

Wigton Motor Club Ltd

Start Line

Issue 2024/05

www.wigtonmc.co.uk

May 2024

Fantastic Turnout for Drive It Day



For Members By Members

WMC Committee

OFFICIALS

<i>President:.</i>	<i>Charles Graves</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

- May 1st Pub Run by Dave Nicholson
- May 4th First Aid Course at the Motor House
- May 7th Test Evening at Rowrah (**now full**)
- 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 5th Pub Run
- June 9th Cars & Coffee at the Motor House.
- June 23rd Grass Autotest
- June 30th Cars & Coffee at Lingholm
-
- July 3rd Pub Run
- July 14th Cars & Coffee

Driving Motorsport Forward

This Month's Events

- May 1st W** **Pub Run** by Dave Nicholson starting at the Bass Sailing Club at 6.45 . Refreshments at the end £6.50 PP. Contact Dave on dwandpnic@btinternet.com or 07818426848.
- May 7th Tu** **Test Evening at Rowrah** from 6.30. **Now full**
- May 8th W** **John Peel Meander** for older cars. Starts from the Motor House. A few places left. Contact Ron on ronpalmer777@hotmail.com
- May 12th S** **Cars & Coffee, Hog Roast and Awards Presentation at the Motor House** from 10 o'clock. Hog Roast £7 pp followed by the Awards presentation.
- May 15th W** **Annual General Meeting** 7.30 at the Motor House. All welcome.
- May 19th Su** **The Gallop "Head to T 'Hills"** **has a full entry.**
- May 26th Su** **Grass Autotest** at Blackbeck. Entry forms on the website.

Cars & Coffee, Hog Roast & Awards Presentation

Sunday, May 12th

From 10.00 - Hog Roast at 11.30 followed by the Awards

To book your Hog Roast email Jacqui on jaxr1986@hotmail.co.uk by May 7th

If you are an award winner and can't be there please let Graeme know so we can arrange collections: gtfmg@yahoo.co.uk

Talking Point

Topical Comment on Motoring & Motorsport

The challenge these days for any sports club is to get younger people to join and take part. It seems to apply to just about all sports, our local rugby clubs are often struggling to put out teams on a regular basis, while cycling had a huge boom 15 years ago but has faded away rapidly.

The majority of people who get involved on motor sport do it via parents or peers who are already involved. But how do we get new folk into our sport? There have been various efforts over the years at national level, in fact at one point the MSA as it was, suggested it was better to try to attract 40 plus year old, empty nesters with time and money on their hands. More recently there has been a push for Esports (computer games) which has certainly worked for some.

We were all young once, but it is so much harder now for the twenty something, we all had Minis and Escorts we could play with or modify. Now lads and lasses are inhibited by insurance costs and what the insurers allow them to do to their cars. The age of “Max Power” magazine came and went in quite a short time, but there is still an interest in meeting in dark corners of car parks on a Saturday night. Sadly looking at the photos they put on social media of their “awesome” meets and it’s a line up of small hatchbacks which would not be noticeable in an Aldi car park. Some still enjoy doing the “boy racer” bit with “burnouts and revving but it’s all a bit tame. Quite a few youngsters will have “black boxes” that monitor their driving habits for the insurance company.

Unfortunately, most cars built after about 2019 have so many “driver aids” that burnouts, spins or anything even vaguely enthusiastic will bring up flashing lights on the dash and even stop the car. Plus of course fewer cars are rear wheel drive.

Can we encourage these folk into autosolos? Firstly they don’t like the sense of commitment to be at a set place at a certain time. Many are worried about their “reputation” if they don’t win. Clubs on the other are very protective of **their** reputation and fear being associated with boy racers. Many venues don’t want boy racer meets on their land due to a few of the drivers doing burnouts and making a lot of noise.

Suggestions please?

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

April Committee Meeting Notes

Matters Arising. Both Lei and Jacqui will be having their SGO training as and when MSUK are able to do it.

There will be a Graham martin memorial Trophy for the Best car at the Classic Show

Past Events:

White Heather. Various points were raised and some items to be considered for next year with longer more flowing tests.

Major Events:

Drive It day: Arrangements for the events were agreed.

John Peel meander: Still some places left due to regular competitors being away or car not being ready.

The Gallop: has a full entry which is limited by the size of the lunch venue.

Classic Show: it was agreed to buy a second Sum Up card reader to take more payments for admission. The way cars come into the field will be changed with three different routes and different colour hangers.

Club Events: These were all on hand. Some possible new autotest venues.

Membership: A steady flow of new members each month. John would send a final reminder to those who had not renewed.

Flying Scotsman Rally had given a donation for us manning three tests. It was agreed to have a marshals draw for 10 x £10.

We had won the Practical Classics Car Club of the Year for 2024. Very nice trophy and certificate.

Graeme had been to meetings at Motor Sport House and reported on what he found out.

The licence for the use of Maryport for events had been issued.



motor
sport
UK

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Club News & Events

Events of Note:

May	4 th	Croft race meeting
	4/5 th	Berwick Classic
	11 th	Border Counties Rally
	18/19 th	Croft Racing
	24-26 th	Jim Clark Memorial Rally
	25/26 th	Prescott Historique
June	15 th	Kielder Rally
	15 th	Barbon Hill Climb
	30 th	Spadeadam Car Show at Lanercost
July	7 th	British GP
	13 th	Barbon Hill Climb
	14 th	KLMC Car Show
	20/21 st	Classic Nostalgia at Shelsley Walsh
	27/28	BTCC at Croft



HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844 824 1135 and don't forget to mention your club when you do!

www.hagertyinsurance.co.uk

Drive It Day

Drive It Day proved to be very successful with a good turnout of over 250 cars plus spectators. In total we collected £1,300 for our charities: Carers West Cumbria and the Jigsaw Hospice. This will be added to other amounts and presented in November.

Many thanks to all the marshals and bucket rattlers!



Road Insurance

As motorsport enthusiasts and competitors, we often participate in events which traverse the public highway. Whether it is a stage rally, regularity or 12 cars, your insurance policy will likely exclude any form of motor competition.

To mitigate this, specialist brokers like Reis Motorsport Insurance can provide specific policies that provide third-party cover, even when participating in a motorsport event held on public roads.

If that cover isn't contained within a policy, event organisers have, over the last 40 years or more, offered Road Section insurance—simply a short-term third-party policy that competitors/drivers can purchase when they enter the event.

What you should know:

It has become apparent to us that there is a significant misunderstanding of insurance for competition use. As stakeholders in motorsport, we feel responsible for safeguarding the future of our beloved sport by sharing our knowledge, raising awareness, and promoting good practice.

Here are some facts surrounding Road Traffic Act requirements for insurance whilst taking part in a motorsport event which is road-based:

All motor vehicles traversing any public area or highway must always uphold Road Traffic Act regulations (be road legal), and drivers should hold their own active annual insurance policy relevant to the vehicle in use.

You should check your policy to see if it covers you for the complete duration of the event. Check the motor certificate: is motorsport excluded? If so, check the Schedule to see if the Underwriter has provided a waiver.

If your policy excludes cover while on an event/rally, you will require road section insurance. This is a third-party only extension to your policy and is purchased via the organisers when entering the event.

Road Section cover must not be used in isolation because if you retire, find yourself OTL, or drive on the public road outside of the auspices of the event, your road section policy will no longer be valid; your own insurer/policy would now provide cover as you are no longer in 'competition.'

If you have an accident on the open road – either a collision with another vehicle or someone else's property – this is a road traffic accident, and you should stop (where safe to do so). Unless there are injuries (in which case, the priority must be medical treatment), you should take the contact details of the third party and gather any witness statements and images of the damage. If there is a dispute between parties, you may need to involve the police. The details must be reported to your insurer and the event organiser as soon as possible.

Road Section is third-party only insurance and will not pay for damage to your own vehicle, irrespective of whether you have a collision with another vehicle or a tree!

Key Points:

Minimum legal requirement: For all motor vehicles driven on public roads, third-party insurance is the minimum cover required, covering injuries and property damage to others.

Competition use coverage: Your standard insurance policy may exclude tests, time trials, rallying, or any form of competition and/or motorsport. You should consider dedicated motorsport policies provided by Reis Motorsport Insurance for your road cover and third-party on-event cover .

Road section insurance: Event organisers might offer road section insurance to entrants whose insurance policy does not cover their participation. This is a short-term option that fills the gap, but it only covers third-party claims.

Know your limitations: Road section insurance doesn't cover damage to your own vehicle and ceases when you are no longer actively competing in the event.

Accident procedures: Stop, exchange information, and report to your insurer and event organiser.

Why is this important?

Having the correct insurance policy is lawful: it protects you, others, and the future of motorsport.

Action steps:

Check your Policy: Does it cover your motorsport activity?

Consider dedicated insurance: Get an annual policy that includes road sections.

Understand the terms and limits of road section cover provided by the events.

Follow accident procedures: Be responsible and transparent.

By understanding your insurance needs and taking proactive steps, you can enjoy motorsport confidently and contribute to a safe and thriving scene.

Reis' Competition Car Insurance Product

Reis Motorsport Insurance can offer a motor policy for a road-legal competition car, which includes third-party cover for the period you are participating in events as well as all other times, irrespective of the number of events you enter.

Additional tips:

Consult a specialist broker: They can guide you towards the right policy.

Read event regulations: Understand specific insurance requirements.

Stay informed: Keep up-to-date with changes in regulations and insurance options.

Remember: Safety and clarity are paramount. By being an informed participant, you ensure a smooth and enjoyable motorsport experience and help safeguard the future of your beloved sport.

Courtesy of REIS

The Definition of Ambition

“Work hard until your car doors open upwards.”

PG Tips

Peter Reflects On His Month

I write this month's ramble from my final day as a police officer, after 30 years the time has come to move on. Policing now is very different from when I joined back in 1994 but this is a car magazine so I won't go into the woes of the modern police officer and the unhappy lot he/she are dealt by the media. Rest assured though, Cumbria constabulary is good compared to most forces and there are many very good and dedicated people trying to make it work 24/7.

People often ask me why, when I am so into cars, I never joined traffic, or Roads Policing Unit as they're now called, and I think the simple answer is that back when I was a lowly PC and could have, they spent a lot of time prosecuting speeders and I was and still am a bit of a speeder and didn't want to be a hypocrite! The first panda I got my hands on was a mk3 Astra 1.4 8v 3 door. It had very little power, the whole interior was grey and very plasticky and the handling was at best soft and understeery. Obviously being 23 and already a speed champion (Scottish sprint 1991 kit cars up to 2 litres) I absolutely hammered those poor Astras and drove them on their door handles, which eventually led to my first and only police vehicle accident when I hit a curb, understeering wildly round a corner and tore the front passenger wheel off the car. I got into a world of trouble, my Sergeant shouted at me and I had to do a follow up driving course to improve my skills. That course was in a brand-new Escort mk6 which was a whole lot better than the mk5 I had also driven once or twice. My driving skills were suitably honed on this course and to this day I still read the road a long way ahead as I was taught to do.

Arriving in Cumbria in 2001 we had just been issued with the Astra mk5 in 1.4 16v guise, but rather randomly someone had specced them up with sport pack suspension and interior. I have no idea how that happened or who did it, but the seats were most excellent with adjustable thigh support and bolsters and the suspension was lowered and stiffened and whilst they weren't quick, they were quite fun to drive and could be slid around corners quite safely on route to emergency jobs. Those heady days were what later inspired me to buy my Astra Bertone that I recently sold. Car chases were fairly commonplace back then as well, around Salterbeck and other estates in West Cumbria with limited regard for how safe it was. Often the cars that the criminals were using were faster than our Astras and hard to catch, but inevitably we later found them parked up and had them seized – generally unregistered, untaxed and with no MOT, modern legislation has largely put an end to those type of pool cars used by many but with no identifiable owner thankfully. Car chases are now uncommon because the will to risk the public's safety is no longer there so most get called off as soon as they start.

The days of sporty specced pandas started and ended with those Astras because what followed were mk1 diesel Focus estates which did go and handle quite well with the turbo diesel engine but were loaded up with more kit and heavier and bigger than the Astra hatches. Following the Focuses some bright spark at HQ decided that instead of having vans and cars we should buy hybrid vehicles that would do both jobs and we were sent a fleet of Peugeot Partner vans with seats in the middle and a prisoner cage in the back. Compared to a car they were truly appalling vehicles suffering brake fade, the worst understeer I've ever come across and a wealth of minor reliability issues.

They were practical I guess but the cages in them were not as big as a Transit's and caused issues with larger people. The next review thankfully went back to Transit vans and pandas which are now Peugeot 308s, due to having hit middle management levels I haven't had the opportunity to drive one in anger with blue lights on so I can't comment from personal experience but I am advised they understeer quite badly and are a bit gutless.

The most recent addition to the fleet that I have driven is an unmarked Focus with a teeny petrol turbo engine in it and the thing of note for me was that it has 17 buttons on the steering wheel and almost none on the dashboard as it has a touch screen for most functions. Touchscreens are a modern disease that needs cured, I get that there is a place for them, but not for virtually every function – fiddling with menus on a touch screen whilst driving is surely as dangerous as mobile phone use? So there you have it, a brief summary of 30 years of police pandas – if only I'd joined traffic I could have been out in all sorts of high powered exotica including an Evo 7, a variety of high powered BMW and Volvo estates and several Impreza turbos....no going back now though.

Peter

Annual General Meeting

The AGM of Wigton Motor Club Ltd will be held on Wednesday, May 15th at 7.30 at the Motor House. All members are welcome to attend.

Agenda

- Apologies for Absence
- Minutes of the 2023 AGM
- Annual Report
- Financial Report
- Acceptance of the Reports
- Elections of Officers and Committee
- Motions before the Meeting
- Any Other Business.

The AGM will be followed by a monthly committee meeting.

Spring Autosolo



In early March whilst competitors were settling down with a small beer to watch Love Island or more likely a re run of Bangers and Cash, Graeme F was beavering away in his office. He was writing the 'Maryport Autosolo Noise Management Plan 2024' – more of that later.

On Sunday 28th April an almost full entry of 17 folks lined up for a day's cheap motorsport. I was there in the Sylva Jester aka The Clown Car, a hideous orange fibreglass body over the top of some old Mk1 Fiesta running gear. I've had the gearbox in and out of this thing three times over winter so it better not let me down. Talking of

reliability, Joe Benns weapon of choice was a Lexus 200, it may not be the fastest thing but he certainly wouldn't break down. Also in attendance were the MX5 sideways crew in the form of Phil Hodgson and Drew McClean. Phil had to retire due to the shortage of a handbrake, however his lairy driving style was taken over by Alex Willan in the BMW. Would they shatter Graeme's plans for a nice peaceful event?

Another member of the MX5 crew, David O'Connor has moved up in the world and was now pedalling an RS2000. Not to be dismissed was the stalwart of all forms of (reasonably priced) motorsport, David Agnew in the 1960s Mini. After he won last year he commented that he was probably the oldest driver in the oldest car – so take that.

The man in charge, or Clerk of the Course to his friends was Nigel Moffat. He had laid out a sea of cones. Some in gates, some on their sides, what's going on here folk thought. Well this is apparently how they do it properly. After all this was round 1, of 4 of the Wigton Motor Club (best club in the north) Autosolo Championship. The test actually turned out to be a nice fast flowing section that was enjoyed by all.



After the first batch of three runs each, it did seem to be favouring the RWD cars, although David Alexander in the pre 1984 Nova was determined to give them a run for their money. As was Martin Breen in the quick little Citroen C2. A further 10 tests followed with a smattering of wrong tests and struck cones recorded by the keen eyed marshals. When I helped the C o C set up on Friday we commented that someone would go the wrong side of cone B. We were proved correct, that someone was – Me!

Anyhow, Drew came a well deserved 1st overall. David O'Connor 1st RWD, Martin Breen 1st

FWD, son Charlie 1st Junior and David Alexander 1st Historic.

Hopefully Graeme's dedication to the sound meter and management plan will allow us to run Round 2 on 28th July.

Nice to see a few new faces and a big thank you to the marshals/organisers.

Steve F

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Sixty years ago this month I did my first Scottish International Rally which took place from 18th to 22nd May 1964 over five days of enjoyable competition. I had been the regular navigator for Irving Oglanby, the Wigton greengrocer, for about a year and he had upgraded his Vauxhall Victor FB Estate (workhorse and rally car) to a 998 Mini Cooper in September 1963. Over the 63/64 winter we had clocked up about half a dozen good results including a win on the NDMC Hunter Cup and second places on the SSCC Doonhamer Rally and DAC Rally of the Dales. There were four local crews interested in doing the 1964 Scottish but as some of us didn't have International competition licences we had to get that resolved. Alf Sewell was an active 750 MC club member and a 'man of the world'. He was a representative for Mitton Refrigeration where his boss was Brian Mitton so they had a common interest in rallying.

Now Alf, as they used to say, 'had neck for owt', and volunteered to pay a visit to the HQ of The RSAC at Blythswood Square in Glasgow to obtain said licences for those of us without. We had not gone through the licence upgrading necessary to work our way up to the lofty height of International but Alf clearly charmed the staff at HQ and made a good case for each of us to have one and duly returned south over the Border with the necessary licences. I imagine you would have to be an A list celeb to get one so easily these days from MSUK.

Team Cumbria consisted of Alf Sewell and Laurie Lancaster in a Mini UHH 81, Mike Telford and Peter Handy in a Cooper 'S' ARM647B and Irving Oganby and me in the 998 Cooper 1258BB. Also entered was Frank Davies from Ambleside with Ray Heaton in a Cooper 'S' LEC880. Our service crew were Geoff Benson and John Johnston in a very slow but capacious Trojan Van. These two were to make the after rally party quite a memorable event. The rally started from Blythswood Square outside the RSAC and was sponsored by Lombank Ltd later to become Lombard the well-known RAC rally sponsor.

My records don't show any results but I do know Irving and I finished in a lowly position having endured a slipping clutch for almost the whole event which was warm, dry and dusty although the midges which usually plague the Scottish were not a problem that year. The early May date avoided the pests which arrive in early June, and became a regular feature of later Scottish Internationals. Nevertheless we enjoyed the week and the after rally party back at Blythswood Square was a total riot. This was to affect the finishing venue for all future years as the glorious palace that was the RSAC was never to host the Scottish end of rally party again.

AS I write this I have missed attending the Drive it Day at Dalemain, my first absence for many years. Instead I had two days away with a group of friends visiting the National Motor Museum at Gaydon and the following day the Ford Collection at Daventry. Paul Gilligan had used his considerable contacts at Ford to gain access to the fabulous Ford collection and organised the whole weekend including transport and accommodation. Six of us had travelled down from Cumbria by a very nice nine seater Transit Torneo and on arrival met up with the seventh member of our party who had arrived from the south. It is many years since I had a proper visit to Gaydon although



Copyright: Peter Baker

I've had brief visits on some rallies which used their facilities as a coffee or lunch halt. The facilities are excellent and there are many rooms which can be available for meetings or group meals. When we were there on Sunday there was an Ecurie Cod Filet lunch taking place no doubt as part of a Drive it Day outside event. This was to celebrate 50 years since the 1974 World Cup Rally and there was a selection of Marathon classic cars including FEV1H and H1FEV Mk 1 Escorts outside display. So we had about four hours at the excellent Gaydon Museum before heading for our hotel at Towcester for a most sociable evening.

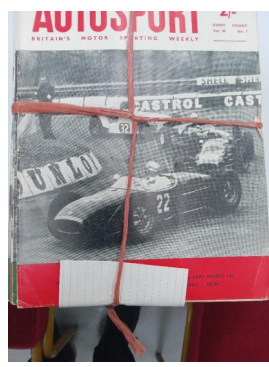
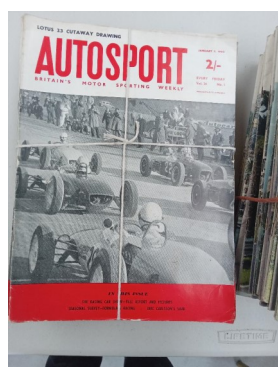
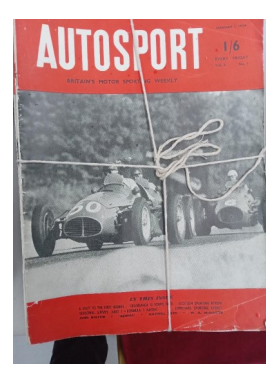
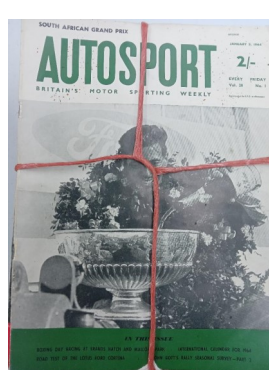
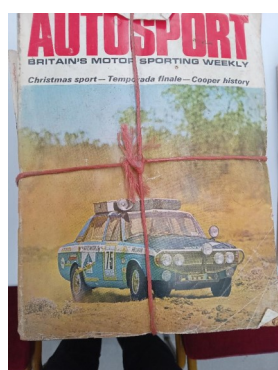


Monday morning saw us en-route to The Ford Collection now in a new spacious facility so much more worthy of the fabulous cars than the old industrial unit at Dagenham. It is a miracle that these 100 plus cars have survived so well despite a lifetime in a decrepit industrial unit on the Ford Dagenham estate but all is now well. Without going into detail our small group of seven were treated like special guests and after a guided walk round were left entirely to our own devices and allowed access to all the competition cars, production cars and commercial vehicles. A fabulous experience to be remembered for ever. Many thanks to Paul Gilligan.

Ron.

Autosports for Historic Buffs

We have had these years of Autosport from 1954 onwards donated, Hours of reading!



Collect from the Motor House.
Thanks to Chris Breen for the donation

Membership

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

Welcome to new members

Thomas Shiel	of	Penrith
Robert and Sally Lee	of	Alnwick
Norman Scott	of	Penrith
Gary Plimer	of	Musselburgh
Joe Barwell	of	Cockermouth
Graham & Gill Iredale	of	Maryport
Ged & Debbie Gunfield	of	Salterbeck
Tom Hall	of	Skelton
Jack Potter	of	Whitehaven
Martin & Sarah Lovell	of	Kirkby Stephen
Liam Stalker	of	Whitehaven
Alex Knight	of	Penrith
Dave Morris	of	Nottingham

We look forward to meeting you at an event or Cars & Coffee soon!

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

Speed Events 2024

Speed Events (ANWCC)

May 18 Loton Park Hillclimb	HC Hagley & DLCC
May 19 Loton Park Hillclimb	HC Hagley & DLCC I
May 26 Scammonden Dam	HC d MG CC
Jun 8 Loton Park Hillclimb	HC Hagley & DLCC I
Jun 9 Loton Park Hillclimb	HC Hagley & DLCC
Jun 15 Barbon Hillclimb	HC Liverpool MC & KLMC
Jul 13 Barbon Hillclimb	HC Liverpool MC & KLMC
Jul 13 Loton Park Hillclimb	HC Hagley & DLCC
Jul 14 Loton Park Hillclimb	HC Hagley & DLCC
Jul 28 Up't Brew Hillclimb	Scammonden Dam Mid-Cheshire MRC
Aug 3 Loton Park Hillclimb	Hagley & DLCC IC ANWCC
Aug 4 Loton Park Hillclimb	Hagley & DLCC IC ANWCC
Aug 24 Loton Park Hillclimb	Hagley & DLCC IC ANWCC
Aug 25 Loton Park Hillclimb	Hagley & DLCC IC ANWCC
Sep 15 Scammonden Dam	Pendle DMC
Sep 28 Loton Park Hillclimb	Hagley & DLCC
Sep 29 Loton Park Hillclimb	Hagley & DLCC

Sprints (ANWCC)

May 4 Anglesey 1	Trac Môn	MG CC
May 5 Anglesey 2	Trac Môn	MG CC
May 18 Blyton 1	Blyton	Longton & DMC
May 19 Blyton 2	Blyton	Longton & DMC
May 25 Aintree	Spring Sprint	Liverpool MC
Jun 1 Motorfest	Coventry	BARC
Jun 2 Motorfest	Coventry	BARC
Jun 2 Curborough	Curborough	Sheffield & Hallam MC
Jun 16 3 Sisters	Wigan	Longton & DMC
Jun 23 Mallory	Mallory	Sheffield & Hallam MC
Jun 29 Summer	Aintree	Liverpool MC

Jul 20/21 Keith Pattison	Blyton,	York & Hudd'sfield MCs
Jul 21 3 Sisters	Wigan	Longton & DMC
Aug 10/11 Blyton Weekend		Sheffield & Hallam MC
Aug 11 Figure of	Curborough	Mid-Cheshire MRC
Aug 24 Snetterton		BARC Midlands
Aug 25 Snetterton		BARC Midlands
Aug 31 Aintree	Aintree	Liverpool MC
Sep 1 3 Sisters		Longton & DMC
Sep 14 Ocean Sprint	Southport	Aintree CC
Oct 5 Anglesey	Trac Môn	Longton & DMC
Oct 6 Anglesey	Trac Môn	Longton & DMC

Harewood Hill Climb

- 11 May - Harewood Open **Hillclimb**
- 12 May - British Championship **Hillclimb**
- 08 June - Classic & Vintage **Hillclimb**
- 09 June - Jim Thomson **Hillclimb**
- 06/07 July - British Championship **Hillclimb**
- 03 August - Yorkshire Speed **Hillclimb**
- 04 August - Montague Burton **Hillclimb**
- 24 August - Rescheduled Spring Championship Hillclimb**
- 25 August - Summer Championship **Hillclimb (inc M/Cycles)**
- 21 September - Greenwood Cup **Hillclimb**
- 22 September - Mike Wilson Hillclimb**

Scottish Speed Events

May 5 th	Kames	Scottish Sporting C.C.
(May) 25 th	Fintray	Grampian A.C.
(May) 26 th	Fintray	Grampian A.C.
(June) 1 st	Golspie	Caithness C.C
(June) 2 nd	Golspie	Caithness C.C
(June) 8 th	Forrestburn	Monklands Sporting C.C.
(June) 9 th	Forrestburn	Monklands Sporting C.C.
(June) 15 th	Doune	Lothian C.C.
(June) 16 th	Doune	Lothian C.C.
(June) 29 th	Boyndie	SSHC
(June) 30 th	Boyndie	SSHC
(July) 27 th	Kames	East Ayrshire C.C.

(July) 28 th	Kames	East Ayrshire C.C.
(Aug) 3 rd	Fintray	Grampian A.C.
(Aug) 4 th	Fintray	Grampian A.C.
(Aug) 24 th	Forrestburn	Monklands Sporting C.C.
(Aug) 25 th	Forrestburn	Monklands Sporting C.C.
(Sept) 7 th	Golspie	Caithness C.C.
(Sept) 8 th	Golspie	Caithness C.C.
(Sept) 14 th	Doune	Lothian C.C.
(Sept) 15 th	Doune	Lothian C.C.
(Sept) 28 th	Boyndie	SSHC
(Sept) 29 th	Boyndie	SSHC
(Oct) 5 th	Kames	East Ayrshire C.C.
(Oct) 6 th	Kames	East Ayrshire C.C.

WMC Championships 2024

1.0: Overall Club Championship

1.1) Counting Events:

1.1.1 All competitive events organised by Wigton Motor Club with the first counting event to be the White Heather Targa in March 2024 and the last to be the 2024 February Autosolo.

1.2) Scoring:

1.2.1 Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2nd place **overall** and then reducing at 1 point per place down to 1 point for 25th place **overall**.

1.2.2 Points totals for any one discipline will be limited to the best 5 performances in that discipline. (i.e. The maximum number of points available in any one discipline is 125).

1.2.3 Members completing more than 5 events of any one discipline will have the lower points scores disregarded so will receive their best points total based on their best 5 performances.

1.2.4 In **Autotest** events points will be awarded to the driver only.

1.2.5 In the **White Heather Tests**, **Lake District Classic** and **Solway Classic** points will be awarded on a separate basis for overall position in the Historics event and overall position in the Targa event and will be awarded to both driver and navigator.

1.2.6 In **Autosolo** events points will be awarded to the driver only.

1.3) Event organisers:

1.3.1 Members who organise a counting Club Championship event which prevents them from

competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.

1.3.2 These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.

1.3.3 These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise. (i.e. Only 10 points can be gained in the Club Championship per season, for organising, regardless of how many events in the Championship a member may organise).

1.4) Event marshals:

1.4.1 Members who marshal in a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.

1.4.2 These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.

1.4.3 These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal. (i.e. Only 10 points can be gained in the Club Championship per season, for marshalling, regardless of how many events in the Championship a member may marshal).

Note: Only 10 points per year will be awarded for either marshalling **or** organising an event.

Once those 10 points have been awarded any further marshalling **or** organising will not gain any further points in the Overall Club Championship.

2.0: Autotest Championship

2.1) Counting Events:

2.1.1 All competitive autotests organised by Wigton Motor Club from March to February.

2.2) Scoring:

2.2.1 Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2nd place **overall** and then reducing at 1 point per place down to 1 point for 25th place **overall**.

2.2.2 Points totals will be limited to the best performances in all but 1 event less than the total number of events held. (i.e. if all 5 events are held the best 4 results will be used).

2.2.3 Members completing all five events will have the lowest points score disregarded in order to receive their best points total based on the number of qualifying events.

2.2.4 Points will be awarded to **drivers** only.

2.3) Classes:

2.3.1 Overall Championship:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on **overall** finishing position regardless of class.

2.3.2 **Front Wheel Drive Autotest:**

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Front Wheel Drive Autotest Class.

2.3.3 **Rear Wheel Drive Autotest:**

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Rear Wheel Drive Autotest Class.

2.3.4 **Front Wheel Drive Production Car Autotest:**

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Front Wheel Drive production Car Autotest Class.

2.3.5 **Rear Wheel Drive Production Car Autotest:**

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Rear Wheel Drive production Car Autotest Class.

2.3.6 **Specials Autotest:**

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Specials Autotest Class.

2.4) Awards:

Awards may be presented at the end of the year to the Overall Autotest Champion and the winner of each class. The Overall Champion is not eligible for a class champion award as well, so in the event of this occurring, the relevant class award will go to the next best finisher in that class.

3.0: Autosolo Championship

3.1) Counting Events:

3.1.1 All competitive autosolos organised by Wigton Motor Club from March to February.

3.2) Scoring:

3.2.1 Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2nd place **overall** and then reducing at 1 point per place down to 1 point for 25th place **overall**.

3.2.2 Points totals will be based on all counting events in the series.

3.2.3 Points will be awarded to **drivers** only.

3.3) Classes:

3.3.1 Overall Championship:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on **overall** finishing position regardless of class.

3.3.2 Front Wheel Drive Autosolo:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Front Wheel Drive Autotest Class.

3.3.3 Rear Wheel Drive Autosolo:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Rear Wheel Drive Autotest Class.

3.4) Awards:

Awards may be presented at the end of the year to the Overall Autosolo Champion and the winner of each class. The Overall Champion is not eligible for a class champion award.

as well, so in the event of this occurring, the relevant class award will go to the next best finisher in that class.

4.0: Ladies Championship:

This will be awarded to the highest placed lady in the Overall Club Championship. In the event of a Lady winning the Overall Club Championship, the award will go to the next best placed Lady in the championship.

0: External Championship:

This will be awarded to a club member(s) who has competed successfully outside the Club events. (Decided by committee)

6.0: Enthusiast of the Year:

This will be awarded to a member who has shown considerable enthusiasm as a competitor, organiser or marshal or a combination of those. (Decided by committee)

7.0: Newcomer of the Year:

This will be awarded to the member in their **first year** of motorsport who has impressed the committee with their efforts. (Decided by committee)

8.0: Stage Rally Champions:

This will be awarded to the member(s) who has achieved excellent performance on stage rallies. (Decided by committee)

9.0: Speed Championship:

This will be awarded to the highest position WMC member in the ANWCC Speed Championship at the end of the 2024 season.

10.0: Hill Climb Championship:

This will be awarded to the highest position WMC member in the ANWCC Hill Climb Championship at the end of the 2024 season.

11.0: Marshals' Championship:

11.1) Counting Events:

11.1.1 All WMC events (competitive and non-competitive).

11.1.2 All events where WMC are requested to provide a marshal's team.

11.2) Scoring:

11.2.1 10 points will be awarded for a full day's attendance.

11.2.2 5 points will be awarded for a half day attendance.

11.2.3 Points will be awarded for duties performed either on the day, or prior to the day for setting

up, or after the day for clear up.

11.2.4 All points must be verifiable by the appropriate marshals signing on sheet.

11.2.5 10 points will be awarded in the marshal's competition for event organisers.

11.2.6 All events will be scored, there is no limit to the number of qualifying events.

Any marshals attending events can contact the Championship Coordinator to ensure their attendance has been registered, preferably by e-mail.

Championship Coordinator: maryparsons5@icloud.com;

Targa & Historic Events

Sat/Sun 4/5 th May	Berwick Classic	Berwick & DMC
Sat/Sun 1/2 nd June	Rallye East Yorkshire	Yorkshire Wolds MC (Cancelled)
Sun 7 th July	Northern Dales	Hexham & DMC
Sun 11 th August	Blue Streak	Spadeadam MC
Sun 1 st September	Wearside	Durham Auto Club
Sun 22 nd September	Doonhamer	South of Scotland CC
Sun 27 th October	Solway	Wigton MC
Sat 9 th November	Saltire	Saltire Rally Club
Co-ordinator	Bob Hargreaves	bob.hargreaves@btinternet.com

Rose & Thistle Tour

August 17th

Part of the Cumbria Classic Weekend

Entry forms at:

[Events | Wigton Motor Club \(wigtonmc.co.uk\)](http://Events | Wigton Motor Club (wigtonmc.co.uk))





Awards being presented at the May Cars & Coffee and Hog Roast

WMC Champions 2023

Club Champion	David O'Connor
Ladies Champion	Heidi Garstang
Marshals Champion	Eddie Parsons
Newcomer of the Year	Jacob Iveson
Rally Champion	Barry Lindsay
Enthusiast of the Year	Daniel Rooney
External Champion	Keith Thomas
Autosolo Champion	David O'Connor

1 st Autosolo FWD	David Agnew
2 nd Autosolo FWD	Peter Masters
3 rd Autosolo FWD	Richard Chapelhow
3 rd Autosolo FWD	James Fee

1 st Autosolo RWD	John Sloan
2 nd Autosolo RWD	Nigel Moffat
3 rd Autosolo RWD	Lei Mashiter

1 st Autosolo Lady	Kirsten Maxwell
2 nd Autosolo Lady	Fiona Tyson
2 nd Autosolo Lady	Beth Nichol

HISTORIC RALLY OVERALL

Driver	Navigator
1 Alex Willan	1 Paul Taylor
2 David Marsden	2 Stuart Davies
3 Alan Hawdon	3 Richard Welsh

Class Awards

Cat 1
1 David Agnew

Cat 2
1 Tot Dixon
2 Ian Dixon

Cat 3
1 John Sloan

Cat 4
1 Brian Bradley

Cat 2
1 Ron Palmer

Cat 4
1 Judith Grasse

Targa Rally Overall

1 st Driver	Phil Hodgson	1 st Navigator	Fiona Tyson
2 nd Driver	Chris Hunter	2 nd Navigator	Lewis Hodgson
3 rd Driver	Kevin Stones	3 rd Navigator	Chris Holden
1 st Class T2	Barry Lindsay	1 st Class T2	Martyn Petry
2 nd Class T2	Craig Stamper	2 nd Class T2	Heidi Garstang
1 st RWD	David O'Connor	2 nd RWD	Andrew Graham

These awards will be presented at the Cars & Coffee on May 12th

Croft Historic Festival

August 10/11th

We have been invited to have a club display

This means anyone with a car will get in free

However we need someone or a group to organise it

Would you be interested? Let any committee member know

The **Drive It Day** collection and other donations raised over £1,300 for our nominated charities fund which will be added to during the year and presented in November.

Show News

It's sad to hear that the **Heathersgill Vintage Show** is not taking place this year at the Airport due to a lack of organisers. It underlines how important it is to support club run shows and events rather than those run for personal gain which will only continue while the organiser reaps a fair profit while club run events (and indeed charity ones are run for their members and to support local good causes.

Entries are coming in for the **Cumbria Classic & Motorsport Show** on August 18th from individuals and clubs. Have you entered yet? Meanwhile the **Rose & Thistle Tour** has already got a half full entry list.

Lots of work is going in the background for the Show with some new ideas and a new system of getting folk into the show and into their correct place as quickly as possible.

In due course we will be asking for your help to **marshals the show**, we need about 70 people in all.

We always get plenty of trade stands, whether it is car parts, cakes, crafts etc. Trade space starts at just £15 and then £25 while bigger stands can be booked at £1 per square metre. If you know anyone who might be interested point them to the website for the forms. All the food to eat on the day concessions are already taken.



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!

Autojumble

Items for sale or wanted

Supercharged Austin Seven



This genuine supercharged A7 Cambridge has a recently refreshed Don Rawson engine fitted with Speedex deep sump and a heavy duty clutch.

It has recently been used as a trials car and sports a big 7 front axle, alternator, electric water and fuel pumps and hydraulic brakes.

It has a simple but effective pram style hood- to keep your head dry!

It is a very well sorted competition or fun car, a genuine Cam-

bridge with local history.

Priced to sell at £8500

Chris Hunter Tel 01946 830278 or e mail Chris at fiona.tyson@yahoo.co.uk



1963 Series 1 Jaguar 3.8 Roadster 745 HPX



Purchased by Jaguar enthusiast Joe Norman in 2005 - This famous car was featured in the BBC 2 programme "Castles in the Country" go to Jaguar Video www.jnclassic.co.uk also in the November 2012 Issue of GQ Magazine.

Extensive rebuild carried out by Stuart Oliver in Spring 2013. Engine rebuilt, crank polished, Vandervell big ends and main bearings, plus 20 Malha pistons, refaced cylinder block/cylinder head and fly wheel, new timing chain tensioners, new cam bearings, high torque starter motor, 17 ACR alternator change to negative earth, 123 electronic dis-

tributor, 2 inch stainless steel 6 branch manifold and exhaust system.

T5 Borg Warner 5 speed gearbox

New large ventilated disc's with 4 pot calipers, competition brake pipes, all anti roll bar and suspension bushes replaced, Gaz adjustable suspension units. 6 inch competition wheels.

The car comes with a full history, all previous MOT's, total mileage only 56,900 and has been serviced by Stuart Oliver. The car is at his workshop in Welton, Carlisle for a full service and detailing at present. Check out www.gov.uk/check-mot-history.

For further information please contact Joe Norman 07889 607547. www.jnclassic.co.uk

Price on application.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I know it's only human nature to look after your offspring and do whatever you can to make sure their life works out as well as possible, what sort of parents wouldn't do that? On the other hand there are some parents who can't accept that their "ducks aren't swans" and they continue to push bairns ever onward even after the goals, often goals of the parents, have long since become unobtainable and obviously so to everyone else looking on.

Now Lawrence Stroll is obviously an intelligent and very successful businessman. He's managed to develop a "basket case" F1 team into one of the leading pack. From eternal no hoper also runs he's now operating near the front, new team headquarters, new wind tunnel, new staff, all handpicked personnel and all talented leading experts in their fields prized away from other top teams. Financially the team looks well resourced with sponsors getting plenty of coverage from a car racing near the front. The team even has a deal in place for Honda to provide the engines for the regulation changes in 2026. All in all a well-run team, which has brought Aston Martin to the fore and reignited the career of twice world champion Fernando Alonso. What's not to admire?

Well it's his second driver his son Lance Stroll. For all the effort to make the team a front runner it's hobbled by having Stroll junior in the cockpit. No doubt the lad can drive but it's pretty obvious he's never going to develop into anything other than at best a capable middle of the road journeyman competitor, no disgrace in that it's still an achievement. As things stand though it's virtually a one car team, and under the current rules can never achieve anything worthwhile in the manufacturer's championship.

Sad really that all the effort involved is being wasted, potential results thrown away and talented back room staff being denied the success their input deserves by a father who can't accept that there are cases where business acumen, investment and determination simply aren't enough. You NEED two top drivers to achieve the ultimate goal.

Spectating at a circuit in extremely wet weather is never a comfortable experience but I've got to say organisers and drivers don't do much to help. Donington recently had a couple of club days with most races scheduled to last for 15 or 20 minutes. Now in quite a few of these cars went into the gravel traps on lap one which brought out a safety car. The clock ticked on and on and the event often turned out to be two or three laps long. I'm no racing driver, but if a car goes off at McLeans and is a long way across the gravel against the fence then why can't double waved yellows at that bend be shown for two laps and then a static yellow be maintained til the chequered flag, at least they'd race on 80% of the track and people would have something to watch. No one wants to go back to the old days where races continued around serious injuries or fatalities but surely there's a happy medium.

Ends AA.



**Heavyweight Hoodie
£28**



Soft Shell Jacket £45



Baseball Hat. £10

**New WMC Clothing range
now available to order**



**Oxford
Shirt £28**



**Polo shirt
50% cotton £18
100% Cotton £18**



**Beanies
Blue, Grey, Black
£12**



**Micro Fleece
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 see a committee member**

Price correct at March 2024