

Wigton Motor Club Ltd

Start Line

Issue 2024/07

www.wigtonmc.co.uk

July 2024

National Motorsport Week

July 10th to 21st

Find out about getting started in motorsport at our Cars & Coffee on July 14th at the Motor House from 10-12

If you have any type of competition cars, race, rally, speed, trials, autotest etc, please bring it along.

Grass Autotest at Shap on July 21st

Entry forms will be sent out

Ideal starter event.

We have members who take part in just about every discipline of motorsport.

Don't forget our very popular touring events - find out more about them.

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

July Pub Rub

Solway Sunset Saunter

July 3rd

Starts at the Motor House

Supper at the finish

Entries to Graeme on gfmng@yahoo.co.uk by June 27th

Cars & Coffee

At the Motor House

10 until 12

July 14th

Grass Autotest

At Shap

July 21st

Summer Autosolo

At Maryport

July 28th

Entry forms will be emailed out

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

I've often thought that our hobby's biggest issue is that we are too divided, both for motorsport and for classic car clubs.

If you take our sport, we have about a dozen disciplines, some with thousands of participants and some with perhaps less than 100. Our events take place at a wide variety of mainly casual venues in fairly inhospitable places. Compare that with athletics where twelve disciplines take place at one venue with decent facilities and are run by a single athletics club. We in contrast have many small single discipline clubs that struggle for members, marshals and competitors because the wider public don't know they exist. How many of our events take place in venues without the most basic facilities?

Over the years, the number of motor clubs around the country has steadily declined. Clubs in cities and urban areas have died because they had nowhere to play. Our regional association (ANECCC) once had 70 member clubs, I suspect that number is a third of that and the number that regularly put on events is in single figures.

The same can be said of classic car clubs, the major single marque clubs, MG, Jaguar, Bentley, Aston Martin, Triumph etc all have declining memberships and don't do the sort of events, like racing, that they did. Much of what they did in terms of help and advice has been displaced by the internet while there are now classic car enthusiasts who are not solely wedded to one marque. Local classic clubs provide meets, runs and support that few of the national clubs can. Clubs like the VSCC are having to have a major reset to bringing them into the twenty first century and gain younger members who may be three generations away from the cars of the 20s and 30s.

Common sense is prevailing, and old rivalries are being put aside and we have just seen the Inter Club weekend at Malvern which was started by the MG & Triumph clubs and attracted 40 one make clubs. Our own Cumbria Classic Show has 30 club stands and all makes and models are welcome at our Cars & Coffee. Even with motorsport clubs, there is more co-operation and working together than the old rivalries. Long may it develop!

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

We had busy June Committee meeting:

A second Sum Up card reader is to be bought to speed up admissions to the show.

All committee members are completing safe guarding declaration.

We are getting outdoor seating for the Motor House and Lei is providing a ladder for works.

Our online clothing shop will be up and running soon.

Reports on the Gallop, Blackbeck Autotest, June Cars & Coffee were received.

Future events: Branthwaite Autotest, Lingholm cars & Coffee, July pub run July Cars and Coffee, Shap grass autotest, Maryport autosolo and we need an organiser for the August pub run.

National Motorsport Week. 11th -21st. Possible school visit Cars & Coffee competition cars.

Major Events:

Rose & Thistle 72 entries so far.

Classic Show well over half full. Entries close July 20th We are hiring a van to take all the equipment to Dalemain. The attendance award slates are to be updated. A selection of WMC clothing will be on sale at the club stand.

Work is progressing on the Solway Rally with one new venue already.

Treasurer's report

We are looking at created a second high interest savings account. Currently we are holding additional cash as Show and R&T entries.

We are looking at our championships, award and award presentation and how to make them relevant. A discussion paper will be sent out in due course.

Motor House.

A backout to be added to one of the roof lights so we can show films in daylight. A clock is to be bought and a small fridge so we can sell cold drinks at Cars & Coffee etc. More shelving to be added for the autojumble and the manual library moved to be more accessible. David to organise a workday.



motor
sport
UK

Recognised
Club

Classic Nostalgia

Classic Nostalgia makes a welcome return to the Midland Automobile Club's Shelsley Walsh Hill Climb on the weekend of the 20-21 July 2024.

Spectacular motor racing at one of the oldest motorsport venues in the world

Flagship event to celebrate 40 years of Prodrive success on stage, track and road

Tyrrell 011, Lotus 18 & ex-Michael Schumacher Benetton added to incredible line-up of F1 cars

Thunderous V8 NASCARS to tackle the legendary 1000-yard hill climb course

A stellar line up of competing Group A, Group B and WRC rally cars

Special guests include Stig Blomqvist, Stuart Graham, Mike Wilds, Bob Evans, Stuart Dent and Tony Southgate

Exhibition of Speed: showcasing the works of more than a dozen talented artists

Classic & Sports Car Concours – no advance entry required: just turn up and show off your classic!

Startline VIP Club: rub shoulders with our celebrity guests!

Pole position parking for all classic vehicles and visiting car clubs

Quality trade stands selling everything from accessories to motoring books, models, art and memorabilia!

Vintage fashion competition for the best and most authentic vintage outfit

Plus, non-stop entertainment, main stage interviews, live bands and more!

The event will celebrate 40 years of Prodrive, one of the most successful British race and rally teams of all time. A selection of Prodrive cars will be demonstrated at Classic Nostalgia by drivers including company stalwarts David Lapworth and Paul Howarth.

1984 Rothmans-liveried Porsche 911 SC RS which Qatari driver Saeed Al-Hajri took victory and went on claim the FIA Middle East Rally Championship. Finnish ace Henri Toivonen campaigned the same car in the European Rally Championship.

- 1990 BMW E30 M3 which Bernard Beguin won the 1987 Tour de Corse – Prodrive's first victory at World Rally Championship level.

- 2011 MINI John Cooper Works WRC, the car campaigned by Prodrive during the World Rally Championship season.

The P25 – Prodrive's recently launched reimagined Impreza WRC97 using modern technology to create– the ultimate Impreza road car to mark 25 years since the introduction of the rally car.

There are a number of WMC members entered so come and say hello.

This is my favourite photo with me about to be followed up the hill by seven times Le Mans winner Derek Bell. He didn't catch me!



Barbon in June

Once again Liverpool Motor Club aided by Kirby Lonsdale motor club put on a tremendously successful speed hill climb at the picturesque Barbon Manor despite rain in varying amounts, biblical at times, some of it aptly falling on the lovely nearby village church. The rain made it “challenging” shall we say for drivers especially those of us in open cars with water trickling down our necks while waiting our turn on the start line, however the real heroes of the day were the superb marshals, medical teams and main organisers, as they had to endure the torrential rain whenever it came.



Some marshals were helping by chocking cars with hockey sticks as cars lined up prior to starting, other marshals were soaked setting the cars up for the timing beam, many were standing at their posts up on the hill in the open ready to take action if needed or manning the public footpath crossing places while others were directing parking in the top paddock. We drivers could at least take shelter if we weren't actually waiting our turn to start but they manned their posts whatever the conditions so a big thank you to all of them.

Spectators came from far and wide although only the tougher local spectators decided to brave the weather which was virtually as the forecasters predicted. Simon Riley was enjoying looking around the cars between the torrential showers as was Phil Thompson from Kirby Stephen who is a violin maker but also an expert who has made many ash framed bodies for countless vintage Bentleys and other high value cars. These two took advantage of the shelter of our tailgate during the showers while the “softies” such as David Smith, Ian Woozencroft and Chris Spencer along with their supporters had covered trailers and even motorhomes to shelter in. Sensible people I can hear you say.

Peter Garforth and daughter Heidi were there, she cannot wait to get behind the wheel having tried karting and other motorized sports, perhaps Peter was looking for a suitable competition car for Heidi although he didn't say.



One couple I was talking to came from the Isle of Man, they bought their admission tickets online, set off on Thursday having paid £400 for their ferry crossing, were staying B&B on Friday and Saturday nights in Ingleton then returning on Monday to their home in Ramsey. We complain about enduring a few potholes or traffic backed up at junction 40 when we are trying to get onto the M6, I never thought about anyone having to pay £ 400 to get a ferry just to join the M6!

The people in question were Malcolm Buckler and his wife Carole, both had worked in his father's firm, Bucklers of Reading, in the 1950/60s when the Bucklers of Graham Curwen and mine were built. They wanted to see our cars competing again at the same venue that both the cars competed in in their first events 70 years ago in 1954. To prove it he had a picture of both our cars lined up on the very same start line in 1954.



In the picture was Graham Curwen who is now 80 years old. Graham is well known to many of you as a regular competitor driving his green Formula Ford Van Damien formerly owned by Fraser Graham of Workington which again he was driving this time at Barbon as well as his Buckler. In the photo he wasn't in his familiar blue race suit of course but there in his school uniform complete with school cap!

Malcolm and Carole were drenched by the end of the day but loved it, they thought the organisation was superb. They know all about what it takes to run events as they have been heavily involved in

many ways with motorsport both in the IOM and in this country for over 60 years, well done to everyone, Malcolm asked me to pass on his comments to the organisers and marshals.

Wigton club was well represented with regulars such as Jonathan Baines, Phil Hallington, Chris Spencer, David Smith, Damon Green, John Hunter, Neil Pilkington, Ian Wozencroft, Mike Garstang and myself. I may even have missed some people out and if I have, I'm sorry but I don't know everyone, and the results sheet doesn't have the list of clubs that each driver belongs to.



One other notable club entrant was Mark Hemingway, son of Adrian, who is a regular at various events with his Merc. SL. Mark, who is a stunningly quick driver, used to compete a few years ago in a Force TA racing car and once more he returned to Barbon to compete again. He did not just compete but put up an unbelievable quick time of 26.63 secs on his first timed run and as he was 3 secs quicker than any other car competing he was able to put his car back in the trailer as his job was done and he took FTD by a huge margin, Well done Mark.

One young girl Matilda Walden from Lancaster, who isn't even old enough to have a normal driving licence, was competing in the standard car class complying with S11.1.3 regs. She knocked off over 20 seconds between her practice runs and her final timed run, so it was great to see these youngsters taking up the sport. Peter Garforth take note!

Next event at Barbon is on Saturday 13th July so please do your best to support it either as a competitor or a spectator otherwise Liverpool Motor club can't afford to run it. Camping on site is only £10, so if you have a tent, caravan, campervan or a similar outfit a beautiful place to spend Friday evening having a BBQ or the pub is just down the road. There is no camping on Saturday evening though as the cows are back in after the event.

Keith Thomas

Club News & Events

Events of note:

July	3rd	Solway Sunset Pub Run	from the Motor House.
July	7th	British Grand Prix	at Silverstone
July	7th	Spadeadam MC Car Show	at Lanercost
July	7th	WC Vintage Show	at Distington
July	7th	H&DMC North Dales Targa	at Eastgate (entries will available.)
July	7th	WCMSC Greystoke Stages	at Greystoke
July	11-14	Goodwood Festival of Speed	at Goodwood
July	13th	LMC Barbon Hill Climb	at Barbon
July	14th	Cars & Coffee	at the Motor House
July	14th	KLMC Car Show	at Holker Hall.
July	20th	RSAC Scottish Rally	at Dalbeattie
July	21st	Grass Autotest	at Shap
July	20/21	Classic Nostalgia	at Shelsley Walsh
July	28th	Autosolo	at Maryport
August	4th	Cars & Coffee	at the Motor House
August	10/11	Croft Historic Festival	at Croft Circuit
August	11th	SMC Blue Streak Targa	Brampton area.
August	17th	Rose & Thistle Tour	from Carlisle
August	18th	Cumbria Classic Show	at Dalemain
August	24/25	Silverstone Classic	at Silverstone

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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

PG Tips

Peter Reflects On His Month

Disaster has struck! At school half term in May we went for a 2 night break with the kids at a nice resort on the Isle of Arran. We took the Skoda Superb packed to the gunnels with everything you could possibly need for 2 weeks away (even though we were only going for the weekend!). We had a lovely time and on the third day when we were due to get the ferry back in the evening, we journeyed to the southern end of the island while the kids went horse riding. All seemed well until we left the riding stables with 3 hours to travel 20 miles to the ferry. The Superb starting behaving a bit oddly, a bit of juddering under acceleration and engine noise, mechanical engine noise. After a few miles the engine was sounding like an old tractor and I suspected the exhaust had a leak.

Another mile or so on and the glow plug light began flashing and I could hear a death rattle coming from the engine and the power was going. At this point the ferry was about 10 miles away and we still had 2 ½ hours to get there. I figured I could probably gently coax the car to the ferry and worry about getting off at the other side where a recovery truck could meet me. The car had other ideas and at a beautiful beach called Whiting Bay it died. Luckily I was able to coast it (no pun intended) into a parking area off the road and see what was what. The pool of oil under the car told me that something had probably exited the block and what I'd heard was the bottom end dying. Still – I have a full recovery policy and rang them straight away. Time was ticking, Trudy had to get home to go to work in the morning and things were a little tense.

After half an hour the recovery people rang to say they were trying to find a local garage on Arran to come and check our car over and try and repair it. I explained again that the engine oil was under the car and not in it and the only option was recovery. I had no idea how it would work – would they take us to the ferry, how would we get back from there...my mind was racing! By now we were down to around an hour to go before the ferry boarding time closed when I received a call from a local recovery chap called Angus Lambie, he said he'd come over with his recovery truck and a courtesy car that we could take to the ferry and he'd be 40 minutes. That wasn't going to leave us enough time to get to the ferry and I still wasn't sure what would happen when we got to the mainland!

Angus arrived in the 40 minutes he said with the most basic Dacia Sandero (no stereo, steel wheels) with his name and number plastered on the front. He quickly unloaded it and told us we could take it home if we were ok with him fixing the Superb.....ok?

I was ecstatic and thanked him profusely while throwing things into the Dacia. I drove the Dacia as fast as I dared with my family and many bags shoved into it and we arrived at the ferry terminal to see the barriers shut, 15 minutes after the official closing time. The ferry itself was docked and was only just starting to unload so was clearly running late. I walked past the barrier and found one of the staff and explained the situation and pointed to our 'Angus Lambie' liveried Dacia as proof of the situation. Thankfully he was happy to let us on and raised the barrier. I can't think of the last time I felt so relieved as when we got onto the ferry that day.

Sadly things didn't go as smoothly with Angus after that as the recovery company insisted that Angus either had to fix the Skoda that week or return it to me, so a week later the Skoda was returned, still in need of a new engine and the Dacia went back to Arran. By that time the kids had nicknamed the Dacia – Derek and had become quite fond of it. It was a very cheap but relatively capable car. Even with 4 of us and luggage it was capable of motorway speeds, returned a ridiculous MPG (over

50 in day to day use at home) and was relatively quiet. Despite not having a stereo, aircon or electric windows, it did have auto lights, a speed limiter and stop start...very random.

The Skoda Superb is now with Rob Iveson at Shap who has stepped in to rescue me and will hopefully be back in another week. As to what caused the failure, guesses include a failed oil pump and cooked oil from the clogged DPF causing constant regeneration efforts, but we will probably never know for sure. It's certainly rare for the 2.0 TDI to fail like that but it has had the VAG dieselgate fix done to it which has almost certainly caused the DPF to clog up and make the re-gening happen.

On a happier note, to celebrate my official retirement date from the police Trudy and I went to the Scilly Isles for a long weekend. We flew to Exeter and took a hire car down – can you guess what the hire car was? Yep, a Dacia Sandero! A Stepway with every extra that Derek didn't have, including heated seats, cruise control, tablet nailed to the dash, keyless start, the lot. It was also a bit quicker, but you could still see that underneath it was a Sandero. It didn't do as many MPG as Derek but it was a whole lot better to travel the distance we did in it. I can highly recommend the Scilly isles for a visit – very beautiful and relaxing.

Peter

Bill Kirkpatrick



We were devastated to learn of Bill's death. He collapsed at Oulton Park while watching Sam race and did not regain consciousness, despite having the best care with him immediately and at the Stoke hospital.

Bill was a life long racer with vintage cars such as Frazer Nash, a historic Cooper Climax, but mainly MGs. His very quick Midget and his favourite blue MG B. He also did speed events in a Locost and sponsored the WMC Speed Championship. He had recently built another B for Sam and was hoping to have both cars out in an racer later this year.

As a garage owner he was the go to place for MoTs for older cars and a mine of information. Our thoughts are with Michelle, Chloe, Sam and the wider family.

Photo taken in 2008 prior to setting off for MG Live at Silverstone. Bill and Michelle with Steve Atkinson and Graeme Forrester.

Branthwaite Autotest

2024 Branthwaite Autotest. Results

Driver	Class	Pos	TOTAL SCORE
Paul Grierson	FWD-AT	1 O/A	1526
Craig Stamper	FWD-AT	1 O/A	1526
Geoff Rae	FWD-AT	1	1556
Steve Fishwick	FWD-AT	2	1570
Richard Chapelhow	FWD-AT	3	1629
Peter Masters	FWD-AT	4	1679
Willie Jarman	FWD-PCA	1	1601
David Garstang	FWD-PCA	2	1637
Michael Horne	FWD-PCA	3	1663
Tom Robinson	FWD-PCA	4	1699
Angela Jones	FWD-PCA	5	1723
Thomas Breen	JUN	1	1595
Charlie Breen	JUN	2	1813
David Agnew	RWD-AT	1	1650
Lei Mashiter	RWD-AT	2	1669
David O'Connor	RWD-AT	3	1684
Josh Threlkeld	RWD-AT	4	1813



Thank you to everyone who made the auto test possible today from the marshals Mary and Neal, Eddie for the score keeping everyone who entered and helped marshal, Steve for sorting the toilet, Josh for the aerial photos and most of all to the Jarman family for allowing us to use the field it's such a good venue. I am going to after sun my arms as I am a little bit burnt.
I hope everyone had fun and enjoyed the tests (sorry it was a bit damp first thing) well done to Paul and Craig getting joint first place (don't think that's ever happened before)
Get entered for the one at Shap (just off the M6 junction 39) on the 21st July I am organising that one too if anyone wants to Marshall let me or Eddie know



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

I've enjoyed my MGB experience over the past six years. This was largely due to the former owner having done all the important work in upgrading and restoration before me. I added 15" alloys and new Avons and had the magic touch of John Willis wave his expertise over it on occasions, otherwise just enjoyed it. However when it came to winter lay off my garage became rather congested with three cars instead of two. So a couple of months back I decided it should find a new home and I placed an insert in Startline followed by another one, courtesy of Ed Glaister, in the MGCC magazine alongside many other MGB adverts. Then another one in Old Stager Magazine, which had found a home for my Mexico some years ago. Together they attracted five good enquiries and the car was sold to the first MGCC viewer and has now headed off to the Ilkley area. The buyer was knowledgeable, had just finished restoring an MGA roadster and was an ex rally man of a similar age to me and all worked out well. I've emptied my garage of all my MGB parts which has given me room to swing the proverbial cat and I haven't yet been tempted towards buying another car, but never say never. In the meantime I'll give the XK a little TLC.

At the end of May we had a day at Blyth in Northumberland to enjoy a sea festival which was most enjoyable. The RNLI carried out demonstration rescue manoeuvres with their two inshore boats which are based in their very modern facility. Next to them is based the Blyth Tall Ship project which has quite an interesting background. Blyth is still suffering third generation unemployment after the collapse of the coal mining and ship building industries and the youth in the area have struggled to find a way forward. This situation led to a number of projects including the expansion of the offshore and engineering sector.



The Blyth Tall Ship project was established to harness the traditional skills in boat building still available in the area and train youngsters in the necessary skills for the future with various NVQ courses. In the charity based workshop is a new build 42' Fifie- a traditional east coast fishing design which after three years is half way to completion. Also in the workshop are various other small boats including a restored Coble and a 'Swallows and Amazons' type sailing boat. The staff and students we spoke to were full of enthusiasm for the work involved and the new skills they were acquiring. While

the BTS project was developing there was a desire to celebrate the seafaring history of Blyth and to this end in 2009 a 100 years old Baltic trader sailing ship was located in Denmark and duly acquired. The William 11 required a comprehensive restoration and conversion from a load carrier to something that could be used for sail training and hospitality. A round Britain trial in 2019 was successfully completed and highlighted various issues which have now been resolved.



Among the experiences on offer is a one day crewing trip on this vessel where up to 16 crew and guests are taken for a one day expedition from 09.30 until 17.00 hours. All are expected to get involved in the physical raising of sails etc as once the boat has motored out of port it's all traditional sailing. So here I am, booked in for a day in early September and I can only hope the weather is fine and they take good care of this landlubber. Yes I know this is not car related but there are other things in life, or so they tell me!

Ron.

Can you help?

We need your help to marshal on the following events:

- | | | | |
|---------------|-------------|--------------------------|--|
| July | 21st | Shap Autotest | contact Jacquie jaxr1986@hotmail.co.uk |
| July | 28th | Maryport Autosolo | contact Steve fishwick38@gmail.com |
| August | 11th | Blue Streak Rally | contact Eddie eddieparsons5@icloud.com |
| August | 18th | Classic Show | Contact Graeme gtfmg@yahoo.co.uk |

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)

Rallying Woes

It has to be said that all is not well with stage rallying. Declining entries, higher entry fees, fewer events, fewer competitors are all on the increase and the sport is no longer within the reach of the average enthusiast.

I regularly see moans about the lack of a WRC event in the UK, on the various forums and social media and blaming Motorsport UK but unfortunately it is a lot more complicated than that.

A WRC event, even with relatively few entries has to be paid for by someone. National or regional governments are the most likely sponsors as they reckon they will create a higher profile for their area and the investment will actually increase revenues while the rally is taking place. However that is not so much the case now. In the past when we had the Tour of Cumbria/Pirelli Rally based in Carlisle, it filled the hotels in and around the city.

Last time the Rally GB ventured out of Wales, it had an overnight halt in Carlisle and I was tasked with organising it. It certainly did fill hotel and B&Bs and was a good boost to the economy in November. More recently we have had the Roger Albert Clark Rally based for two nights in the city and despite having a big entry, habits have changed with many crews using their own motorhomes or sleeping in their support vehicles. Thus less local income.

The same issues have hit other sports. In cycling the success of Bradley Wiggins et al gave the sport a huge boost and created a series of professional races from the Tour of Britain to city street races. Many, if not all were funded by local councils in the same way as rallying mentioned above. The problem for both sports was you can't realistically gain a lot of income from spectators at the road or trackside, unlike events held on arenas. The interest in cycling diminished as quickly as it had risen, and sales of expensive racing bikes and Lycra fell. The commercial arm of UK Cycling (which ran the Tour of Britain) has gone into administration. Similarly the organisation that ran the professional side of British basketball has also gone bankrupt. People's tastes are fickle, the rise in interest in ladies' soccer must have taken interest from other sports.

At the same time, other countries really want a WRC round. Saudi Arabia seems to want to buy into just about every sport while another newcomer is Peru. Mention Peru to anyone and they will think of it as the birth place of Paddington Bear, so it really does need another reason to be put on the map!

A really good bit of rallying news was the performance of Mark Higgins in the Triumph TR7 V8 on the Argyll Rally, Eleventh overall and won the historic section by miles. Though it does say something about the quality (?) of the current leading drivers of cars that are forty years younger.

GTF



Yorkshire Dales and Bust

With the demise of the Durham Dales Trial some years ago for cars, now only running for bikes, and my own club, Fell Side Auto Clubs Northern Classic Trial consigned to history due to ever increasing costs within Forestry England forests, ridiculously restrictive regulations for classic trials in those forests mostly due to MSUKs newly negotiated Master Agreement with FE and on top of all that FEs own increased regulations the Yorkshire Dales is now my closest classic trial. Following my last trial, the Cotswold Clouds, fresh tyres were a priority as on inspection after the competition the tread was actually breaking away from the carcass exposing the wire. Not very conducive to traction and a reminder to inspect my tyres closer. Viewing a video of me on one section reminded me that I should address the issue of too much bounce on the front end that has existed for ages. Time to bite the bullet and increase the cars value by a considerable percentage, a set of Gaz adjustable shock absorbers were purchased. Fitting was however not exactly plain sailing as, in addition to them being fatter than standard the bottom mounts were also different. Raiding the metal scrap bin and some garage time, I eventually had a set of mounts made and fitted. All good to go.

Our journey, with my usual passenger Chris Veevers once again on board, of just over 100 miles saw the last few in thick fog which, fortunately, cleared just as we dropped down into Pately Bridge. Signing on and scrutineering was completed efficiently but it was a disappointment to see just under 30 cars entered. A shame for the organizing club that has seen a full entry of 100 cars and bikes in recent years.

It's always nice to have an easy section as a starter to tune you in to the day's competition but that certainly cannot be said of Watergate 1! After a wait of around 20 minutes or so we were dispatched from the holding control and shortly set off on the section. Starting with a short down hill track we crossed a shallow stream without the severe drop of last year as the organizing team had arranged to grade the entry into the stream. This hopefully allowed us a marginally quicker attack at the hill which is a steepish uphill gully of soil and rocks and with better weather in the proceeding week I had hopes of a better score than last year. The trials gods had other plans and we ground to a halt with an identical score to last year of 8, We tried though.

Reversing back down and with a swift three point turn [my driving instructor of years ago would have been proud of his pupil!] we had a short run on the road and back in to the same venue for Watergate 3. This section is primarily in a large 'bomb hole' but the start is some yards from the lip of it. Sadly Brian Colman retired here with terminal rear suspension failure. Prior experience told me that the last short, very steep exit needs to be done at speed but it usually wasn't that easy as it wasn't a straight run to build up the speed but the hill set up this year was slightly different I felt. A shortish run on grass then descended steeply into the bomb hole and then a run to the uphill challenge. We got it just about right but a few feet from the top Baldrick decided that the right hand bank looked ever so inviting and we hit it at speed, throwing the car to the left and then popping out of the top for a zero to celebrate in the usual childish manner! Whoopee!

However my new shock absorbers were not exactly operating at peak performance as the new lower mounts that I had manufactured were proving to be not as intended as they were coming loose meaning that throughout the day I needed to dive under Baldrick to check and tighten the mounting bolts. In fact I found that one bolt had torn away its captive nut.

Our next challenge was Dry Gill 2. Starting on an uphill farm track it crossed another track then deviated to the right up a grassy, long uphill gully which would be a nightmare in the wet. Fortunately the day was dry and we had good traction although with the ground so dry, even on grass, we banged and jumped our way to a final steep loose soil uphill bit where we spun to a halt with a 4 which looked to have caught out a few others as well, indicated by the exposed soil. Fortunately the deviation from last year was absent that almost put us on our side then.

With a short run of around 6 miles we then arrived at the Strid Wood complex of 4 sections. The first has been part of the Dales for years and for those not familiar is what could be described, I suppose, as an uphill curving gully with a peaty kind of base. In the beginning it had a severe step half

way up and in the early years I failed it every time. However in recent years it has, with the passing of numerous cars on The Dales and other events, become less severe so a clean for us has become marginally easier. Nevertheless speed is our savior and we set off at a rate of knots arriving at the step to find that it appears now to be two, rather than one perhaps due to cars spinning their wheels and creating a dip. Baldrick decided that if attacking the bank was successful on Watergate 3 then let's give this one the same treatment. I have to admit to having little control over the following route up the section but it resulted in a bang on the head when I was thrown to the right but a clean. What fun though and the marshal on duty enjoyed my performance as well! I claim Performance of the Day on this one!

Strid Wood 2 has been the same for years, uphill on grass to a 90 right on to a farm track then shortly a left and uphill.

This one is mostly about the first right turn. Go at it too quickly and you attack the bank on the turn and it is difficult to recover. That was our downfall. Strid Wood 3 and 4 were both on grass and again would have been difficult if it had been wet. Fortunately the weather all day was glorious and we cleaned both.

Again with a short run through some stunning scenery we arrived at Hawpike farm for their two sections. The first again was up a grassy gully that could have been a stream at some time in the past, twisting and turning up hill in a field. Again with speed off the line we cleaned it but it wasn't plain sailing as I had to drop the clutch a couple of times to build revs and gain traction as we were losing power. Perhaps a higher tyre pressure would have been better. Hawpike 2 was again a staple of the trial, starting just before a gate, shortly crossing a small stream and then immediately a very sharp short steep uphill gully before twisting and turning on grass to a Restart. Watching a previous car almost destroying the bank on the first uphill I decided to go slightly right and popped out of the end but eventually failing the Restart. The first timed Observed Test followed which is always a fun run through a number of marked gates to a finish astride a line. Nice to have a blast and followed with the local farmer accompanied by his venerable vintage tractor and compressor to pump our tyres up.

Time now for the lunch halt where we caught up with club member Chris Sievers competing in his Ford Popular and having one or two issues that he was addressing. Sadly the results show that he retired after the lunch halt. He explained that he was not comfortable with the performance of the fresh carb he had fitted and plans to return to an SU that had proved to work well before.

We then had the longest run between sections of around 16 miles to the two Sword Point sections. Number 1 was amongst mature softwood trees, again a nightmare if wet as the surface is soil. Even getting to the start line in the wet can be a pain but this year no issues. The start is on an angle to the uphill part of the section but no problem to get away but there were exposed roots to negotiate particularly approaching and at the Restart line where they got even bigger. The Restart proved to be little challenge and then there was a further uphill run, a 90 left then a flattish run between trees to the end. A pleasing and enjoyable zero on the score card.

Sword Point 2 was my most enjoyable section and that was, for me, one that needed full commitment. Memory doesn't serve me well but I cannot remember ever cleaning this one. Last year we were offered a choice of the route at the start of the section, straight up through the trees or deviate slightly to the right on slightly flatter ground. I was confused initially this year and questioned the marshal if we still had a choice but understood the answer to be no. The left hand side of the section appeared to be marked with coloured poles but as a colour blind person they were difficult to identify amongst the trees and undergrowth. The section is uphill amongst trees on a peaty soil base. Taking care not to make intimate friends with any of the substantial softwood trees in the wood we had the last few metres to tackle. The ground was very soft peat but with hidden severe bumps which could easily be rocks. Much to my surprise we bumped and crashed to the end of the section and on to the forest track to the sound of spectators clapping and infantile whooping from within Baldricks cabin. Terrific.

Seans Wood was our next challenge. This venue typically contains a number of sections but due to forestry operations we had a very simple long run on a flat forest track, easily dispatched with no problems for any of the entry.

Arriving at Brimham Lodge we were greeted with a group of 6 cars waiting as a certain red X90 had decided that having not quite cleaned the hill with a score of 1, the pilot would test the ability of the recovery team having developed an intimated interest with a small stream. Derek's blushes were saved via the successful efforts of the local farmer and his telle-handler. Our efforts score wise were not as successful with a disappointing 5. I was expecting better even on long grass.

The second Observed Test was to a familiar pattern being a simple run through gates to a stop line.

Our last two sections, West Wood 2 and 3, were new to the trial last year, in old woodland. The first, used for the first time last year, was a very short run on soil amongst trees to a steep, short run to the end and cleaned. Unlike last year when the second section ran off the access road, this year it was straight on to it after the first. The start line marshal was very informative about hidden stumps on a left bend part way round the section. His concern was that if we dropped on to it our sill would be damaged. Despite him standing close to the offending item I couldn't see it due to the long grass and weeds covering it, the bend was tight with a tree on the corner and we had no option to cut the corner and ended up on the stump. A disappointing score of 6 and perhaps if the section is to be used again, some work is needed to remove the offending item. Driving out we were greeted by Stan Peel who, at 84, is still involved in the trial as he has been for many years. Many of the sections used over the years had been found by Stan, using his knowledge of land owners through his work as a potato dealer.

Whilst we didn't worry the awards engraver we had a thoroughly enjoyable day in glorious country. There were few hold ups and the marshalling and organising team were cheerful and efficient all day. However, I imagine for the organizing team, the drop in entries is a worry and if trials do not get sufficient entries then they are unsustainable financially. The Durham Dales only had 12 cars entered before it closed to them and if it hadn't been for bike and vintage entries The Northern would probably have disappeared some years ago. Use it or loose it!

The following day I investigated the lower shock absorber mounting issue and discovered that on one side of the lower spring pan had been torn away and the result was that the complete mounting failed resulting in no shock absorbing on that side. On the other, and don't tell anyone this, apart from the loose mounting when I fitted the new shock absorber I had fitted the upper rubber bushes the wrong way round resulting in one being totally annihilated. The lower wishbones have mountings at the front and rear to allow for adjustment of the suspension geometry. The rear one on the near side had fractured some time ago and had then pulled the mounting away from the bulk head. Yorkshire Dales and Bust! So my experiment with adjustable shock absorbers will have to wait for another day to see if my theory works out in practice. More garage time but without the sophistication of a pit or lift, lying under the car for a good part of a day leads to two further days recovery. The joys of old age and trialing!!!

Myke, Chris and Sir Baldrick



Membership

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

Welcome to new members

Malcolm Newton	of Appleby
Basel Mohammed	of Carlisle
Steven Muir	of Fife
Suzanne Hamilton & Paul Wilbourne	of Lanercost
Mark Hemingway & Nicoleta Ghindea	of Skipton
josh & Alan Threlkeld	of Carlisle
Jamie & Emma Du-Frayer	of Lancaster
Ronald Styth	of Cheshire
Matthew Styth	of Leeds

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

There are currently 128 members who have scored in the marshals championship.

Wigton MC Marshals championship table 2024/5

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	Blackbeck AT May 26	Branthwaite AT June 23
Eddie Parsons	75	5	10	10	10	10	10	10	10
Mary Parsons	75	5	10	10	10	10	10	10	10
Graeme Forrester	50		10	10	10	10	10		
Lei Mashiter	35	5	10	10	10				
John Holliday	35	5	10	10	10				
David Agnew	30				10		10	10	
Chris Leece	30		10	10	10				
Jacqui Raine	30		10		10				10
Neal Horsfall	30		10					10	10
Steve Fishwick	20		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					
Tim Cruttenden	20		10		10				
John Sloan	20			10	10				

Show Talk

The **Cumbria Classic Weekend** is the biggest event of it's kind in the region and entries have been pouring in for both the **Rose & Thistle Tour** and the actual **Show**. Ron tell me the Tour could well reach it's capacity soon so don't delay in placing an entry. Entries for the Show close on July 20th which gives the team plenty of time to process them. It looks as if the featured, French and German classes are will supported.

New this year will be kids treasure hunt and a dog show.

To run a quality show like ours, which is enjoyable for the cars owners and attracts the general public, takes a lot of work which builds up the nearer we get to the event. We need about 70 marshals on the day and names are gradually coming in so if you can help please email me on gtfmg@yahoo.co.uk.

Reading some of the classic show FB pages it worries me that some car owners have no idea of how much it costs to run a good show. Quite apart from the venue hire, insurance, barriers, loos, waste bins, PA etc we spend nearly £3k on attendance awards. There are other costs like signage that needs replacing while we have full first aid kits, a defibrillator and we now have 20 trained first aiders who get refresher courses every couple of years.

However there has been a growth in recent years of "shows" run by Jack the Lads (or in one case a Jackie the Lass) which are purely to fill their pockets by charging owners to show their cars and then charging spectators to look at them. Most are pretty awful and you do worry about safety, insurance and whether they pay their corporation tax. The downside for the genuine club run shows is that there is only a finite number of spectators out there and most will not go to more than one event and that dilutes the numbers that come through the gate, - which is what pays for the show. Fortunately more and more car owners are boycotting the non club or charity run events.



An Unexpected Visitor

It's not often you meet someone internationally well known in motorsport circles in Cumbria, particularly someone who has been a very successful driver of modern state of the art race cars as well as some very rare, very, very expensive and significant historic race cars, has been a team owner and manager, has competed at Le Mans with his own team and has run the Rockingham Raceway. It's even less often that they offer you a day out at a race circuit in the passenger seat of their new supercar which they intend to drive to its absolute limits to see what it's capable of. Well... I can actually say that it does happen and it happened to me recently.

So a guy walks into the garage one day and asks if we could do a little job on his car for an upcoming track day, yeah sure we say, what car is it? Oh it's a Lamborghini Huracan, it just wants a rear facing panoramic camera fitting. Very nice we say and we book the car in and we talk a little. During the conversation there's little hints of something more behind the dialogue but I'm not really one to pry. He leaves his name and something rings a bell in my mind but I can't put my finger on it.

A week later the car turns up and we fit a camera to the rear bumper and a rather nice widescreen lcd display to the rear view mirror and thread the wiring past the exhausts, gearbox, engine, manifolds, through the rear bulkhead, under the roof lining, down the A pillar, behind the dash and find a live feed. Small job done!



In the mean time my mind is trying to figure out the significance of the owner's name, when it occurs to me from my trips to Goodwood with Ed Glaister and his car that there was a certain Peter Hardman that competed and won in the prestigious multi million pound grid of the Goodwood TT races. Surely not I thought...? Here in Cumbria? Sure enough it's the same chap who seems rather surprised that I know of him. This is Cumbria after all, the little unknown area of the north once known as part of the debatable lands. Quite a while later after a long

discussion about Goodwood, racing, his career and what he's up to now, he leaves and thanks us very much as he's not found anyone else up here that would even consider working on the car.

The following day Peter rings and says how pleased he is with the camera and that as a way of thanking us, would we both like to join him at Donnington for a track day. An anything goes exclusive track day for the heavy payers to have unlimited track time. Well, that didn't need much thinking about!

So a little while later Scott and I appear on a damp morning at Donnington to find the paddock relatively quiet but with an interesting selection of cars. From all out race cars to supercars and of vastly varying budgets. This'll be a good day we thought, watching this lot peddling their cars as fast as they can around here, when Peter says "Right, we need to go and get signed on." What? "Oh yeah", he says, "you'll be going out on track with me, it's the least I can do to say thank you properly."

Well drop a brick we thought, we weren't expecting that! Signed on and with helmets provided we were getting a little excited about the potential of the day in hand. Peter wanted a few laps out on his own to get to know his new car and it was still damp and he was on new tyres. With a little bedding in time, the tyres checked, the brakes up to temperature and the onboard computer settings tweaked for the damp conditions, we were on!

Strapped in and with limited discussion other than just sit tight and enjoy it and wave your arm at the track Marshall to show him your arm band to prove you're signed on, all ten cylinders fire up again and we're off cruising down the pit lane. My first thought was, crikey this is the widest car I've ever been in on a track! The driving position is very fighter pilot-ish being sat so far forward without being able to see the front of the car beyond the windscreen. Almost the sensation of driving along with your legs stuck out the front of the car and just a large engine and gearbox behind pushing you along.

We exited the pit lane and I was promptly pinned into my seat and was rapidly looking for places to brace my knees. Bear in mind this is a Lamborghini and generally perceived as a posers car and this one being only rear wheel drive, I had preconceptions in my head, so as we approached Redgate I was stunned how well it turned

in. The engine on overrun crackling away behind us was simply fantastic. With the tyres up to speed and the carbon brakes nicely warmed, the feeling of grip was immense considering the damp track and the tyres the car was on. Peter's driving is quite sublime, very calculated as you'd imagine but so smooth and then incredibly aggressive under braking and then he smooths it all out again on the turn in with his fingers only lightly holding the steering wheel, I was fascinated watching his feet and his hand's light touch as much as I was enthralled by the speed of the passing track.

This was all very impressive and a sheer thrill to be driven by a professional racing driver but to put it into perspective Peter assured me that although he thinks this car is quick for a track day the Straker LMP cars he's driven are just another level altogether let alone an F1 car. I remember as a boy having the incredible opportunity to be driven by Mark Lovell in a works RS200 at Carlisle airport flat out and stepping out of the car with my legs actually shaking and realising what fast really is. Well I can say the Haracan really isn't far from that experience on a pretty much open track.

So the day went on and Peter was just cracking off lap after lap and taking several people he'd invited for a ride while getting to know the new car. There weren't many cars filling the track at all and most drivers had a clear enough track all day, however one of Peter's friends included Richard Green ex Managing Director of Brands Hatch and a racer himself. To say there's a bit of healthy rivalry between them was clearly apparent. Richard and his son have a very quick Porsche GT3 RS and it seemed they had been ribbing Peter about buying a pos-er's car so Peter clearly had something to prove. This was going to make the day very interesting indeed I thought. Little did I know how interesting!

Among some of Peter's friends on the day were his brother who it turned out wasn't interested in cars much but we did have a fascinatingly common interest in radio controlled model aircraft and specifically aircraft covering material as it turned out their parents were the creators of Solartex and Solarfilm used for many many years to cover the airframes of model aircraft and of which I've used many many rolls of over the years. Small world! His stories of coming home from school and finding strips of fabric hanging up in the kitchen drying after being treated with various forms of glue until the perfect mix was achieved had me engrossed. His father was a chemist and his mother was equally involved in the business and what started in the kitchen soon became a very big business.

Also among the gang was a rather likeable yet slightly disgruntled chap who I kind of warmed to and was along for the day to help out Richard in his Porsche. Now this was a chap who appeared little impressed by much and got me wondering why. He talked openly about things and made me feel at ease to enquire about his life and I started to realise he'd seen quite a lot of life at a lot of different levels. He was a mariner and had travelled the globe and had seen some incredible places on his travels working for numerous people using old school navigation maps and the stars and had firm views that GPS wasn't something to be trusted entirely and would never be without his trusted and very expensive maps. He'd latterly become a captain for several super yachts, travelling the globe running vastly expensive yachts and their staff for the mega rich. This led him to become the captain of The Sultan of Oman's yacht and he had some stories to tell of his times serving his Royal Highness including the day he had to race to shore and then drive the Sultan back through the United Arab Emirates to the Oman border and back to Oman because a member of his family was dying. They closed the main roads to the public allowing them to travel as fast as they could back to the palace before the member of his family passed away

Meanwhile out on track Peter was finding the drying conditions to his liking and after a pleasant lunch the afternoon session started with a little competitive jibing about who had the fastest car and it seemed Peter wanted to prove a point to his friend that the Huracan was indeed a serious car. This led to another trip out in the car with Peter for myself and Scott and we were happily whipping past some already quick cars with slicks and with the warming track the braking distances seemed to be becoming impossibly short with the force of grip well into the G's according to the onboard computer

I then watched from the pit wall as Peter was now really sending the car on and the howling and crackling V10 was sounding fantastic as there was very little else on track and it could be heard on the other side of the circuit now. The end of the day was now fast approaching but after a few more laps he came into the pit and gestured to me to jump in. I knew I was in for something quite special but really wasn't prepared for the following laps. Richard was out on the track in the Porsche with his son driving who is also a very accomplished driver and Peter clearly had his sights on them and told me that he would cruise round until they caught us up as he wanted to play a little cat and mouse.

Sure enough the Porsche began to appear in the newly fitted widescreen rear view screen and in no time they passed us on the pit straight, the flat six howling away. Peter was straight on the throttle and heading into Redgate with the Porsche now a little way in front. Late on the brakes and hard round the car was on rails and felt every bit like a four wheel drive car, the turn in for it being a RWD car was quite simply immense. Down

through the Craner Curves it was completely glued to the track and we were closing in on the Porsche. By the time we reached Coppice at the far end of the circuit we were on their tail, however the sheer power of the Porsche was enough to create a little space between us along Starkey's Straight. Hard into the Esses and we were all over them again until we pull on to the straight where once again they began to inch away. The atmosphere in the car was of pure adrenaline and Peter who had been chatty all day in the car was now silent and utterly focussed with one goal in mind to prove his car was more than a match for the Porsche. We were nailed nose to tail round the back side of the circuit close to the limit and the sheer joy of being able to experience a true professional at work behind the wheel was something to just sit back and enjoy. Still his hands were light on the wheel however his feet were working the pedals hard and the braking was becoming quite unbelievable. For three laps Peter pushed his friend's Porsche to the absolute limits which was clear to see as they were quite literally on the limit, with the Porsche fighting for grip in the corners, squirming and sliding and broadside at one point they held on. I could sense Peter was playing with them during these laps and putting them under immense pressure as he was now clearly being held back as we were ridiculously close corner after corner. Out of Coppice on the next lap and we were inches off the Porsche and we dragged down Starkey's to the Esses where Peter shot past the Porsche under late braking which I honestly thought we'd left too late and had me gripping my seat, then with a light flick of the wrists right and left were through and pulling away. Holy Shit! Wow! Richard and his son realised their game was over and clearly knew they were being pushed beyond their very, very high comfort zone and the following lap they pulled in and left us on the track alone. Completely alone! By this time Peter was completely in the groove and now a little more relaxed it seemed but he wasn't for slowing down as it appeared to me he had found such confidence in the car in the last few competitive laps that he was now settling into enjoying it by himself now. We put in several more laps and without a car on the track he was finding the true limits of his own car as I could feel the car beginning to squirm and slide we were pushing so hard. To experience cresting down into the Craner Curves on the absolute limit and feeling such high levels of G force was for me an experience I will never forget. It was at this point he began to relax and talk and explained that the LMP cars for Le Mans are on another level again with their tyres and huge amounts of downforce, which I find genuinely incomprehensible.

The following lap we're still flat out but we both comment that we can feel the rear tyres going off with the kind of feeling you only get through your own arse, and the sound of rubber being flung from the tyres into the rear arches. As we headed over the crest into the Craner Curves once again I spot a pheasant on the outside of the corner right on the edge of the track, which I ask Peter "Did you spot that?" "Yeah" he says along with a few other choice words. He's not letting up however even though the tyres are beginning to prove they've earned their money for the day and we plough on in the same proven groove hitting every apex perfectly with his fingers and wrists working so quickly yet lightly on the steering wheel and the paddle shifts. Another bloody quick lap and once again we crest the entry into the Curves and holy shit the pheasant is now stood perfectly still in the middle of the track just on the limit of the racing line, like someone had just picked it up and put it there. I could sense Peter saw it immediately and in the thousands of a second it must have taken him to process that this was a situation to avoid and what could possibly be a very costly carbon fibre outcome, or even worse take avoiding action and put us at risk, he steadfastly held his line and we flew past the statuesque pheasant within centimetres of its life. Holy shit again! That's one damn lucky/plucky pheasant! Peter admitted quickly that perhaps it wasn't worth risking any more laps with such a dumb ass bird on the track and he called it a day, with car intact, tyres shot, point proven, car well and truly mastered and admittedly a bit of an actual sweat on! He'd enjoyed his day. But not as much as I'd enjoyed mine that's for sure.

Back in the paddock it was all well mannered, light hearted chat about the last few laps and how much fun it had been and there was already talk about what the next track day would be. The Lamborghini was to be swapped for a brand new limited edition Audi R8 for the journey home which had been delivered to the track that day by Audi. The Lamborghini was going away to be prepped for storage and a new set of rubber to be fitted and Scott and I were busy trying to come down from cloud nine and get back into my Kia for what would seem like an incredibly dull but safe drive back to Cumbria.

And that was that, a chance encounter with a professional racing driver, team owner, racing circuit manager and generously nice guy led to something quite memorable indeed. A 'Once in a Lifetime' chance to enjoy what most would love to have the opportunity experience..... or so I thought...

A couple of days later the phone rings and Peter's on the phone, "I've been thinking, how do you two fancy trailering my Lamborghini to Spa for the next open track day in June and I'll meet you there in the Audi, I'd really like to try both cars at the same meeting? There's a good gang of us going and....

Errrr Yeah!
Mark Milne

Blackbeck Autotest

2024 Blackbeck AT results

Car No	Driver	Class	Pos	TOTAL SCORE
3	Craig Stamper	FWD-AT	1	1313
12	Jon Paul Challinor	FWD-AT	2	1371
2	Geoff Rae	FWD-AT	3	1373
7	Tom Robinson	FWD-AT	4	1430
11	Keiran Anders	FWD-AT	5	1446
6	Steve Fishwick	FWD-AT	6	1447
4	Alan Hilton	FWD-AT	7	1508
5	Peter Masters	FWD-AT	8	1526
8	Richard Chapell	FWD-AT	9	1598
13	Terence Peat	FWD-PCA	1 o/a	1311
1	Brian Bradley	FWD-PCA	1	1392
9	Rob Iveson	FWD-PCA	2	1421
10	Jacqui Raine	FWD-PCA	3	1566
19	Bob Hargreaves	RWD-AT	1	1626
17	Chris Hunter	RWD-AT		RET
18	Philip Hodgson	RWD-PCA	1	1442
20	David O'Connor	RWD-PCA	2	1506





Happy members at the Blackbeck Autotest

Club Contacts

A gentle reminder asking members to use the correct email when asking about events. Each event has different organisers and their email address is given on the entry form. The generic WMC addresses are OK for general enquires.

Bank Accounts:

We have three accounts:

The Cumberland BS one is used for the main touring assemblies.

The HSBC one ending in 555 is used for competitive events, membership and general matters.

The HSBC Events one ending in 770 is used for the Classic Show and for clothing sales.

It would be much appreciated if members made sure they used the correct one for the event they were entering. Thanks.

Autojumble

Items for sale or wanted

1990 LANCIA DELTA HF INTEGRALE 16V.



This car is probably the best of its kind available in the UK. Anyone who has seen this car will know how well it has been cared for.

Serviced every year regardless of mileage this car is in exceptional condition throughout.

There is absolutely no rust anywhere and it can be seen on my lift for any discerning person to view.

Genuine reason for sale and must be seen to be appreciated.

Imported from Italy in November 2001. Current owner for nearly 15 years.

Serious enquiries only please. £32,500 ONO. Tel. 01900 64043 or 07513 769780.



MG B wings. 1 pair of fibreglass lightweight used

1 pair new steel old stock

1 single steel second hand.

Currently at the Motor House. Reasonable offers.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Being nosy by nature I like to keep an eye on the cars run by my neighbours and it's quite interesting that over the last few weeks two of them who have been driving electric models, one a Mercedes Benz the other a Tesla have replaced them, with wait for it, petrol engined alternatives. That's almost true, one's an MG and the other's a Toyota none plug in hybrid. I haven't approached them yet to see why, but I'm hopeful they've found out all the hype they were fed about battery power isn't quite what it's cracked up to be. I can't help thinking that tempting people to change before the necessary infrastructure is in place is counterproductive, and will turn out to be "a once bitten twice shy" scenario where drivers will take even more convincing to ever trust EV's in the future.

The Monaco Grand Prix was a farce, resembling the slow bicycle race once so popular on primary school sports days. Racing is, or should be, about speed with the fastest competitor winning, not a battle of strategy whereby the leader "backs up" the whole field making sure no one could pit for a tyre change. Pathetic! How on earth can a procession of cars driving round for 78 laps be a Grand anything?

That same weekend the Indy 500 also took place and though it pains to say it the show they produced made the so called Grand Prix look even worse. Maybe the interest generated by "Drive to Survive" will start to wane and the new American audience of F1 will go back to their traditional Champ car, IMSA and NASCAR events which won't please Liberty media one little bit.

It was interesting to hear that Adrian Newey has decided to leave Red Bull. I'm really hopeful that he'll take on the ultimate challenge for any F1 designer. What's that you may ask, well how about this. He should sign up with Aston Martin and design a car which is so fantastic that Lance Stroll can become World Champion! If he achieved this it would surely make anything he's done up to now appear to be child's play.

A friend of mine with a good deal of racing experience was telling me that Formula one cars were getting too easy to drive. When asked to explain he came up with the following. First, a mediocre mid field F2 driver can get an unexpected call to drive a Ferrari in a World Championship event. Totally lacking any previous F1 testing etc he qualified well and bagged a good few points in the race. On returning to F2 there he was back in the midfield. Second how come two old men, namely Alonso and Hamilton can usually still give a good account of themselves, one's well past 40 and the other is getting perilously close to it. In almost all other sports, even darts and golf they'd be considered to be getting on a bit and sliding down the pecking order. Maybe he's got a point.

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