris Harris, and by us as "an intoxicating, if frenetic road car", the 205 Rallye is the antithesis of today's bloated hot hatches. The analogue masterpiece in a digital age. In a word: fun.

The 205 Rallye coming up for sale on Car & Classic isn't perfect. There are battle scars on the white paintwork, the rear window is paying homage to Tina Turner and there are signs that a small dog has enjoyed the morning blast to the boulangerie. Everything points to 34 years and 178,383km (111,000 miles) of enthusiastic use. Which is how it should be. It also means that you won't be afraid to press it into active service, which isn't necessarily the case if you buy a five- or even six-figure performance car with just delivery miles on the clock and the original 'hairs' on the factory-fitted tyres. A good hot hatch is for driving and the 205 Rallye is a *very* good hot hatch.

Courtesy Hagerty.



Wigton Motor Club have received another prestigious award to add to their two Motor Sport UK Motor Club of the Year Awards (and three runners up).

This time it was at the NEC for the Classic Car & Restoration Show sponsored by Practical Classics magazine.

Wigton Motor Club were presented with the coveted Car Club of the Year award. This is the first time a club that was not a “one make” club has received the award. It was received by club member Paul Brooks.

The thousand strong Club is based in the north of the Lake District and celebrated their centenary in 2023. In the last few years they have build their own club house, The Motor House, with a multi-use space and office; and hold monthly Cars & Coffee meets along with film shows and marshals and first aid training. The Motor House is at Moota near Blindcrake.

The Club has its roots in motorsport and has a full programme of rallies and autosolos throughout the year while the classic cars side has expanded hugely on the recent years with the Cumbria Classic & Motorsport Show attracting 800 cars every August.

At the NEC, Club member Daniel Rooney won the Restoration of the Year for his Mk 1 Mini.

Website: www.wigtonmc.co.uk

Face Book: Wigton Motor Club



Important Information

From the Scottish Association of Motorsport Clubs.

There are some motorsport events that are not permitted by Motorsport UK. As everyone who has been involved in motorsport is acutely aware, our sport can be dangerous, and whilst fortunately rare there are occasional incidents resulting in injury or worse. We have all worked hard to improve the standards of safety across our sport and are fortunate to benefit from substantial public liability cover (something a larger incident might well need) and backup from the team in Bicester.

Other bodies are available who are able to issue permits but in many cases the level of safety, and insurance cover is very different to that experienced at Motorsport UK Permitted events.

This means that there is a risk to both the reputation of our sport (where the general public will not see the difference between these events and those run by Motorsport UK registered clubs, under a Motorsport UK Permit), and to those competitors, officials and marshals who participate.

As a result we would encourage you to support your members by recommending that before they take part in any motorsport event in any capacity, they follow the advice to check what insurance cover is in place, what safety requirements the event is run to, and that the event is authorised (if required under the Motor Vehicles Off Road Legislation).

All Motorsport UK events are run under an Organising Permit or Exemption of Permit and require competitors, officials and marshals to sign on. The Motorsport UK Signing On sheet is only valid at Motorsport UK events when the Motorsport UK Public Liability and Personal Accident Insurance is in place to protect members, officials, clubs and landowners. A permit also exempts the organisers and landowners from the "Dangerous Driving In A Public Place" legislation which was brought in to control "boy racers" but by wording applies to motorsport events.

Noise Check for the Maryport Autosolo

As there are neighbours who complain, we will impose the MSUK noise check for road rallies and record the figures. The limit is 86db at 2/3 max revs at a 2 metre distance as per MSUK rules.

If any one would like a pre event check please ask. You can of course add an extra silencer, or you can buy mufflers quite cheaply

Interested in Competing in Motor Sport?

We have members who have, and do compete in just about every form of the sport

Come along to a Cars & Coffee and find out how **You** can take part!

PG Tips

Peter Reflects On His Month

After the disappointment of the Marcos and a complete re-think I decided to go and try a VX220. I'd seen a lovely red Turbo with contrasting black grilles, wheels and rear diffuser, but as you know dear reader I really like a supercharged car and the VX220 atmo is fitted with the same engine as my Astra Bertone and many have been supercharged. Before heading off to look at the Turbo I decided to see if anyone was selling a supercharged version in a decent colour. What's a decent colour you ask? Not silver would be my main answer! For someone reason a lot of the supercharged VX220s I'd seen had been silver and I personally think it's a bit of a dull choice.

As luck would have it a chap in North Wales contacted me straight away to say he had a VX220 in red that was almost identical to the Turbo I had planned to see (and a lot closer to home). Another journey down country ensued to see the car on a Monday at the end of February, which was thankfully a dry sunny day. I was able to see the now legendary 20mph speed limits in every village I went through and despite possibly slightly exceeding them at times I still got tailgated by locals who clearly have little regard for them! The car was simply stunning, no big spoilers or silly add ons, just a clean car with contrasting black wheels and grilles. The seller was a real car enthusiast as well, also owning a new Alpine A110 and an original Lotus Elan +2 that was being restored and for which he needed the garage space occupied by the VX220. He basically threw me the keys and told me to go for a drive in it. The car is essentially a Lotus Elise S2 with a Vauxhall engine and exterior styling and is the closest thing I've experienced to my race cars in a road legal package.



I only had to drive it a few miles to know I wanted it. Yes its awkward to get in and out of with the roof fitted, and it's noisy and a bit rattly but it goes very well with 270 bhp and only 900kg to pull, and the steering is alive like some of the single seaters I've had. It's skittish in the damp but grips keenly in the dry. The seller threw in a hard top and tailored car cover as well as a spare set of wheels so I felt like I was getting a bargain.

With the new car on route it was time to sell the Astra despite daughter Heidi's protests at the thought. Onto Ebay it went with a start price that was the minimum I'd accept, and a week later despite having thousands of views, lots of questions (most of which were answered in the advert, but hey why would anyone thinking of spending thousands on a car need to read about it!) and 60 watchers, it didn't sell. Someone who had been in touch then asked to come and see the car and duly turned up the following day with his son. After carefully examining the car and confessing to not having valid insurance to drive it, I took him round the block and seconds after I floored it for the first time and wound the supercharger up he said "I have to buy this" with a big grin on his face. So the Astra has now gone and the VX220 is in the garage. The VX220 needs al

most nothing doing – possibly a new wiper blade and I need to apply some lubricant to the heater box control arm but no modification or anything else needed...yet.....

As a foot note I should add that once Heidi had been out in the VX220 for the first time she declared it was better than the Astra and she was happy that I'd sold it. As part of Heidi's birthday present this year I took her and some friends to a place called Motopark at Kelsick near Wigton. It's basically a large old farm barn converted into an indoor off-road motorbike track. To keep it clean and simple, all the bikes are electric, and I have to say it's a fantastic set up and open to all ages with bikes in a variety of sizes from kids barely out of nappies up to adults. Heidi and her friends had a great time whizzing round and in Heidi's case going too fast and having an off into the straw bales! We bumped into Rob Ivison who is now something close to a professional Motocross team manager for his son, who was tiny but very fast on the bike, and apparently competing on a regular basis on petrol bikes – hence why Rob no longer has time to play with cars! Anyway I can highly recommend the place if anyone wants to try some fast 2 wheel fun in the dry for not much money...I may have a go myself next time. It's open Thursday to Sunday every week and you can book a session from £20.

Peter



Wigton Motor Club

Cumbria Classic Weekend August 17th/18th 2024

Saturday, the Rose & Thistle Tour

Sunday the Cumbria Classic and Motorsport Show

The biggest show in the region!

The Chequered Past, Present, and Future of British Car Magazines

Magazine publishing can be a fickle business. For every *Vogue*, *Rolling Stone*, *Country Life*, or *Spectator* there've been a hundred hopeful titles that spring up to latch on eagerly to a new trend or topic. Old hands in the business know most new mags, especially if independently published, will vanish after their third issue, as their backers realise they don't make any economic sense whatsoever... or the printer's lawyer closes in over unpaid bills.

Take, for example, the *Brooklands Gazette*. First published in 1924, the typical pattern seemed certain as it changed its name to *Motor Sport* after just one year. Perhaps the world of rich aristocrats racing expensive cars at the weekend really didn't translate its allure to the bookstall shelves.



Motor Sport, though, survived, then thrived, then prospered, and in the 1950s era of Formula 1's foundation, it absolutely boomed in unison with the exhaust notes of Ferrari, Mercedes-Benz, and Vanwall. This year it celebrates a rather extraordinary centenary. Yet although its distinctive green masthead and attention-grabbing covers are a fixture at newsagents everywhere, it's actually the magazine's many eccentricities that have seen it stay consistently current.

For instance, amazingly it had [the same editor](#) from 1936 until 1991, William Boddy, although it was often hard-pressed deputies and assistants who did the graft while he communicated, huffily, by post from a tumbledown country house in Wales. It had a star race reporter in the form of Denis Jenkinson – the man who co-drove Stirling Moss to victory on the 1955 Mille Miglia – who could be equally grumpy, and who lived in a squalor hinted at by his unkempt appearance. Most importantly of all, *Motor Sport* had its

home from 1936 at a company owned by the eccentric Wesley J Tee, essentially a printer of hymnbooks whose threadbare premises near London's Old Street spoke volumes about his penny-pinching, if highly successful, business methods. If it wasn't for this disjointed triumvirate, who knows how long *Motor Sport* would have lasted?

In its golden 1950s and '60s era, *Motor Sport* offered tons of great reading every month. Not that it was obvious to the uninitiated, with page after page of dense text (articles often wouldn't fit their space and had to be continued at the back, as the two wordsmiths would not have their copy cut), no obvious elan in picture-editing, dull covers hardly reflecting [the flashing excitement of motor racing](#) itself, and content full of Boddy's personal obsessions with arcane prewar cars.

Motor Sport today, under the aegis of editor Joe Dunn, carries its heritage inside a far more accomplished package in terms of what we publishing folk call 'magazine craft'. It is beautifully written, art-directed, paced, and packaged (no more 'cont on p127'...). "In an age of clickbait headlines, viral TikTok videos, and hot takes on social media that disappear as quickly as they materialise, *Motor Sport* takes a more considered view," Joe told me. "We are a 'lean back' read, adding context and analysis for our knowledgeable readers, which rewards engagement time."



Motor Sport is holding its own, and for the past two years its circulation has been increasing. The magazine is fortunate to be under private ownership, because humming along nicely with small gains is not enough for public companies or private-equity firms. Their automotive magazine brands have to be sweated hard to produce results, and with so much traditional-style advertising migrating online (right up until the early 1980s, the small ads in *Motor Sport* were where the finest vintage and classic cars were horse-traded), they buckle under the pressure. In the USA, for example, *Autoweek* first went fortnightly, and then in 2019 it closed. A year later, *Automobile* shut down and *Road & Track* went bi-monthly, and now *Car and Driver* is going bi-monthly too. In the process, both *R&T* and *C/D* have shed pages, so that each lacks the satisfying *thwack* they once

had when dropping them on a table.

The carnage in the UK seems less brutal, but the struggle to keep putting paper-based entertainment in car enthusiasts' hands each month is getting much harder. Exponent Private Equity, the owner of car mag publisher Autovia, which includes titles like the weekly *Auto Express* and monthly fast car organ *EVO*, couldn't resist the chance to offload its opulent *Octane* glossy just before Christmas. In a telling move, it was sold back to two of its founders, Geoff Love and David Lillywhite, who intend to run it alongside their sumptuous quarterly *Magneto*. It's actually the spirit of *Motor Sport* all over again: small, targeted, ingenious, and, I'd imagine, taut if not actual tight purse-strings. Even if quite a lot of us still love to relax in our hammocks with a G&T and a car mag, circulations have dropped and attention has drifted to myriad web-based destinations like, well, like HageAutovia effectively dissolved itself entirely by selling its weekly *Auto Express* and the monthly *EVO* this month (February 2024), putting them in the hands of car-buying website Carwow as digital media swallowed up legacy paper. And it's also a strangely precarious time for *Top Gear* magazine, albeit for different reasons. This monthly general-interest car-comic was launched in 1993 and has supported the corresponding BBC TV show ever since. It used to sell truckloads when its covers were spiced by the comedic mugshots of Jeremy Clarkson, James May, and Richard Hammond. Trouble is, they all left ages ago, and the programme is taking a sabbatical from TV screens after [a controversial crash](#) while filming, and so the associated mag now cuts a rather sheepish, adrift presence down at the newsagent's.

The turmoil is everywhere.

It's all a far cry from the 1970s, when car magazines were paper-munching trophy assets in long-gone mega-firms like IPC. The editors were god-like, life was ordered, and the Chinese still only made bicycles. The legendary Ray Hutton is now a good friend of mine, but when I was a teenager in 1979 reading the weekly *Autocar* that he edited, Ray was so important to IPC that one of the company's chauffeur-driven cars was at his disposal whenever he needed it. I rather suspect the editor of *Autocar* today would have to get the Tube to Heathrow like everyone else.

I have to declare an interest here, because over the years I've written for almost all of the British magazines mentioned so far, and below. My introduction to the car mag world was in 1985 when I joined *Classic & Sports Car*, then just two years old but leading the charge in the prevailing classic car craze. I was, of course, a lowly editorial assistant, and that meant a semi-apprenticeship in putting mag



azines together (later on I was the editor of this and some others). To give you an idea of those dinosaur days, the words began life on a manual typewriter, the editing was done using paper strips called galleys, and every month involved at least four days at the printer's being bellowed at by Cockney typesetters. Very occasionally you got to drive a car or go to an event. In a magazine of 160 pages, we usually had eight colour ones

Car magazines were booming. There being no internet, buying a printed magazine from WH Smith or by subscription was the only way you could glean what was happening inside Jaguar or Ferrari, unless you knew someone who worked there. Not surprisingly, car mags held a lot of sway in the industry, and to work on one was to feel pretty pleased with yourself.

Autocar was housed in the office next to *Classic & Sports Car*, and that had once been home to legends like SCH 'Sammy' Davis, who won at Le Mans for Bentley, and Jaguar engine genius Harry Mundy. True history-shapers. Fellow weekly *Autosport*, with its band of lap-time obsessives, was just up the corridor (as they walked along it, some of their journalists actually made racing car noises!), but the publishing company's crown jewel was *What Car?*, the dry monthly data-bible whose readership of middle-class Brits was carefully sizing up their next car. Most readers only needed to buy three issues, and that was it, job done, car bought, and they'd be back in five years' time. But there were enough of them at any one time to sustain a circulation of 100,000 and more.

This portfolio of prized periodicals was ultimately owned by the government minister Sir Michael Heseltine. While he was busy running the country, his trustees used his family fortune to invest in car magazines. The advertising that they all carried – from grubby classifieds to slick back covers – was immensely profitable because, as I mentioned earlier, the online marketplace did not exist. So you could advertise your secondhand BMW 323i in the back of *Autocar* or the small ads in the *Macclesfield Daily Examiner*. Which do you think would attract the most likely buyer?

The car-magazine industry eventually coalesced into three big rivals: Haymarket (my employer), the IPC 'Ministry of Magazines', and the upstart EMAP – the East Midlands Allied Press local newspaper group that expanded into mags. EMAP'S breakthrough was *Practical Classics* in 1980, the first classic car mag truly focused on nuts and bolts, and happily still going strong today. *Car* magazine, meanwhile, was a successful independent monthly with an erudite reputation, while *Alternative Cars* represented the more here-today-gone-tomorrow nature of many short-lived contenders.

In my own subdivision of classic car magazines, circulations were so big that the subject could be sliced and diced even further. I launched an earthy magazine called *Your Classic* in 1989, aimed at younger fanatics buying their first old cars, while the toffee-nosed *Supercar Classics* of 1987 tilted itself at the upper echelon of the market. Both are long-dead.

Oddly enough, I only discovered recently the very first 'old car' magazine of all in Britain was once again down to that fascinating character Bill Boddy. He started his *Vintage & Thoroughbred Car* in 1950 and Gordon Cruickshank – the long-standing deputy editor of *Motor Sport* today – believes the venture was an illicit side-hustle that he ran from his workplace at Teesdale Publishing.

Meanwhile, *Classic Cars*, launched in October 1973 by IPC, had been the first proper classic car magazine. It all came about because the sports editor of *Motor*, Michael Bowler, shared a passion for old cars



with the art editor of *Autocar*, Lionel Burrell. The weekly arch-rival rags were then, in 1971, both owned by IPC, and these two nostalgists often chatted about their weekend shenanigans getting covered in oil by their old cars at various race circuits.

“We used to meet on the back stairs and plot how we’d start this old car magazine,” Michael told me, “and we sold the idea of the first classic car magazine to the top brass.” The clincher was the advertising. The back pages of *Motor Sport* were stuffed with ads for 1950s and ‘60s cars, but the editorial pages loftily ignored the period. “So there were a lot of people interested in cars of that period sold by [the dealer] Dan Margulies and the like who weren’t being catered for. When our advertising manager went out to try and sell space, people asked ‘Is Danny advertising?’ and as he was then they’d advertise too. If Danny said it was OK, then it was OK!”

“We recruited Jonathan Wood from *Car Mechanics* and we gave him a Rover P4 for his company car! For me I persuaded them to buy my father’s Jensen 541 for me to use, then later I ran a Fiat 2300S and a Triumph Stag. From that point on it was exciting to see it grow. We went up through 100,000 monthly sales just as *Motor Sport* was crashing down through 100,000.”

One hurdle Michael hadn’t anticipated was outrage at the magazine’s title; not from a rival publisher but from New World upstarts. The Classic Car Club Of America felt, Michael recalls, that its “definition of classic cars as pre-1941 was sacrosanct, and therefore could we do something about it, please.” After two years on bookstalls, and anxious not to harm US sales, the masthead was tweaked to *Thoroughbred & Classic Cars*. “I think it came from the term for post-vintage thoroughbreds of the ‘30s – cars we also covered.”

There’s no car magazine in the UK, possibly even the world, to rival *Autocar*, which at almost 130 years old has covered the development of the automobile in weekly paper chunks more intensely even than the venerable *Motor Sport*, including some of the most forensic contemporary road tests you’ll ever read. Never mind the cheery wafflings of today’s social media influencers; *Autocar*’s test team were essentially white-coated scientists, analysing everything from the ‘feel’ in the steering to the height of the boot lip. You might have read clichés such as ‘corners like it’s on rails’ and ‘the controls fall easily to hand’ everywhere else, but not here.

I worked on some bumper *Autocar* issues in my time there, for its 5000th road test in 1992 and for its 100th birthday issue in 1995, and just making an outline list of the highlights we could revisit took a team of us several weeks. As you read this, I have a feeling the *Motor Sport* staff are doing the very same thing in advance of their own celebrations in July this year.

So, happy birthday, *Motor Sport*, century-old bastion of the traditional, printed car magazine, and may your influence continue to keep the genre alive forever...

Giles Chapman via Hagerty

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

To continue with the 1978 season Malcolm Wilson's next event was The Jim Clark Rally, a counter towards the Castrol Autosport Championship on 1st of July. Much work had been done to prepare HHJ701N and although the engine was down on power it looked like new as it took to the start ramp as number 1 in the main street in Duns. The competition contained the usual contenders in the total 120 car entry with a further 17 reserves. Lined up behind us were Rockey, Culcheth, Gallagher, Dawson, Samson, Stokes, Faulkner, Fowkes and Simpson and with the likes of Jim McRae at 15, Terry Kaby at 18 and Willie Rutherford at 19 it was quality all the way down to the 30s.



The weather had been dry and mild in the week prior but on the day it turned and how. Gales and driving rain made the going treacherous especially when we reached the tarmac of Otterburn. Over the first five stages we had 1 fastest and 4 second fastest times and were leading on cumulative on 18.58 with Rockey and McRae equal second on 19.27, Gallagher next on 19.33 and Samson on 19.55. The first stages were Sisterpath, The Bield, Charterhall and then onto Otterburn

for Cottonshope and Yardhope. Stage six – Davyshiell started at 22.10 and saw our undoing when over exuberance led to aquaplaning on sheet water and we left the road on a left rolling into the landscape at high speed ending up a considerable distance from the road. We had already killed a sheep on SS4 (or so they told us!) but did rather more panel damage on SS6 leading to retirement. Some watching soldiers collected the spanners and spares spread liberally around the countryside and the car was recovered after all had passed. So nil points for our Championship tally and Nigel Rockey won the Jim Clark followed by Falkner, Samson, Gallagher and Brise.

Back to 2024 - Entries for The John Peel Meander are rolling in and we are looking forward to a bumper entry of pre-1950 cars. Details and an entry form are on the club website and entries will close on 2nd May so don't delay placing your entry as the next few weeks will quickly roll by.

If you know of an owner of a qualifying car who may not be on our mailing list please pass on an invitation to join us on May 8th.

Ron.

Membership

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

Welcome to new members

Oli Wragg of Windermere
Trevor Waldron of Whitehaven
Georgina Rhodes of Tobermory
Ross Scott of Ambleside
Peter Wright of Millom
David & Helen Little of Lockerbie
Tony Pilkington of Egremont
Pat & Lisa Buss of Penruddock
Phil & Vivien Jobson of Carlisle

We hope you enjoy our events and we look forward to meeting you at a Cars & Coffee or other events soon.

Our Charities for 2024

Are

Jig Saw Hospice & West Cumbria Carers

M-SPORT 
CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

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

Marshals' Post



April 13th:

Flying Scotsman Vintage Rally at Kirkbride: We need a few more marshals for three tests in the morning. If you can help please contact Eddie on:

eddieparsons5@icloud.com

Drive It Day April 21st at Dalemmain As usual we need your help to park the cars and shake the collections buckets!

BMW Back Hydrogen

BMW is building a fleet of up to 100 hydrogen fuel cell vehicles (FCEV) for demonstration and trial purposes. It comes as Oliver Zipse, chairman of the board of management at BMW, says: "Hydrogen is the missing piece in the jigsaw when it comes to emission-free mobility."

The move is considered significant, given the last time the German car maker entered into a similar trial, with the Mini E in 2009, it led to the development of the BMW i3 and, ultimately, Mini Electric.

The new BMW iX5 Hydrogen, which uses a pair of 700-bar tanks made of carbon-fibre reinforced plastic (CFRP), has a claimed driving range of 313 miles and a top speed of 112mph. Filling the hydrogen tanks is said to take just three to four minutes, which gives FCEVs a distinct advantage over pure electric vehicles.

But while the electric car charging network is growing, the hydrogen infrastructure falls

Despite this, Jürgen Guldner, BMW's hydrogen programme manager, is adamant that the fuel has a crucial role to play, telling *The Times*: "I am convinced – I am not saying 'I think' or 'I believe' but I am convinced – that hydrogen is the future."

The company has been saying the same thing for many years. "Hydrogen is the fuel of the future," said the company in a 1999 Clean Energy press pack. "BMW sees the hydrogen engine as the number one long-term development, a technology of the future that has already started today."

Courtesy Hagerty



WMC Club Championship Results 2023/24

Overall Club Champion....Gents		David O'Connor	87
Overall Club Champion....Ladies		Heidi Garstang	49
Club Champion....Marshal	1st	Eddie Parsons	95
	2nd	Mary Parsons	90
	3rd	John Holliday	85
Newcomer of the Year		Jacob Iverson	
Rally Champion		Barry Lindsay	
Enthusiast Champion		Daniel Rooney	
External Champion		Keith Thomas	
Club Champion....Auto Solo		David O'Connor	50
Auto Solo....FWD	1st	David Agnew	49
	2nd	Peter Masters	45
	joint 3rd	Richard Chapelhow	39
	joint 3rd	James Fee	39
Auto Solo....RWD	1st	John Sloan	48
	2nd	Nigel Moffat	23
	3rd	Lei Mashiter	22
Ladies Championship	1st	Kirstin Maxwell	25
	joint 2nd	Fiona Tyson	24
	joint 2nd	Beth Nicol	24

Historic & Targa Awards

HISTORIC OVERALL

Driver			Navigator		
1	Alex Willan	114 (5)	1	Paul Taylor	50 (2)
2	David Marsden	66 (3)	2	Stuart Davies	46 (3)
3	Alan Hawdon	65 (3)	3	Richard Welsh	45 (2)

Class Awards

Cat 1			Cat 1		
1	David Agnew	20 (2)			
Cat 2			Cat 2		
1	Tot Dixon	19 (2)	1	Ron Palmer	15 (2)
2	Ian Dixon	18 (2)			
Cat 3			Cat 3		
1	John Sloan	20 (2)			
Cat 4			Cat 4		
1	Brian Bradley	17 (3)	1	Judith Grasse	17 (2)

TARGA OVERALL

Driver			Navigator		
1=	Philip Hodgson	93 (4)	1	Fiona Tyson	94 (4)
1=	Chris Hunter	93 (4)	2	Lewis Hodgson	93 (4)
3	Kevin Stones	87 (4)	3	Christopher Holden	86 (4)

Class Awards

Targa T1 (FWD)			Targa T1 (FWD)		
1	Barry Lindsay	30 (3)	1	Martyn Petry	30 (3)
2	Craig Stamper	25 (3)	2	Heidi Garstang	19 (3)
Targa T2 (RWD)			Targa T2 (RWD)		
1	David O'Connor	25 (3)	1	Andrew Graham	27 (3)

**Please return all main trophies to the
April Cars & Coffee for engraving**

Autojumble

My 1970 MGB Roadster is for sale. It will be coming out of hibernation from a dry, safe garage soon. Please contact me to view and for full information. Ron Palmer phone 01228 575153 or ronpalmer777@hotmail.com.



For Sale: Targa winning Mazda MX5 1800 with a sump guard and roll bar, spare set of wheels and 12 months mot 71000 miles £1500 07990592875



Pub Run

May 1st

Start and finish at Bassenthwaite Sailing Club Dub-
wath CA13 9YD.

The start will be at 6.45pm

Estimated cost per head for supper, tea or coffee will
be £6.50 per head.

Entrants will need to pre- book. Contact
dwandpnic@btinternet.com or 07818426848.

Autojumble

Items for sale or wanted



WOODFORD 11ft x 5'5ft TRAILER with a PRG GRP Cover fitted.
Weight: 1300Kg's.
About 15 years old. In excellent condition.
Ideal for Caterham, Lotus 7 or Classic Mini which just fit in.
Trailer based in West Auckland, Co Durham.
Will deliver into Cumbria FOC.

PRICE: £1500.00. No Vat.
Contact: Nicky Porter. Mob: 07971-606686.

Mini Convertible:



Get ready for the summer in this super little car. Should be tax and MOT exempt by 1st April. Inspection welcome, offers round £6750, contact Eric on 0778 3943982.



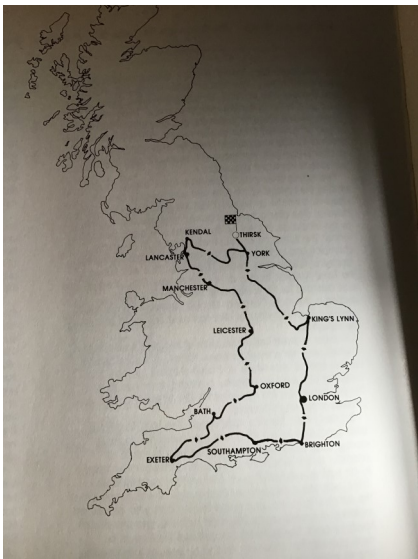
Handy trailer with removable top box, spare wheel, trailer board.
£75 for quick sale.
Eric 0778 3943982



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

By the time you read this I suspect you may well have seen the film about Enzo Ferrari and the 1957 Mille Miglia. I must admit I haven't, I've seen trailers which showed the driving to resemble the "last chance" race at the Formula Ford Festival so I decided to give it a miss. Has anyone ever made a film other than a documentary that portrays a motor race as it actually is? If they have I've not come across it.



Continuing the Mille Miglia theme. There's a map below which shows an imaginary "Thousand Mile" route in England. The distance is the same as the real thing, it's clockwise and bears more than a passing likeness to the Italian classic lap. Based on the 1955 event won by Moss/ Jenkinson the route starts and finishes at Thirsk (Brescia) where the pair would have driven down the ramp at 0722. They would have raced round the route on the map and returned to Thirsk at 1729, 10 hours and 7 minutes after leaving there in the morning. To do this they would have averaged 98.53 mph in a car whose technical development would be laughable today. They would have driven over mountain passes on little more than tarmac goat tracks and not had the benefit of any motorway mileage to help increase their average speed. I still find it hard to comprehend how this was ever possible.

Returning to the film. Apparently the script claims De Portago refused a tyre change at the Rome control so he could retain the lead he was holding at the time. Rubbish, at that time he was a distant fourth behind Peter Collins leading, Taruffi 5 minutes behind in second and Von Trips a further 4 minutes further back in third. To be more accurate De Portago was just about managing to hold off Gendebien in a Ferrari 250 GT road car, a bit like a modern hyper car battling with a Porsche 911 at Le Mans this year. I suggest therefore the reason he didn't stop was to avoid the embarrassment of being overtaken by a competitor in a supposedly slower class in the race. By the way when Collins retired with a broken gearbox after Bologna he held a 9 minute lead with not far to go to the finish.

The final result, legend has it, was also disputed something which may or not be covered in the film. At the time Ferrari himself claimed Taruffi was near the point of exhaustion when he saw him at the Rome control, and the Collins car was in serious mechanical trouble so with that in mind he instructed Von Trips not to pass the older driver who had first driven for the Commandatore some 26 years previously and was desperate to win the Mille Miglia before he retired. Von Trips obeyed these team orders. Taruffi had a different story claiming he led "Taffy" through a series of difficult corners and exhibited such sublime skills that the German simply gave up the task and admitted the "Silver Fox" (Taruffi) was a vastly superior driver. Who knows the truth? We never will.

Finally there are scenes in the trailer where half a dozen cars are battling it out like a pack of "Mini Miglia" (an apt choice) on the approach to Clervaux at Croft. The cars started at minute intervals so the later runners are already miles ahead, surely they'd have simply blasted passed it's as though the film makers don't grasp the event was more of a special stage rally than a normal race.

Sad that the deaths resulting from the accident were they were not the cause of the event being consigned to history. It was already considered too dangerous to survive and the number of starters was also in decline (only 298 took part in 1957). Some mourn its passing as the end of the last great road race but I suspect the organisers of the Targa Florio which lasted for another 15 years would disagree with that point.