

Wigton Motor Club Ltd

Start Line

Issue 2024/06

www.wigtonmc.co.uk

June 2024

Great Awards Lunch at the Motor House



Our youngest ever award winner, Jacob Iveson, receives his Newcomer of the year trophy from Ron Palmer

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

June	9 th	Cars & Coffee	at the Motor House
	23 rd	Grass Autotest	at Branthwaite
	30 th	Cars & Coffee	at Lingholm Gardens
July	3 rd	Pub Run	from the Motor House
	14 th	Cars & Coffee	at the Motor House
	21 st	Grass Autotest	at Shap
	28 th	Autosolo	at Maryport

Other Events of Note

June	15 th	Kielder Rally
June	15 th	Barbon Hill Climb
July	7 th	Greystoke Stages
July	7 th	British Grand Prix
July	7 th	Spadeadam Car Show at Lanercost
July	7 th	Vintage Show at Distington
July	13 th	Barbon Hill Climb
July	14 th	KLMC Cars are the Stars Show at Holker

Wigton MC members are automatically invited to events run by members clubs of the North West, Scottish and NE & Cumbria regional associations run under inter club permits.

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

We are incredibly lucky in the Club in that we have a huge amount of expertise. We have a committee of 15, who all bring something different to the table, in skills and interests. In our members we have people who have competed in just about every type of motorsport going from clubmans to international.

For those who like classic and vintage cars, again we have lots of expertise and knowledge of all types of vehicles and where to get parts for them. The same comes to tools and equipment and knowing the guys in sheds who can take a bit of metal, wood or leather and make it into a valuable part.

Just about every week I get queries and I can pass them on to the someone with the knowledge to help. So don't bother to ask Karen on Face Book!

We aim to be a friendly club and we have always helped other local clubs with their events, with expertise, marshals and loaning equipment. There are few enough clubs now and we need to work together.

A report from the Department of Media, Culture and Sport has reported a huge drop in the number of volunteers in every aspect of life. Younger people are far less likely to volunteers than their parents and event less so than their grandparents. That's a big issue for motorsport which often needs as many marshals and officials as there are competitors. MSUK have been working hard to correct this but events like stage rallies are still short of ideal numbers.

I would suggest that part of the issue is the division between competitors and marshals at the higher levels. When I started in WMC there was a rule that if you won an event, then you organised it the following year. There was never any issue with that. Now take a typical forest rally nowadays, It's financially impossible for a typical clubman to go forest rallying. Those drivers who are able to invariably have a team to run the car, pay the money and the entry, turn up at the start, do the event, cross the finish line and go home. No longer are there prize givings and get togethers with marshals and competitors mixing. Much the same with karting and the upper levels of racing.

HERO do give the marshals, or clubs, an allowance for their time ,as their clients want to come along pay a hefty entry fee and enjoy themselves and are mainly not in a normal motor club. On the other hand HERO events are pleasant events to officiate on.

What about the other "commercial" events, like the Roger Albert Clark, that are run for profit? They rely on hundreds of volunteers to make the event run. It's a bit like someone who works in a charity shop being asked to work in Asda for no pay.

Cause for thought.

GTF

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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

2024 Annual General Meeting

All the existing officials and committee were re-elected.

The Secretary reported a successful year for social events, tours and the Classic Show. We had not run as many competitive events as usual for various reasons.

Financial report: The audited accounts were passed and signed. We were in a strong position to move forward. We had increased our surplus by £12K despite expenditure for CCTV and AV equipment. We had given £2k to our nominated charities.

Membership had passed 1,000 which is a fantastic achievement.

We continue to look for land to buy.

May Committee Meeting

We are getting a second Sum Up Card reader to use at the Show.

All committee members are completing their Safe Guarding self-declaration form.

Event reports:

Drive It Day was well attended and had made £1300 for our charities.

The John Peel Meander had been an enjoyable and well run event.

Autosolo, great event by Nigel Moffat. Graeme had done a full noise monitoring and report.

May Pub Run by Dave Nicholson was a great run to Langdale and back in good weather.

Nine new people did the First Aid Training at the Motor House giving us 20 trainer First Aiders.

Rowrah Test evening. 20 drivers took part. They may be a desire to run another one if there is interest.

Hog Roast and Awards Presentation was a great success. There was discussion as to people who did not attend to get their award and had not sent apologies. We will look at only ordering awards if members confirm their attendance in advance. The committee looked smart in their WMC shirts.

Forthcoming events:

Gallop: Full entry

Grass Autotest at Blackbeck on May 26th, Grass Autotest at Brathwaite on June 23rd.

Cars & Coffee June 9th at the MH and June 30th at Lingholm

Finances: We were doing well and holding entry fees for the R&T and the Show. We had received over £3k in interest. It was agreed to open a second savings account.

Motor House: We are looking at some outside seating. Lei to provide a ladder for interior access.

Clothing: We are setting up an online shop with the supplier.

We agreed to get a public performance licence to allow us to show films.

We will be marshalling on SMC's Blue Streak on August 11th.

Club News & Events

Cars & Coffee

10 until 12 June 9th

At the Motor House

Grass Autotest

June 23rd

At Branthwaite

Cars & Coffee

June 30th

At Lingholm Gardens, Portinscale

From 0900

All welcome

July Pub Run

July 3rd

Solway Sunset Tour

From the Motor House

Entries to Graeme on gfmng@yahoo.co.uk

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

Peter Reflects On His Month

In terms of car bucket list items, a 4x4 was on it but nothing that really excited me. I have now ticked that box with something not very exciting – a Skoda Superb 4x4 estate which has a lovely opening glass roof and is as boring as a car can be, but spacious and not too nice for me to worry about parking it or taking it into ditches or bushes where required. It has permanent 4wd and has a raised ride height by a couple of inches, I believe if I ever do decide to go off road it's fairly capable but in reality, I probably never will and the result of now owning a 4wd is that I get less MPG and I've ticked something off the bucket list.

What was more interesting was actually buying it because the used car market is as bad and wild as driving standards these days, Facebook market place being by far the worst of the platforms. I think because it's free it attracts truly awful adverts, and the people advertising don't seem to care. One Superb I looked at the advert for was absolutely filthy inside – rubbish lying in the footwells and all sorts of crumbs and detritus lying around on the centre console and seats. There wasn't even a picture of the outside of the car, just a selection of interior shots none of which would entice any sane person to buy it. Who in their right mind would advertise a car without a single picture of the outside of the car? Maybe it's covered in dents and damage but then how would that work out if a prospective buyer turned up to look? I suspect it's still for sale now – it was around the £6k mark as well....the mind boggles as to what the seller is like in real life!



I took the VX220 to the track night at Rowrah a few weeks back with youngest daughter and petrol head Heidi. Firstly can I think everyone who let her have a passenger ride – she was very excited about it and absolutely loved every lap she did. I am aware not every driver volunteered to take her round, but she was so grateful for the experience. The VX was a proper handful round the circuit which is slippery at the best of times and when you add in a lightweight mid engined car with lots of torque and over 250bhp it makes for fun times. Before the end of the session the starter button on the dashboard decided it had had

enough and stopped working which meant I then had to park on an incline and jump start it which wasn't ideal. The track night was a big hit with some of the club's younger members and there were at least half a dozen drivers under the age of 40 which hopefully shows there is a future for it. Thanks to the organisers and marshals for a cheap and fun evening.

Back home I managed to remove the dashboard top in less than 10 minutes and when I got to removing the starter button it basically exploded into pieces with springs flying out. Luckily, they're a common part and as I type a new one has arrived and been fitted. At the moment I therefore have nothing to do to the VX (touching wood with fingers crossed) although the front targa roof seal has seen better days....but it's never going to see serious rain so I'm not losing any sleep over that.

I can't say the same of the Fiat Coupe turbo. The new pistons were successfully installed along with a variety of other parts (radiator, belt kit, radiator support bar) and then it was sent for an MOT which it promptly failed. 2 new rear brake callipers were needed. Fiat group fitted the same type of

pretty poor rear calliper to a multitude of their products in the 1990s and 00s so I already have experience of replacing them on more than one Alfa GTV. The good news is they're cheap, like under £90 a pair cheap at any rate, and they can be fitted in a matter of minutes, they are almost a service item on Fiats/Alfas of the era! With an MOT under its belt I brought the car home but it's fair to say all is not well. Boost on the turbo was massive, then non-existent and then off we went again. Certainly, an unnerving experience and absolutely not right. It's gone back to JDM and on the rollers showed up very bad under-fuelling which at this time is yet to be diagnosed. It's either the air flow meter or the fuel filter and or pump. I have my fingers crossed that it's a blocked fuel filter as they're £7 but I suspect it's probably not because I'm never that lucky. I am hoping to get this car sorted and take it to the show in August once I've perfected it.

Peter

London to Lisbon Rally

They say the sun in Spain shines mainly on the plain – and they are right, on our recent trip there we saw some sun, but also a lot of dull skies, mist, rain, snow, hail, and sleet. However, this wasn't a holiday, but the 10-day 3,000 kms Hero-organised London to Lisbon Rally.

Our rallying year began in January with a successful outing on the Monte Historique, followed by a very brief outing on the Tour of Cheshire. Our first DNF was listed as “driver unwell” – in fact I and one of the top seeds both went down with food poisoning, courtesy of the restaurant next to our hotel. So, onto L2L, which started with a test on the famous Brooklands embankment, before a trek across SW England, with regularities and another test at Wilton Hall, near Salisbury, and then onto the ferry at Portsmouth.

Going through the French Border control was a nightmare – they were training people ahead of the EU's incoming EES and Etias controls, and we were literally last car through. As a result, we had to forgo the chance of breakfast at a local café en-route and head straight to the main control. Day 2 ended in La Rochelle, about an hour north of our home, so the day 3 trip to Bordeaux (again wet) meant we were on home territory. Not that it helped – the final regularity of the day started about 4 kms from our front door and we lost time when I overshot a called right fork. It can't be, it's onto gravel, so I continued round the corner looking for the right, and then scrabbled to turn on a narrow single-track road. The gravel was just about 200 ft before going onto tarmac. Always (well, most of the time!) listen to your navigator, especially when she is your wife!

Day 4 down through the flat but forested (think permanently driving through Keilder) Les Landes was interspersed with more regularities and grins in our Volvo Amazon, having moved up to 14th overall, thanks to a handful of zeros on some regularities on the first days. But as we headed over the Pyrenees and into Spain it became increasingly difficult to maintain averages whilst contending with hairpins on Alpine-style roads and tricky navigation, not to mention all the speed tests on kart tracks where our lumbering Volvo is usually hopelessly outclassed (not helped by a driver who has yet to master track driving!).

Not surprisingly we didn't stay 14th and started to slide back to 17th, a position we did manage to maintain in Spain.

We were running at car 11, and right behind was an Aston Martin DB6 from the Cayman Islands – not a car you want behind you on a speed test (or a public road that has a straight!). A couple of the tests on tracks featured two laps, with cars joining as a car finished the first lap. Needless to

say, as we finished our laps there was an MG or Alfa on our tail.

L2L had an international entry – from not only the UK but across Europe, and from Hong Kong, USA, and Australia. And cars (all pre-1985) ranged from Porsche, Mk1 Golf, Ford, Mercedes, TR4, to Aston Healey, MG, Alfa, Lancia, Datsun and, of course, Volvo.

The regularities had tough navigation, but Clerk of the Course insisted that one specific reg that caused utter chaos was not intentional.

Into the small village of Urros, 250 residents and cobbled streets, but more roads than a major city, and it wasn't totally clear (to most crews) just which of several roads was the right route. And each road off the village centre had another couple of roads leading off. Lots of scope for confusion!

And confusion there was – in fact it was later described as being like “wacky races”, with cars literally everywhere. We ended up in a vineyard about 2 kms out of town. Retracing our tracks and there are cars appearing (and disappearing) in all the roads. We, and one of the Porsches, spotted a local urgently pointing down a road, and in a leap of faith, we took it. Thankfully that was the right route.

While most of the regs were on tarmac, occasionally there were some gravel sections. Right fork said my navigator, which I momentarily doubted. Nothing had been down that gravel track in years – a foot plus of undergrowth growing up the middle of the track and plants brushing at the sides of the car. However, I spotted one of the two Italian photographers following the event, so it was loud pedal down (we were late) and treated it like a special stage. A long straight quickly turned into a series of tight and fun (on gravel) hairpins – with the TP control in the middle of the last one! Luckily, we stopped astride the line.

By now the roads were climbing higher – one was called the Inferno and heights in this part of Spain and across the Douro into Portugal we were driving on roads between 1,000 and 3,000 M high.

Crossing into Portugal it was hairpin after hairpin on tight narrow roads – and at one point we were following a Norwegian woman in a Mercedes 500SL. I was struggling sometimes to keep up with her and it was somewhat alarming to see her hand shooting out of the window while she took photos mid hairpin!

There were two Amazons on the rally, us, and a very experienced Frenchman (who now lives in Estoril where the rally finished). We met him (and beat him) on last year's Malts, so Ludovic was seeking revenge. We only started historic regularity rallying in 2022, whereas Ludovic had tackled the Dakar (on a bike!) and competed in events such as the Sahara Challenge; Inca Trail; Himalayan Challenge etc.

So far we were ahead, but were dropping back as the roads, navigation and tests took their toll.

Possibly the best tests of the rally for me were those on a closed section of public road (with police on duty at the junctions). The Caramulo Hill Climb. It started with a 540 around a tight roundabout and then a flat-out blast to a Y junction – left first time and back to the start, and right second time, to finish in the neighbouring town. Great driving but another test where the more powerful machines won.

The highest road in Portugal (Torre) is some 2000M high – and we were stopped by the police two thirds of the way up. Ten minutes and then you can go, said the armed policeman. Thirty minutes later we, and about 20 other cars, were allowed to go.

It appeared a film crew were making an advert for a car manufacturer amongst the snow, rocks and mist at the side of the road! Climbing up through the mist it got colder and snow started to appear (this was May?). At one point the snow at the side of the road was higher than the car. There should have been a coffee halt at the top of the mountain but with the car park under deep snow there was simply a passage control and we headed back down the other side of the mountain to the overnight hotel.

Next day an early regularity included a long bumpy gravel section, with an unfenced verge-less drop a la the Italian Job. Less than two minutes in we were sitting on the bumper of a 350SL, which had started a minute ahead. He steadfastly sat in the centre of the road, so no overtaking, until the gravel went back to tarmac. The driver later apologised for holding me up, saying he had been “terrified”. Ironically this was the same driver who, near the start of the rally, had told me I’d the wrong car and should have something like his

This wasn’t a faultless rally for the cars. One of the early retirements was an MG with water pump failure (and two days to get a spare couriered in from Brussels (thanks to holidays); a Fiat 2300S went through three alternators and two batteries plus other ailments; one of the Mustangs also had alternator problems; the Fulvia had been running on a Heath Robinson clutch cable fix. They eventually decided to cut and run for Lisbon, with friends also pulling out to make sure the Lancia did make it to the finish. It was tight at the top – with two days to go just six seconds separated the top three.

On day 5 Ken Binstead’s Healey 3000 had suffered clutch failure – leaving him with just 3rd gear on one reg, and on a kart track test the start marshal was one of several giving them a push start! The sweeps worked till 11.30pm that night to replace the failed clutch release bearing and allow them to continue their challenge.

The final day saw the Binsteads and Graham Platts (Healey 100M) trade places, swapping a second on a regularity, or test, and then regaining it. In the end after 3000 kms and 10 days of hard rallying it was Graham Platts and Neil Ripley who were victorious, with Ken and Sarah Binstead just three seconds behind. The 2022 winners Dick and Harry Baines were third in the Cooper S.

We made the Estoril finish too (it was our wedding anniversary the day after, and we’d plans so we had to finish). And coming home 20th overall and third in class (with another zero on the last reg) was a good present. When we left Brooklands our aim was finish, and preferably not in the final 10. Job done.



First Aid Course



First Aid Course at the Motor House

Nine club members participated in this year's first aid course held at the Motor House on May 4th.

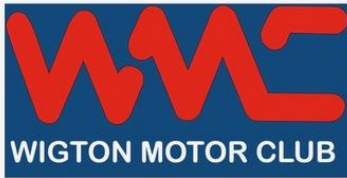
The course was run by Chris Marshall of Merrick rescue who in addition to running the motorsport rescue unit at events also runs certificated first aid training and provides first aid cover at varied events throughout Scotland and Northern England.

A big advantage this year was that by using a rescue unit operator to present the course it was specifically tailored to include motorsport specific requirements.

As usual the Motor House provided excellent facilities for the course with the committee room being used for training and the kitchen providing hot and cold food for lunch.

We can now welcome the following members to our club first aid group. This brings the total first aid team up to 20.

Lei Mashiter, Dave Garner, Dawn Garner, Chris Leece, Mary Parsons, Tim Cruttenden, David Agnew, Michael Marsland and Chris Bailey.



CLUB FIRST AIDERS



Andrew Graham	Myke Pocock	Chris Leece	Dave Warner
Bill Sykes	Rob Grant	Chris Bailey	Dawn Warner
Carol Sykes	Roger Pope	Eddie Parsons	Lei Mashiter
Jacqui Raine	Steve Fishwick	David Agnew	Michael Marsland
Colin Webb	Kevin Mawdesley	Tim Cruttenden	Mary Parsons

Wigton Motor Club

Cumbria Classic & Motorsport Show

At Dalemain

August 18th

This year's featured classes are for French and German cars



Club display's welcome

[Cumbria Classic and Motorsport Show | Wigton Motor Club \(wigtonmc.co.uk\)](http://www.wigtonmc.co.uk)

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



We were delighted to have such a good turnout for the **John Peel Meander** on 8th May. This was the second running of this event for pre 1950 vehicles with the first being last year's Coronation Meander. This event did not exist until last year which must show that there is room for exploring new aspects of our sport which may not yet be catered for. The mid-week timing does not suit everyone but with the weekend calendar being so fully occupied and finish venues getting so heavily booked it makes



sense to have a Wednesday slot to suit the majority of owners of older cars. Our Motor House is the ideal starting point and Lynda and John kindly did the coffee and biscuits- thank you. The staff at the Base Camp finish venue are most welcoming and the food is good and the

service this year, swift and efficient. The excellent May weather for the second year enabled us to sit outside and everyone clearly had a good time. As with all of our events our Social media pages tends to have photos posted almost before the event has finished so only a token one here.

The Lingholm Cars and Coffee meet has become an established event at its Portinscale venue. David Seymour has once again kindly invited the club to use his grounds with a change of date this year. It will take place on **Sunday 30th June between 9am and noon**. The eating facilities at Lingholm are first class and well worth a visit. Once again David will open his car collection to us from 10am with access on entry enabled by a donation to 'Jigsaw, Cumbria's Children's Hospice' which is David and Jane's nominated charity for 2024. Please give generously to this most worthy cause. David's collection of cars and memorabilia is not to be missed and even if you have seen it before there will be items which have appeared since last year. David does not let the grass grow under his feet. See you there.

This year's **Rose and Thistle** tour is fast approaching and entries are pouring in, over 40 to date – have you submitted yours yet? It takes place on **Saturday 17th August** with the start at our traditional Houghton Hall venue. They are so accommodating for our events and have great coffee and bacon rolls. The roads we will use are from my history books of road rallies in the 1960s and '70s and will not disappoint. The finish will be at the Penrith Golf Club, another welcoming venue with lots of room for our entrants and cars.

Ron.

Membership

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

Welcome to new members

Andrew Campbell	of Carlisle
Michael Robinson	of Wigton
Kevin & Jill Ashurst	of Leyland
Charlie Stoddart & Jessica Houghton	of Carlisle
Stephen Finnie	of Dereham
David Watt & Carol Taylor	of Appleby
Samuel Jaggard	of Northallerton
Daniel McKelvie	of Dalston
Callum Bryant & Bethany Bryers	of Maryport

M-SPORT
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WWW.M-SPORT.CO.UK

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

Marshals' Post

Wigton MC Marshals championship table 2023/4

Marshal	POINTS TOTAL	White Heather Set-up Mar 22	White Heather Rally Mar 23	Flying Scotsman Apr 13	Drive It Day Apr Apr 21	Maryport AS Apr 28	Track night May 7
Eddie Parsons	55	5	10	10	10	10	10
Mary Parsons	55	5	10	10	10	10	10
Graeme Forrester	50		10	10	10	10	10
John Holliday	35	5	10	10	10		
Lei Mashiter	35	5	10	10	10		
Chris Leece	30		10	10	10		
Roger Pope	20		10	10			
Duncan Petty	20		10	10			
Chris Spencer	20		10	10			
Stuart Pegler	20		10	10			
Ron Palmer	20		10	10			
Tom Pearson	20		10	10			
Colin Webb	20		10	10			
Martin Lewis	20		10	10			
Steve Fishwick	20		10		10		
Jacqui Raine	20		10		10		
Tim Cruttenden	20		10		10		
John Sloan	20			10	10		
David Agnew	20				10		10



2024 WMC Historic Championship

The 2024 WMC Historic and Targa Championships will consist of 6 rounds, with the best 4 scores to count towards the Championship.

Qualifying Rounds:

White Heather	23 rd March	Wigton MC
Shaw Trophy	14 th April	Whickham & District MC
Northern Dales	7 th July	Hexham & District MC
Blue Streak	11 th August	Spadeadam MC
Doonhamer	22 nd September	South of Scotland CC
Solway Targa	27 th October	Wigton MC

Positions after Shaw Trophy

HISTORIC

Overall

Driver		Navigator	
1 Alan Hawdon	45 (2)	1 Paul Hawdon	45 (2)
2 Dave Short	25 (1)	2 Peter Wright	25 (1)
3= Ian Maxwell	24 (1)	3= Kieron Anders	24 (1)
3= David Bond	24 (1)	3= Brenda Bond	24 (1)
5= Ian Curwen	23 (1)	5= Alistair Maxwell	23 (1)
5= Ian Dixon	23 (1)	5= Richard Welsh	23 (1)
7 John Sloan	22 (1)	7 Daniel Curwen	22 (1)
8 Alex Willan	21 (2)	8 Alisdair Venn	21 (1)
9 David Agnew	19 (1)	9 Alan Jackson	19 (1)
10 Brian Bradley	18 (1)	10 Stuart Davis	18 (1)
- Peter Ibbotson	R (1)	- Callum Alexander	R (1)
- David Alexander	R (1)		

Numbers of rounds (*)

Class

Pre 1960		Pre 1960	
None		None	
Cat 1		Cat 1	
1 David Agnew	10 (1)	1 Alan Jackson	10 (1)
Cat 2		Cat 2	
1= Ian Maxwell	10 (1)	1= Alistair Maxwell	10 (1)
1= Ian Dixon	10 (1)	1= Richard Welsh	10 (1)
Cat 3		Cat 3	
1 David Short	10 (1)	1 Alisdair Venn	10 (1)
2 John Sloan	9 (1)		
3 Peter Ibbotson	R (1)		

Cat 4

Cat 4

1	Alan Howden	18	(2)	1	Paul Howden	17	(2)
2	Ian Curwen	10	(1)	2	Peter Wright	10	(1)
3=	Alex Willan	9	(2)	3=	Keiron Anders	9	(1)
3=	David Bond	9	(1)	3=	Brenda Bond	9	(1)
5	Brian Bradley	7	(1)	5	Daniel Curwen	8	(1)
-	David Alexander	R	(1)	6	Stuart Davies	6	(1)
				-	Callum Alexander	R	(1)

2024 WMC Targa Championship

Positions after Shaw Trophy

TARGA

Overall

Driver				Navigator			
1=	Michael Horne	45	(2)	1	Ross Blyth	44	(2)
1=	David Garstang	45	(2)	2	Matthew Horne	42	(2)
3	Dave Sharp	41	(2)	3=	Martyn Petry	25	(1)
4=	Barry Lindsay	25	(1)	3=	Lewis Hodgson	25	(1)
4=	Phillip Hodgson	25	(1)	5=	Daniel Place	24	(1)
6	Matthew Burton	24	(1)	5=	Michael Garstang	24	(1)
7	David O'Connor	23	(1)	7	Megan Stakim	23	(1)
8	Thomas Robinson	20	(1)	8	Oli Wragg	22	(1)
9	0	0	(0)	9	Matthew Alexander	19	(1)
10	0	0	(0)	10	Chris Addison	18	(1)
11	0	0	(0)	11	Alfie Sharp	17	(1)

Numbers of rounds (*)

Class

Targa T1 (FWD)				Targa T1 (FWD)			
1=	Michael Horne	17	(2)	1	Ross Blyth	16	(2)
1=	David Garstang	17	(2)	2	Matthew Horne	14	(2)
3	David Sharp	13	(2)	3=	Martyn Petry	10	(1)
4	Barry Lindsay	10	(1)	3=	Michael Garstang	10	(1)
5	Matthew Burton	9	(1)	5	Daniel Place	9	(1)
6	Thomas Robinson	6	(1)	6	Megan Stakim	8	(1)
				7	Matthew Alexander	5	(1)
				8	Chris Addison	4	(1)
				9	Alfie Sharp	3	(1)

Targa T2 (RWD)				Targa T2 (RWD)			
1=	David O'Connor	10	(1)	1=	Oli Wragg	10	(1)
1=	Phillip Hodgson	10	(1)	1=	Lewis Hodgson	10	(1)

Qualifying Rounds

White Heather	23 rd March	Wigton MC
Shaw Trophy	14 th April	Whickham & District MC
Northern Dales	7 th July	Hexham & District MC
Blue Streak	11 th August	Spadeadam MC
Doonhamer	22 nd September	South of Scotland CC
Solway Targa	27 th October	Wigton MC

Scoring

Overall: 1st - 25 points down to 25th - 1 point. 26th onwards - 1 point.
Class: 1st - 10 points down to 10th - 1 point. 11th onwards - 1 point

Jottings

Big news this month is that parts suppliers **Moss and Rimmers** have effectively merged their operations. Both specialise in the former BMC, BL and Jaguar parts. The main reason is a decline in turnover because most old MGs, Triumphs and Minis have been restored so people aren't buying more parts. Moss have moved into the MX5 market with some success though.

The return of **Bluebird** to Coniston and the Ruskin Museum has caused a tourist boom to the village with over 10K visitors to the museum in March and April, that is far more than in the whole of 2023. A new car park is planned. It is hoped that Bluebird will take the water sometime in 2026.

The group who has raised a legal objection to the upgrading of the A66 are called **Transport Action Network** who are a group of six people (cyclists and anti-car) with a registered address in Shoreham by Sea (you wonder if they have ever travelled on the A66. Their statement says the dualling of the road will lead to more HGVs using it and the needless culling of wild life.

Unfortunately, they don't mention that 95% of the accidents on the A66 are on the single carriage sections, neither do they mention the numbers of people killed or injured and economic impact of the regular delays on that road. Looking at the website they seem to object to every road upgrading in the UK. Perhaps they should be held accountable for the deaths and injuries caused by the delay in upgrading these roads?

Autojumble



MGF hood and frame, exceptional condition, glass HRW, £200



MGF (MoT failure), running, hardtop, everything works, head gasket (mls) and timing belt replaced a few years ago but zero miles since, Irish reg no. Spares, rebuild. £450
07776491393 or 01228 576498

Car Sales

FOR SALE



haust, Alloy radiator and electric fan unit, Coopercraft 4 pot calipers, Close ratio gearbox, 3.01 Limited slip diff, 6 inch competition wire wheels. Every MOT from 2008 confirming the mileage of 15486.



Due to a combination of old age and poor health the old codger is reluctantly putting part of his car collection up for sale:

1966 Series 1 Jaguar 4.2 FHC E Type. It was purchased by E Type specialist Stuart Oliver in 2006 who stripped the car back to a bare shell, rebuilding the E Type with various upgrades. Enhanced sprayed Porsche Guards Red, complemented with the black interior. The various upgrades include: Big valve cylinder head – 9.5 compression ratio, High lift cams, Wide blade rods, Short skirt pistons, High pressure oil pump, Alloy Flywheel, 2 inch branch manifold/stainless exhaust, Alloy radiator and electric fan unit, Coopercraft 4 pot calipers, Close ratio gearbox, 3.01 Limited slip diff, 6 inch competition wire wheels. Every MOT from 2008 confirming the mileage of 15486.

The E Type won 1st in Class for four years 2008, 2009, 2010 and 2011 at the WMC Classic Car Show at Dalemain

The car comes with a full history and has been serviced and maintained by Stuart Oliver, all previous MOTs. original handbooks and service documentation. Check out www.gov.uk/check-mot-history

For further information please contact Joe Norman
07889607547 www.jnclassic.co.uk Price on application.

The Gallop – Head for ‘t Hills

John and Christine Ross organised a super route for their one day tour on Sunday 19th May. The entry list numbered to 35 but on the day, there were a couple of extra late entries. There was a great selection of cars, and it was good to see some crews from Spadeadam Club who we don't often see on our runs. It was nice to see Ron Beecroft amongst the entries and those with memories of the Motoring News Championship will know of Ron's pedigree as a road rally competitor of the highest order. Eric Ritchie had his Mk 1 Frogeye out and it was a perfect steed for the narrow quiet lanes. Jim and Ann Crockett were Mercedes mounted, an increasing choice for tourists.



Hamish Macleod brought his Bentley as usual with his daughter Isla for navigator this time, and although the Bentley played up a bit at the start Hamish got it sorted and enjoyed the day. Ken and Glenis and MGB were looking on top form and James Cardus has become a regular entrant in our events in his well turned out Audi TT Coupe. There were nice classic Escorts from Andrew Knowles, Bill Horne and Keith McCleary and Chris Steele's desirable Mk Lotus Cortina.

And so the list goes on with John McDarren's quick MG TD/C, Robert Cook's '37 Chevy Coupe, Charles and Kit Graves in the Derby Bentley ilo XK150, Phil Jobson in the rorty yellow GT6, Mike Kirk in his red Boxster and lots of others in interesting cars – apologies to those not mentioned as there is a shortage of space and an editorial deadline to meet.



The route headed east, parallel to the A66 past Acorn Bank, Milburn, Knock, Dufton and Hilton through Warcop ranges to Brough. That great road, the B6276 took us over to Grassholme reservoir and then to lunch at Middleton in Teesdale. The town was bathed in sunshine and busy with weekend visitors. The afternoon run was very special with 70 miles of the very best roads in Teesdale and Weardale and some little used yellows round Alston.

A run amongst the motor bikers over Hartside was stimulating in parts and a detour round Renwick, Gamblesby, Glassonby and Langwathby took us back to the finish at that excellent Penrith Golf Club where Ricki Lamb looks after the catering so well. So an excellent day out with summer weather and great roads.



Thank you, John and Christine.

Ron

Show News

The Show season is well under way and to me it seems there are too many shows fighting for the same market. Car owners may well like to be out most weekends but the paying public will only go to one or two shows and this hits the financial viability of the better events. There seems to be too many people jumping on the bandwagon in order to make a quick buck.

The Moffat Show has moved to the last weekend in June, this means that Spadeadam's Show at Lanercost is now on July 6th. This was a really well run event last year and it's well worth supporting our friends in SMC this year.

Unfortunately this means a clash with another good show, the West Cumbrian Vintage Show at Distington, again run by a genuine volunteer club.

Entries are pouring in for our **Classic & Motorsport Show**. There are quite a few changes this year of which more of in future editions, but there are no Hagerty bags this year as they have discontinued



them. This means you won't have to collect anything as you come in. The programmes will be available at various points for you to collect. Thus there will be three new routes for car owners as they enter the show and go straight to their position. Everything will be posted out.

We will be sending an email out later this month asking for your help in marshalling the Show. We need over 60 people to make things run smoothly.

The arena is being expanded to get more cars in for the awards and we will also have more space for the **WMC Club display**. We are looking for competition cars and other interesting cars. The entry form is attached with this magazine.

We are delighted that we will be joined by legendary motorsport journalist **John Fife** who has covered rallying in Scotland and beyond for as long as anyone can remember, along with his friend Jaggy Bunnet. He will be signing his books on the history of Scottish rallying and the Tour of Mull.



More Galloping photos



Many thanks for John & Christine for the photos and the weather!

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Well the two good things about the Miami Grand Prix were that Max lost(for once) and Lando Norris won. We've followed Lando's progress since he was about 12, and saw him develop and manage to overcome serious opposition such as Dan Ticktum and Colton Herta. The former of these two seemed to be unable to control his temper and consequently has underachieved, ending up doing Formula E along with Pascal Wehrlein another very talented driver who talked himself out of an F1 future. Herta on the other hand went back to compete in the USA and is nowadays a very successful driver in the Indy racing league, a shame really as he could have done well in Grand Prix events had he opted to stay.

Talking of F1, it appears that Red Bull are having a problem or two. It's not all that clear whether Mr Horner's problems are behind him and now Adrian Newey their senior designer has jumped ship, rumour has it others may very well follow him so you can't help wondering whether their time at the top may be coming to an end. It happens to all teams eventually, look at Williams, Ferrari, Mercedes etc they've all dominated and then slid backwards to become also runs. It'll be interesting to see who inherits the number one spot over the next few seasons, maybe it'll be Ferrari again, Lewis seems to pick the right teams to join, maybe Mr Newey will follow him, who knows?



The Armstrong and Denholm Mini Clubman has been resurrected. (See picture below). MRM was a car originally built by our editor, his father and John Willis. Graeme and Jim used it for a while before selling it to me where it did quite a bit of stage and road rallying before being sold and vanishing from the local area.

Some 20 plus years later the log book turned up lacking the car which had long since expired, but thanks to masses of work by a talented and determined character in the Wirral area you can see that the car now looks identical to the last time it turned out for a stage event at Kirkbride or a Motoring News road rally. When you realise the whole thing was created by a man with serious health issues which very nearly killed him and that he can't work in the winter months as the cold more or less cripples him the achievement seems even greater. Maybe he'll bring it up to it's ancestral home and do an event on Kirkbride or one of our runaround the old rally routes like Tan Hill or Whitber Ford.

Finally wasn't it sad that when Ayrton Senna died at Iola 30 years ago that beside him in the cockpit of his Williams was a folded Austrian flag. Obviously he'd intended to wave it on his slowing down lap after the race as a tribute to Roland Ratzenberger a novice F1 driver who'd died in an accident on the same track during qualifying the day before Senna met his untimely end.

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