

Wigton Motor Club Ltd

# Start Line

Issue 2024/08

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

August 2024

## Record Entry for Classic Weekend!



**90 cars on the Rose & Thistle Tour,  
870 in the Show  
Not to be missed!**

**For Members By Members**

# WMC Committee

## OFFICIALS

<i>President:</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer &amp; David Turnbull,</i>	
<i>Life Member</i>	<i>Ron Palmer</i>	
<i>Sec/Treasurer</i>	<i>Graeme Forrester</i>	<a href="mailto:gtfmg@yahoo.co.uk">gtfmg@yahoo.co.uk</a>
<i>Membership Sec</i>	<i>John Sloan</i>	<a href="mailto:wigtonmcmemb@outlook.com">wigtonmcmemb@outlook.com</a>
<i>Social Sec.:</i>	<i>Charles Graves</i>	<a href="mailto:charles.graves@armathwaite-hall.com">charles.graves@armathwaite-hall.com</a>
<i>Equipment Officer</i>	<i>Eddie Parsons</i>	<a href="mailto:eddieparsons5@icloud.com">eddieparsons5@icloud.com</a>
<i>Catering Exec</i>	<i>Lynda Graham</i>	<a href="mailto:jl86mpa@hotmail.co.uk">jl86mpa@hotmail.co.uk</a>
<i>Safe Guarding</i>	<i>Lei Mashiter</i>	<a href="mailto:tebaylei@gmail.com">tebaylei@gmail.com</a>

## COMMITTEE MEMBERS

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Steve Fishwick	<a href="mailto:fishwick38@gmail.com">fishwick38@gmail.com</a>

Please ensure that you contact the appropriate official on the correct email address.

**Face Book: Wigton Motor Club & Wigton Motor Club Members**

# **Forthcoming Events**

## **Cars & Coffee**

Motor House

Sunday August 4th

10 to 12

Free cake for anyone in an MG!

## **Rose & Thistle Tour**

**Saturday, August 17th**

## **Cumbria Classic & Motor Sport Show**

Sunday, August 18th

At Dalemain

11 until 4

**Have a go at the Taster Autotest**

## **Driving Motorsport Forward**

# *Talking Point*

## Topical Comment on Motoring & Motorsport

A couple of items from the classic press concerned me.

Firstly that a number of venues used for informal car gatherings are having issues with anti-social behaviour. This has led to either the organiser calling it a day or the landowner of council banning the event. In these days of social media it is very easy for someone to “organise” a meet up in the corner of a car park. However by doing so they accept responsibility for the event and the behaviour of those attending. Even more so those who organise such events as a “show” for their own gain.

Now any bona fide club will be run by a committee and have full public liability insurance, safety plans, and also be registered to pay tax. At the same time, the behaviour of a minority of people going to any event seem to be that of irresponsible driving, when leaving. We, and many other genuine clubs will not tolerate this. Last year we banned one person from attending again and their club has also banned them.

Coming back from Shelsley Walsh last weekend, I saw a large yellow notice saying a High County order had been issued banning “street racing and cruising” in the area. It’s obviously been a problem in the West Midlands for a while.

The other item in the press was the fate of the smaller motor museums. I am sure we have all been to motor museums in the past which have now closed. The major ones like the British Motor Museum, National Motor Museum, Haynes and the great British car Journey all do well but the ones with just 50 to 70 cars struggle. Classic car shows which have several hundred cars on display and also vary the displays have a huge advantage as they don’t have the costs of having a permanent building with all the outgoings. A few years ago I went to the Caister Motor Museum on Norfolk which has some great cars including a Lotus 25 and a BRM but was looking very sad and unloved and perhaps less visited.

The Lakeland Motor Museum is typical of the smaller museums. There is nothing wrong with it, but at the same time nothing that would make you return to see the same cars again. It’s saving grace is that it is a wet weather attraction in a wet area!

What does the future hold?

GTF



**Editor: Graeme Forrester - [gtfmg@yahoo.co.uk](mailto: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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## Three Hurrahs for Roger, Andrew and Leigh



Living in Northumberland, it's not a part of the country we would normally visit, and I saw it as an ideal opportunity to use our 1926 Austin Heavy 12/4.

Plans were made to trailer our Clifton to family in Cheshire, thereby bypassing a chunk of M6 and industrial Lancashire, then drive in easy stages to the Tour start at Castle Combe.

Participants were principally from the Bristol/West country and their cars varied and interesting. The most numerous being Alvis and Riley,

the largest a 1927 eight cylinder 5.5 litre Sunbeam Shooting Brake supporting the legend 'Equipe Banarto Hassan Bentley', the smallest, a 1930 Morris Minor saloon.

The Tour was most enjoyable, passing through pretty villages, past ancient monuments, chalk white horses and meeting welcoming and convivial local members at the halfway halt, and enjoying a wide range of delicious home made cakes at the finish.

Whilst making our way to the Cottage we stopped for E5 petrol in Bath, at which point our 98 year old car failed in the starter motor department. Believing it to be a dead section on the commutator, a small rotation of the commutator could possibly enable normal service to resume. This action had solved the problem last summer when en route to France. This time, no such luck, but, since August, there had been no further problem.

Called the AA, and patrol man Leigh quickly arrived, conducted his required mandatory procedures, then proceeded to remove the starter.

Having tested it and cleaned it internally, with electrical cleaning fluids, the motor still would not respond. Local electrical auto repair specialists were quoting 7 – 10 days to fix.

Here we were with all our gear for a seven-day cottage holiday, stuck in an filling station late in the afternoon, over 300 miles from home, in a 98 year old car.

In case of emergency, I had the Vintage Austin Register members handbook that listed, in geographical area, all members, prepared to provide old car assistance, and selected, almost at random, VAR members Roger and Andrew Triggol from Clevedon, 40 miles away.

Roger and Andrew, [info@vintagewedding-cars.co.uk](mailto:info@vintagewedding-cars.co.uk) provide a range of vintage wedding cars as well as period cars, tractors and agricultural artifacts as props for films and TV series. Eg Peaky Blinders & Downton Abbey



After describing my predicament, Andrew told me that he could probably help but needed to check, and he would phone back in a few minutes.

He confirmed that he had a suitable 12v starter motor, possibly two, but, whilst he had tested one, it was still on the car, an early 1930s Austin 12/6 Iver saloon, which he would happily take off and deliver to our stricken car in Bath, and fit it for us !

Our AA man Leigh, then said that he would take me to Clevedon through the Bath evening rush hour traffic to collect the starter motor. On arrival, Andrew again checked the motor then took it off and gave it to us, insisting that it was on loan, and for us to return it to him, when ours was repaired. Our AA man checked it over then it was back to Bath, where he proceeded to fit it, and checked it to make



sure it was fully operational.

Having completed the task Leigh left for home in time to read his young son a 'Thomas the Tank Engine' bedtime story. However, I persuaded him that stories about 'Gumdrop, The Adventures of a Vintage Car' would be more appropriate and, in our car, I had a copy of 'Gumdrop on the Farm'. Hopefully the next bedtime story would be all about doing fun things in vintage Austins.

When asking Leigh if it was in order for him to take me the 80 mile round trip to collect the starter motor he told me that it would cost the AA a lot less than to have the car uplifted by a truck and taken to an approved repairer, or to take me home, much the same procedure as if it were a Ferrari, Lamborghini or Rolls Royce. (Special cars these Austins)

From that point the car went well but, when not used for a few days at our holiday cottage it refused to turn over, the battery had gone flat, absolutely dead. I then realised the battery was years older than I thought.

Our host, a retired head and neck surgeon, offered to take me into Bristol to get a replacement battery. He fired up his rather smart gleaming Aston Martin Vantage V12 drophead, and together we went, in glorious sunshine, to Bristol, found a battery, fitted it to the car which has since continued to proceed, without a hitch.

A few days later on our journey home to Northumberland, cruising through quiet back lanes of Somerset, on a single track road, we were just approaching a blind brow when over the crest comes a 1930s Austin 7 box saloon driven by a vintage car enthusiast, a well-known participant in VSCC circles, especially trials and considers the Lakeland Trial as the best. He had returned to the pub to collect his car because it would not start when he wanted to go home the previous night, the battery was flat, and with insufficient power to even keep the lights on.

It suddenly seemed like a moment in time and we were back in the 1920s. Meeting that type of car, on a quiet country road in beautiful sunshine,

Happy days, Happy motoring with Vintage Austins.

Clive and Penny Kennedy. June 2024.

# From The Top

News from MSUK, Associations & WMC Committee

## July Committee Meeting:

Much of the meeting was concerning the forthcoming Classic Weekend.

All committee members were to bring their safe guarding document to the next meeting. Matters On going: Outdoor seating, ladder now in place, the online shop will be operating soon, committee to test it. Extra shelving for manuals and sale to be order.

Savings account: An extra one was to be opened with a different provider.

A review of the championships and awards presentation was to be made.

Show: EAR were to run a charity dog show in the arena.

Lingholm has raised £300 for the Hospice. May have go limit cars on the lawn next year.

Club events, autotest, pub run, and C&C were all good events and produced a surplus.

Major events:

The Rose & Thistle was nearing capacity.

Show: Everything was in place. Various new signs had been ordered. New exit sign asking people to drive safely. Workday on the 14<sup>th</sup> to get everything ready to load up.

Future events:

Autosolo on the 28<sup>th</sup>, Autotest on sept 1<sup>st</sup>

Cumbria Canter on Sept 22<sup>nd</sup>.

Autosolo on October 6<sup>th</sup>

Solway: Oct 27<sup>th</sup>: Permit applied for route submitted.

Membership: Final reminder sent to unpaid members. Steady flow of new members

Motor House: Blacj out to be sorted so we can show videos. Gap in fence has allowed ingress from the chalet park.

Marshalling: we were running at test on the Blue Streak near Gretna

Additional gazebo offered to the club for £50 – agreed.



motor  
sport  
UK

Recognised  
Club

# Club News & Events

## **Autotest**

**September 1st**

**Entry forms will be sent out**

## **Cars & Coffee**

**At the Motor House**

**September 8th**

**10 until 12**

## **Cumbrian Canter**

**Sunday, September 22nd**

**A 140 mile tour in east and north Cumbria**

**Starting at Base Camp North**

**Entry forms on the website**

**HAGERTY**  
CLASSIC CAR INSURANCE

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

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



# PG Tips

## Peter Reflects On His Month

I am going to start with a rant because the note I made a week or 2 back of things to talk about in PG Tips says 'should I wave at idiots?' and it was top of the list of things to mention. So...it's good etiquette to wave at people who give way to you, I think. The majority of people do it and also most people who've given way acknowledge the wave. I do it all the time, it is a nice thing to do. I am starting to despair though, and the note mentioned refers to whether or not I should wave at people who give way when they absolutely don't need to.

The basic problem is that so many people seem to have no clue how big their vehicle is, or how much road they need to get past another vehicle. The note stemmed from a journey to Maryport on the main road from Cockermouth – as you get near the town centre it snakes downhill and there are rows of cars parked outside houses, but because the road is wide it's possible for traffic to flow in both directions easily, unless large lorries are trying to pass. So I drove down the hill and traffic was flowing in both directions without a problem and as I sailed past a row of parked cars I noticed that the large electric SUV (white Mercedes, tank sized vehicle) coming the other way had stopped to let me through, even though there was no requirement for them to do so. I politely waved whilst also thinking about their lack of driving skills or ability to assess road space and they politely acknowledged that I'd waved.

Half an hour later on my way home on the same road almost exactly the same scenario took place – another tank sized Mercedes SUV (black this time) pulled in to give way but actually it should have been their right of way if there had not been the space for both of us to easily pass. The driver raised his hand in exasperation and for a fraction of a second I thought about politely waving a thank you by way of apology, until I remembered that it was his incompetence that had caused the situation, so I instead shook my head at him! Should I have waved? I'm not sure – I don't suppose me shaking my head will do anything to make him consider that he might not have a clue about the size of his car, but then waving seemed too nice as he was clearly unhappy at my perfectly acceptable driving. What I do know is that the amount of people who are totally clueless about the width of their car is multiplying at an alarming rate.

On a more positive note, my Skoda Superb is back with a new engine and working well (touching wood and fingers crossed) thanks to Rob at Shap garage. My Fiat coupe is also now back and looking very beautiful with its new paint. Richard Brown at Kirkbride has done a fantastic job for a very reasonable price. I just have a few more bits and bobs to sort on it and it'll be ready for the show in August. It drives really well now, if a little loud due to the boy racer exhaust someone had fitted to it – one of the jobs to address before the show.

I went to Barbon in June as a spectator with my youngest daughter Heidi and despite the terrible weather we had a great day out. The entry was good with a wide variety of interesting cars, including a young lass who was 14 years old driving a Nissan Micra. Heidi is a force of nature and full of enthusiasm for anything involving speed and excitement and talked at length about how she wanted to compete and asking when we would have a car. Thankfully (because my ears were hurting by the Monday!!) she didn't realise the girl was actually only 2 years older than her and not 16 as we thought on the day. Seemingly from 14 kids can compete in speed events in low powered cars – which would mean Heidi having to learn to drive somewhere and also buy a car and many other complications! I think for now she can concentrate on football and the electric moto cross bike place near Wigton...and school work! Never say never though....it could be fun at some point in the future.

Peter

# Elderly Utterances

## The Voice of Experience!

**Ron Palmer has his say**

I first met Robin Murray in the early 1960s when members of the 750 Motor Club had an occasional pint in the Robin Hood at Smithfield a short distance from his parent's family home. He was a tall, slim fair-haired lad we would call a petrol head these days - but in Robin's case he was also a diesel head because of his family business of livestock haulage. R J Murray and Son's trucks had a familiar dark red livery and were always smartly turned out.

We became pals and over the next 60 years we got to know each other pretty well especially in the early days when we spent many thousands of miles together on rallies – Robin driving and me navigating. When driving to and from rallies we had plenty of time to talk and Robin would tell me of the times he spent 'tramping' in his youth - driving an Albion 4 wheeler which he was given as a 21<sup>st</sup> birthday present. This he called a 'four legger' - and he would often set off on a Monday and criss-cross the country with loads perhaps arriving home the following weekend. There were no luxuries such as sleeper cabs, power steering or curtain siders in those days and the cab of his truck was an uncomfortable place to sleep when necessary. Motorways were non-existent so speeds were 40 to 45 miles an hour and traffic queues constant with harsh winter weather not making the job any easier.



After leaving school Robin became a truck apprentice mechanic with Milburn Motors at Carlisle which was good training for maintaining his company trucks. Occasionally he would need to carry out roadside repairs lying in a gutter to repair a drive shaft, or a centre bearing under a truck with rain water running down his collar and out of his trouser leg.

Repairing trucks made preparing his rally cars a piece of cake and his cars were among the best prepared rally cars I ever came across. He was a very good driver - swift and safe and I can recall the very odd occasion we had an off,

the first being in Ardgarten Forest above Loch Long in Argyle on the 1965 Scottish International Rally. No damage was done but it took us quite a while to find enough spectators to drag the car back onto the forest track to continue.

We first teamed up in September 1964 – not quite 60 years ago. Our stamping ground was anywhere in England and Wales and north into Scotland and it was possible to compete every weekend – which we often did. From the outset we competed over five years with considerable success and entered dozens of restricted and national events as well as home international rallies such as the RAC, the London Gulf and several Scottish Internationals.



rally – a Morecambe Bay Championship event in the southern Lake District. Robin's mother had recently taken delivery of a pristine new red and cream Triumph Herald 12/50 so Robin asked if he could borrow it for the Saturday night – no mention was made of competing on a rally. He took the Herald home, removed the hub caps, fitted a map light and off we went. It was driven hard that night,



and survived - and was returned to his mother the following day in immaculate condition after a successful podium finish. I don't think his mother ever found out.

On the 1967 Gulf London International – a very long, tough three day event – we reached the exit of a long Yorkshire stage on the final day and came across Mike Telford's SAAB parked up with the bonnet raised. We were all totally whacked and sleep deprived and Mike had given up trying to sort a problem. Robin dived under the bonnet and after a while noticed the points had failed. He went into his parts bag and found a set that suited the SAAB, fitted them and Mike was on his way. We finished 14<sup>th</sup> and Mike and Peter 23<sup>rd</sup>.

As we got into the 1970s we did fewer events together with business and family commitments taking priority but every so often we would tackle another event together usually with some success and in fact won the Greystoke Stages one year. He had a number of other navigators through the '70s and '80s and continued to do well in many events. Over the years Robin had quite a few rally cars – Vauxhall Fiorenza and Chevette, Ford Escorts of various models, Lotus Cortina and the Minis of course.

The prestigious (in those days) Scottish International Rally was renowned for being a very social affair in the evenings. At Aviemore or Grantown on Spey the organisers would erect a large marquee and everyone enjoyed a party atmosphere and drank copious quantities until well after midnight. This indulgence could have a detrimental effect on the following morning's performance. For example on the 1966 Scottish, a five day event, we set off on the Wednesday morning and after ten or fifteen miles we noticed there were no spectators on the roadside and no waving children cheering us on at school gates. We stopped briefly and took stock of the situation and it dawned on me that we were on the Thursday morning route by mistake. A swift about turn and a race back to regain the Wednesday route and we scraped into the first forest section arrival control just on time – a real wakeup call.

On another occasion the 1293 Cooper S wasn't ready for action, and we had entered the R L Brown

and survived - and was returned to his mother the following day in immaculate condition after a successful podium finish. I don't think his mother ever found out.

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Because we had spent so much time together doing events in the early years it was easy to settle back into competitive mode on events. In more recent years he bought another Mini Cooper S which he restored to a high standard and competed in Historic Rallies never too far from home. This last Cooper S was as good as new in superb condition and is now in Rob Grant's Motor House.

Robin's other classic car - a red Austin Healey 3000 BJ8 is a superb specimen and has been used on many club tours in recent years by Robin and his wife Jennifer. It is much admired and is a testament to Robin's meticulous preparation and care. He had fought his illness bravely for three years and passed on the 30<sup>th</sup> June.

We will miss him. RIP.

Ron.

## Future Events:

**August 9/10<sup>th</sup>                      Croft Historic Festival**

**August    11<sup>th</sup>                      SMC Blue Streak Targa**

**August 24/25                      Silverstone Festival**

**August    25<sup>th</sup>                      Pendragon Stages on Warcop**

**Sadly the Galloway Hills Rally has been cancelled.**

**Work is well underway with the Solway Targa and entries will open later this month.**



# Membership

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

## Welcome to new members

Martin Whiteley	of Lazonby
Jamie, Deborah & Billy Robertson	of Maryport
Jonty Thompson	of Appleby
Ian James	of Lazonby
Gary Cook	of Carlisle
Jeremy & Elaine Hall	of Carlisle
Glen Holder	of Silloth
Fraser Hemingway	of Workington
Gary Wilson	of Rannerdale
David & Yvonne Magean	of Cockermouth
Charles, Robert & Heather Hayhurst	of Lancaster

**M-SPORT**  
**CAREERS**



ALL VACANCIES CAN BE VIEWED ONLINE AT:

**[WWW.M-SPORT.CO.UK](http://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

## Wigton MC Marshals championship table 2024/5

<b>Marshal</b>	<b>POINTS TOTAL</b>	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	Shap AT July 21
Eddie Parsons	<b>85</b>	5	10	10	10	10	10	10	10	10
Mary Parsons	<b>85</b>	5	10	10	10	10	10	10	10	10
Graeme Forrester	<b>50</b>		10	10	10	10	10			
Jacqui Raine	<b>40</b>		10		10				10	10
Neal Horsfall	<b>40</b>		10					10	10	10
Lei Mashiter	<b>35</b>	5	10	10	10					
John Holliday	<b>35</b>	5	10	10	10					
David Agnew	<b>30</b>				10		10	10		
Chris Leece	<b>30</b>		10	10	10					
Steve Fishwick	<b>20</b>		10		10					
Roger Pope	<b>20</b>		10	10						
Duncan Petty	<b>20</b>		10	10						
Chris Spencer	<b>20</b>		10	10						
Stuart Pegler	<b>20</b>		10	10						
Ron Palmer	<b>20</b>		10	10						
Tom Pearson	<b>20</b>		10	10						
Colin Webb	<b>20</b>		10	10						
Martin Lewis	<b>20</b>		10	10						
Tim Cruttenden	<b>20</b>		10		10					
John Sloan	<b>20</b>			10	10					
Nancy Moffatt	<b>20</b>					10				10
Rob Iveson	<b>20</b>								10	10

Wigton Motor Club

# Cumbria Classic & Motorsport Show

11 until 4, Sunday, August 18h

Dalemain near Penrith on the A592



**See the Ford Puma Rally Car that won the Monte Carlo Rally**

**Celebrating French & German cars**

**Autotests, traders, food, crafts, car clubs. Dog show.**

**The region's biggest show - 800 entries.**

**Admission £10. Free parking and programme.**

**Dogs welcome**

# Shap Grass Autotest

## SHAP AUTOTEST 21 JULY 2024 RESULTS

Driver	Class	Pos	TOTAL SCORE
Paul Grierson	FWD-AT	1 o/a	1504
Willie Jarman	FWD-AT	1	1650
Peter Masters	FWD-AT	2	1703
Mark Chambers	FWD-AT	3	1736
Tim Cruttenden	FWD-AT	4	1754
Richard Chapelhow	FWD-AT	5	1814
Steve Fishwick	FWD-AT	RET	
Marcus Brereton	FWD-PCA	1	1666
Chris Addison	FWD-PCA	2	1677
Tom Robinson	FWD-PCA	3	1706
Morgan Griffiths	FWD-PCA	4	1738
David Garstang	FWD-PCA	5	1756
Paul Wilbourne	RWD-AT	1	1817
Nigel Moffat	RWD-AT	2	1860
Lei Mashiter	RWD-AT	3	1969
Robert Winder	Sub		1624





## Autojumble

Items for sale or wanted

**Red Rotor Arms** for MGs, Triumphs & Minis etc Fed up with poor quality reproductions “Lucas” ones? Get a Red one for just £6. Contact Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

We have a number of MG B wings in the Motor House, some new/old stock for anyone doing a re-build.

# Championship News

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

## Positions after Northern Dales

### HISTORIC

#### Overall

	Driver			Navigator	
1	Alan Hawdon	65 (3)	1	Paul Hawdon	68 (3)
2=	Ian Curwen	46 (2)	2	Daniel Curwen	47 (2)
2=	Alex Willan	46 (3)	3=	Peter Wright	25 (1)
4	Brian Bradley	40 (2)	3=	Callum Alexander	25 (2)
5	Dave Short	25 (1)	5=	Brenda Bond	24 (1)
6=	Ian Maxwell	24 (1)	5=	Alistair Maxwell	24 (1)
6=	David Bond	24 (1)	7=	Richard Welsh	23 (1)
6=	David Alexander	24 (2)	7=	Olly Wragg	23 (1)
9	Ian Dixon	23 (1)	9	Alisdair Venn	22 (1)
10	John Sloan	22 (1)	10	Alan Jackson	20 (1)
11	Dave O'Connor	21 (1)	11	Stuart Davis	19 (1)
12	David Agnew	19 (1)			
-	Peter Ibbotson	R (1)			

Numbers of rounds (\*)

#### Class

##### Pre 1960

None

##### Cat 1

1	David Agnew	10 (1)
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##### Cat 2

1=	Ian Maxwell	10 (1)
1=	Ian Dixon	10 (1)

##### Cat 3

1=	David Short	10 (1)
1=	David O'Connor	10 (1)
3	John Sloan	9 (1)
-	Peter Ibbotson	R (1)

##### Cat 4

1	Alan Howden	24 (3)
2	Alex Willan	19 (3)
3	Ian Curwen	18 (2)
4	Brian Bradley	14 (2)
5=	David Bond	9 (1)
5=	David Alexander	9 (2)

##### Pre 1960

None

##### Cat 1

1	Alan Jackson	10 (1)
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##### Cat 2

1=	Alistair Maxwell	10 (1)
1=	Richard Welsh	10 (1)

##### Cat 3

1=	Alisdair Venn	10 (1)
1=	Olly Wragg	10 (1)

##### Cat 4

1	Paul Howden	26 (3)
2	Daniel Curwen	18 (2)
3=	Peter Wright	10 (1)
3=	Callum Alexander	10 (2)
5	Brenda Bond	9 (1)
6	Stuart Davies	7 (1)

## Positions after Northern Dales

### 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	Matthew Alexander	19 (1)
			10	Chris Addison	18 (1)
			11	Alfie Sharp	17 (1)
			<b>Numbers of rounds</b>		<b>(*)</b>

### 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)
4=	Craig Stamper	10 (1)	3=	Geoff Rae	10 (1)
6	Matthew Burton	9 (1)	6	Daniel Place	9 (1)
7	Thomas Robinson	6 (1)	7	Megan Stakim	8 (1)
			8	Matthew Alexander	5 (1)
			9	Chris Addison	4 (1)
			10	Alfie Sharp	3 (1)
Targa T2 (RWD)			Targa T2 (RWD)		
1=	David O'Connor	10 (1)	1=	Olly Wragg	10 (1)
1=	Phillip Hodgson	10 (1)	1=	Lewis Hodgson	10 (1)
1=	Chris Hunter	10 (1)	3	Fiona Tyson	10 (1)
4	Bob Hargreaves	9 (1)			

### Qualifying Rounds

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

### Scoring

<b>Overall:</b>	1 <sup>st</sup> - 25 points down to 25 <sup>th</sup> - 1 point. 26 <sup>th</sup> onwards - 1 point.
<b>Class:</b>	1 <sup>st</sup> - 10 points down to 10 <sup>th</sup> - 1 point. 11 <sup>th</sup> onwards - 1 point.

# Andy's Armchair

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

I was reading in a magazine about an elderly person who bought a new car and couldn't get to grips with it having a six speed rather than a five manual gearbox. They got so rattled that they went into their dealership and asked what it would cost to have their new car converted to a five speed like their previous model. The quote was prohibitively expensive. At a later date the driver mentioned the problem to another smaller none main dealer garage who said they could solve the problem for a very small fee. The driver was delighted with the result, enjoying driving for the rest of the time they owned the car. The garage had changed the gear knob to a one showing five speeds rather than six.

Now the above story reminded me of one I heard many years ago, whether it's true or not I don't know. A local rally driver was hoping to do some international events after a long lay off from the sport. He'd purchased a suitable vehicle already prepared, then realised for the new season this particular car was now homologated with a six speed rather than the five speed his year old model was equipped with. I bet you can guess how he got round the problem and competed quite happily with no one ever finding out his "demon" ultra cheap update.

We haven't been to Croft circuit much this year as what's on offer hasn't been too exciting to be honest. Anyway things are about to change as during the next few months we've got visits from the BTCC, the Historic racing weekend and to round things off the Mini extravaganza where the Sevens and the Mini Miglias are guaranteed to produce some real entertainment. So if you fancy a "windy" day out on a Second World War bomber airfield I recommend you pick at least one of these three to pay a visit.

As I write this we're coming up to the British Grand Prix at Silverstone and for once I'm hopeful that we might actually get a race rather than a game of follow the leader as the field process round and round behind Max Verstappen. Fingers crossed Lando, Oscar George etc can give us a good scrap and a race to remember. Having said this I have to make a confession mind you. Last weekend we were at the Olympic trials to select the athletics team to represent us in Paris. A great, exciting couple of days in Manchester. Driving home I had to admit to my better half that if push came to shove and I had to pick the Grand Prix or the athletics then the latter would win every time. Maybe I'm getting old or maybe Liberty Media need to take a look at what their races are providing for the paying spectator.

And finally, the rally Mini rebuild is finished so we're off to the Wirral to have a look at it. The short video I've seen looks promising and sounds just as good. I'll let you know how it goes in next months Armchair and what the future holds for the resurrected MRM.

Ends AA.



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