

Wigton Motor Club Ltd

# Start Line

Issue 2024/09

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

September 2024

## Record Breaking Show



Record attendance of cars and spectators enjoyed lovely weather at Dalemain for the Cumbria Classic & Motor Sport Show.

David won Car of the Show in his Morris PO van and was thus the first winner of the Graham Martin Trophy awards in memory is brother.

## 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>	
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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**

# Talking Point

## Topical Comment on Motoring & Motorsport

Do you say, "Thank you," to the organiser of an event when you leave, or drop them an email when you get home? It seems to happen more rarely now than it did in the past. More likely someone will post some criticism of the event on social media and others will echo it. Marshals too are rarely thanked directly by the competitors and the situation seems to be worse the higher up the pecking order you go. Stage rallying is suffering a lack of marshals these days because it is no longer a pleasant or exciting experience for marshals, particularly if the stage is run twice and then you have to drive out over badly rutted surfaces.

But even more so the sort of competitor we have these days don't see the event as a social experience where they mix with fellow enthusiasts. Those with professionally prepared cars, literally turn up, get in the cars, do the event, dump the car with the service crew, and go home, no awards presentation, or after rally celebration with the organisers, marshals and fellow competitors.

It is so sad that people in general do not seem to socialise in the ways they did in the past. This, apparently, leads to mental health issues and this we have the growth of "Andy Mans" clubs when men can go and chat. Something they used to do at the pub, club nights or at village hall. I read recently that rugby clubs are suffering due to the decline in post-match gatherings in the bar, which provides important income to keep the clubs going. It was also the place where future committee members and officials were recruited. Much the same as motor clubs' club nights.

How many members have volunteered for the club? It invariably comes down to the same small percentage of members to organise or marshal. If everyone of out 1,000 members gave one day to club activities we would be able to put many more events on.

I read the other day that two pubs close in Cumbria every month. I thought about this recently when driving along the B5305, Wigton to Penrith road, an area well used by our twelve car rallies in years gone by as finish points - usually a bit of a lock in. There were so many pubs on or near the B5305, all closed and changed into houses in most cases. Quite a number were at road junctions in the middle of nowhere and you wondered how they survived even in pre-breathalyser days. Nowadays the only way a country pub keeps going is by having a reputation for its food and then by 9.30 they are closed. Not much good for ending rallies at!

GTF



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Contributions are welcomed - deadline the 25th of each month

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

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# Forthcoming Events

## **Autotest at Dearham**

**September 1st**

Mixed surface

Entry form on the website

## **Cars & Coffee**

**September 8th**

At the Motor House

10 until 12

## **Cumbrian Canter**

**September 22nd**

Starts from Base Camp North

A tour in the east and north of the county.

## **Solway Targa Rally**

**October 27th**

Entries will open in mid September

## **Driving Motorsport Forward**

# What we Read

I suppose the title of this ramble can be read in the past or present tense.

I've always been an avid reader with history, biographies and travel being my favoured topics, along of course with motoring. My father always bought Motor Sport, so I suppose I started reading (or looking at the photos in the middle section) when I was about three and have read it ever since. For years Motor Sport was the only magazine to cover the major races and rallies, albeit several weeks later.

In due course Motoring News and Autosport came along, and event reports came out on the Thursday after the actual date.

I first got involved in writing articles when I was 18. I was heavily into slot car racing (the serious level of Scalextric) and had scratch built a 1/32 scale Felday sports car with four wheel drive which was a first at that time. I wrote an article and took some photos and send them off to Model Cars magazine who published and use the photo on the cover – something that I've never had repeated!

Student days in Newcastle brought some more writing opportunities and I did a few models of the various odd ball Perdal (Anglias, Triumphs and Citroens) cars with articles and photos.

The motorsport scene in Newcastle was vibrant then and I was part of the local student magazine editorial team so did some motoring and motorsport articles.

Once back in Cumbria and into events with Wigton again and Furness, I started doing reports for Motoring News, in those days there were 20 or so road and stage rallies in the county. Of course it was well before digital communications, so it meant typing the report, after getting the results and comments from the organiser by phone. Then it was posted first class on Monday morning. There was a time when there was a long postal strike, and the copy and film had to be taken to Carlisle station to be sent by train.

Taking over the WMC magazine around that time was quite time consuming as it involved typing the copy onto Gestetner "skins" and then duplicating them. Then they had to be collated and stapled. After that, stuffed in envelopes and posted. Thankfully, we only had about 100 members then! As membership grew the collating and stuffing was done as part of a club night. There were some super club magazines in those days with very high standards. The Furness DMC editor was Derek Varty who was an antiquarian bookseller, and he sometimes used words that sent readers looking for their dictionaries!

I also ended up doing the motor sport column for the Cumberland News and later the Times & Star as well. I had to get 500 words in by Tuesday morning for the Friday edition. The coming of email did make this a lot easier of course. Mind you these days there are far fewer events to report! One of the few rewards, was that I got to go to press days etc as none of the staff hacks wanted to do it. It wasn't paid but you got to drive some cars you would never expect to get your hands on. The Guild of Motoring Writers organised a big test day at the Mintex Proving Ground at Sherburn in Elmet where just about every new model was available to drive.

I started writing articles for the monthly classic car glossies on events, cars and drivers. There was less pressure with deadlines and generally the pay was better, if not brilliant. Over a year it paid for a few entry fees. I did count up a few years ago and I had contributed to over 30 magazines, mind you

most are no longer published, I hope there is not a link there!

Pre internet, the club magazine and weekly periodicals were the only way of get events reports and results. Gradually club magazines have moved to be distributed by email which is a huge saving in time and money for any club. Fewer events and social media did more or less spell the end for the weekly hard copy Motor Sport News and Autosport. These days most races and rallies have live timing and, in many cases, live streaming, while reports can pop up instantly. In the same way there are fewer club magazines as news can be spread by social media. I actually find this sad as I like an enjoyable read. We are fortunate in have three regular contributors to Start Line and a couple of others who do event reports on the more unusual events. Long may that continue.

GTF

## Forthcoming Events of Note

August	25th	Pendragon Stages
September	1st	Weardale Classic Targa
September	6-8 <sup>th</sup>	Goodwood Revival
September	7-8 <sup>th</sup>	Racing at Croft
September	22nd	Doonhamer Targa
September	29th	Kielder Targa

## Jottings

I read today that the Junior Tour of Wales cycle race is being rerouted to avoid the many 20 mph limits areas there are. This is not for the cyclists themselves but for the support cars. It would seem that the 20mph limit does not apply to cyclists. Has the World gone mad!

I was parked in the Octavia Estate the other day when an identical car parked next to me. Only it was an Audi A4 Avant, in the same colour. On closer inspection, every panel, light, handle and trim was very slightly different but perhaps not noticeable from 20 metres away. A bit of research showed badge engineering is alive and well in the VAG empire. You can buy the same car in the same spec as an Audi, VW, Cupra, Skoda and a SEAT, priced in that order with a difference of £13k from Audi to SEAT.

Shades of Morris, Austin, Riley, Wolseley, MG and VDP in the sixties.

# From The Top

News from MSUK, Associations & WMC Committee

**Motorsport UK** are totally revamping their website and data. This will effect clubs, competitors and marshals. It's a major task. Which is taking longer than expected to complete. We are asked to be patient.

**WMC Committee Minutes, September 2024:**

## **Matters Arising:**

New entry from for club events to be trialled this autumn. Outside seating: ongoing.

Online shop: Ready to go on line.. New shelving at the Motor House ready to be installed.

It was agreed to go ahead with the new savings account.

## **Reports:**

Autosolo, very good layout and new entrants

Rose & Thistle Tour, a well-received event, good route and over 90 cars. It is increasingly difficult to find locations for meals on runs.

Classic Show: Highly successful and very enjoyable. Issue with the huge number of visitors and parking. This will be discussed with Dalemain Only 400 individual entries to be accepted. All BACS payments to be labelled. Issues in some areas with long grass . There was an area behind the WMC stand that could have more clubs on it. Need for more bins, The kids treasure hunt was popular. Lots of good PR before the event relating to the Channel 5 programme. It was agreed to give all marshals £5 to spend on food & drink. Better ladies' loos. We need more younger members to help with the Friday set up. We will get a third Sum Up card reader.

**Major events:** Solway Targa, route submitted, tests submitted, and permit applied for.

## **Club events:**

Gravel autotest at Dearham Sept 1<sup>st</sup>.

Cars & Coffee, Sept 8<sup>th</sup>

Cumbria Canter: Sept 22<sup>nd</sup> Route sorted, entries coming in.

Cars & Coffee, Oct 13<sup>th</sup>, Possible Hog Roast

We are running a test on the Rally of the Tests at Kirkbride on Nov 10<sup>th</sup>, possibility of running a mini targa event afterwards.

**Finances:** All accounts are healthy.

**Championships:** What type of function would members like for the awards presentation?

**Membership,** currently 1006

**Motor House,** blackout to be installed for videos.

New copier has been bought. Ten new radios to be bought.

Event dates, can we move our targa dates to warmer, lighter days.

# Club News & Events

A huge thanks you to all who made the Cumbria Classic Weekend such an enormous success with folk coming from all over the UK to the event. I now have seven pages of emails full of compliments on our event.

There is a huge amount of work that takes place for perhaps six months before the date. Our team of entries secretaries revise the entry forms and then they are emailed out and there is then a steady flow of them being returned, not always correctly or clearly filled in sadly. Thanks to the efforts of John & Lynda Graham, David Agnew, John Holliday and John Sloan the data is ready a month before the Show and yet we still get requests for late entries!

There is a huge amount of equipment of signage needed and Eddie & Mary Parsons put many hours in getting it all ready and to be loaded into the van and caravan. One of our major tasks these days is car parking for visitors and Steve Fishwick who organises the Cockermouth Rotary to do this onerous task.

Once again, we could not run the event without all the helpers on the Friday to set things out, we could of course do with more, and younger helpers for these more physical tasks.

The Rose & Thistle Tours is superbly organised by Ron & Christine Palmer with Chris Leece and with nearly 200 members taking part is the biggest driving event we organise.

Show day sees over 60 marshals and organisers signed on and busy all day making it all happen. The admissions team work tirelessly helped by our new card readers. Then it all has to be packed up, taken back to the Motor House, cleaned and stored away. And all the bills have to be paid.

A really big thank you to everyone.

GTF



# PG Tips

## Peter Reflects On His Month

It's been an eventful few weeks with highs and lows and significant pain. The first automotive emotional roller-coaster came when I decided to deal with the creaky strut bearing on Trudy's Vauxhall Crossland X. It had been bugging her and me for some time and despite much WD40 and the like being fired at the problem it never went away for long. Brief on-line research told me it was a Citroen C3 mechanically or the equivalent Peugeot and I duly ordered a new bearing unit for the princely sum of £21. Up on a jack and wheel off in a few minutes revealed a pleasant surprise. The whole strut was held in by 4 bolts and a couple of clips.

I was on a roll and within half an hour had removed and dismantled the strut and replaced the bearing which literally fell to pieces as I removed it. The only fly in the ointment came when I wiggled the driveshaft a bit too much trying to locate the bottom of the strut unit back in and the shaft popped out. I heard the rush of oil and quickly popped it back in. Realising I now needed some oil to top up the gearbox I popped in to town and bought the right grade. Some more internet work revealed I needed to put it in through the reversing switch and for that I needed the battery out!

Sorting out the gearbox oil was taking more time than the initial problem. Half an hour later having sorted it and successfully put it all back together I felt quite smug at how well it had gone, which was when Heidi who had been supervising the work (she would tell you she was assisting) announced – it probably won't work now Dad! Keen to prove her wrong I jumped in and the car immediately turned over but wouldn't fire. Lots of swearing and anger were now welling up inside me as I repeatedly turned the key expecting it to start, but failing to achieve my goal. Thoughts began running through my head about calling recovery, how Trudy was going to get to work (I had a job interview the next morning) and the like. Despairing I went into the house and confessed that I'd broken her car whilst trying to fix it and began googling. 5 minutes later I discovered that modern PSA cars had a fantastic feature built in that meant they won't start for 10 minutes after the battery has been connected. I was now hopeful and also still angry – sure enough the stupid car now fired up first time because 10 minutes had elapsed!

After an adult lifetime in motor sport driving some seriously fast cars in potentially dangerous places I finally caused myself a significant injury – indoor karting at Maryport! Paul Eastwood's brother Martin was visiting with his 2 kids and invited various people to go karting at Maryport. In total 10 of us including Heidi and I signed up for a half hour timed session. We were all set off at roughly the same time and so it began. It quickly became clear that I was amongst the quicker runners along with Paul, Martin and Heidi. Near the end of our session I'd been held up by Martin for a few laps and could see Paul beginning to catch me, so after finally getting round Martin I went hell for leather sliding the kart round the bends to be greeted by one of my neighbours parked sideways across the track with nowhere to go. I hit him side on at, I would guess, about 15mph and the plastic seat impacted into my rib cage knocking the wind out of me. I limped back to the pits and called it a night. Despite copious amounts of post event beer and ibuprofen I was still in lots of pain. The next morning a large bruise was clearly visible and by bottom rib on that side had a significant dent in it – it still does in fact and has clearly been cracked/fractured. 4 weeks on and I can still feel it, but I can now cough, sneeze and laugh without wincing with pain. Motor sport is dangerous!



As you may know if you attended the show I did get the Fiat up and running and looking good for its public debut. One of the final touches was to get it's original dealer plates (that were on it but a bit tired looking compared to the super shiny paint) replicated. A very simple and pleasing process using a company on line called Pro Plates who I sent photos to. They then sent me proofs of the replicas to sign off and 3 days later a pair of exact replacement original plates arrived in the post. I was disappointed not to get an award for the car, Heidi assured me it was definitely the best car in class K and she's never wrong! Bizarrely both award winners for class K (90s sports) were 70s fugitives still in production.

All in all the show was a great day out this year – Heidi signed on for passenger rides at the auto test (thanks Tim and Mike for obliging) and the sun shone after an inauspicious start. I think it was possibly the biggest Dalemain show I've seen in the years I've been going.

Peter

## Riley Centenary Run



A long time supporter of Wigton MC club tours, Norman Hamer, is an organiser for the Riley Club and was interviewed by Border TV at the Dalemain Show.

He tells me he is recruiting Riley Cars for a re run of the 1925 London to Edinburgh Run which will mark the centenary and formation of the Riley Motor Club. The run overnights at Carlisle on 14th May 2025 on its way north and local owners may be interested in joining and participating in the run from there.

Any Riley owners interested can get more information from Norman Hamer at

email [norman.hamer15@gmail.com](mailto:norman.hamer15@gmail.com)  
Ron.



# Elderly Utterances

## The Voice of Experience!

**Ron Palmer has his say**

The entry for the Rose and Thistle was a record in recent years and this volume of cars brings a significant problem in finding venues which can cope with getting on for 200 people and 90 odd cars. Again we used Houghton Hall Garden Centre restaurant for our breakfast start. Here there is good food, good value, a large seating capacity, ample conveniences, super attentive staff and a big car park. In addition it is easily reached from all points of the compass.



Again this year we attracted a great selection of makes with something for everyone from David and Debbie's 1925 WO Bentley and Andrew Smith's 1929 Alvis Silver Eagle all the way through the motoring spectrum to a Reliant Robin and a Nissan Figaro and all acquitted themselves well on the day. Variety is the spice of life and I think the way we do it is preferable to a line of similar cars of whatever model running in a close procession.

Personally I like the Aston Martin brand and almost bought a DB2/4 in the '70s but recently at Netherby Hall show, the Saturday offering of supercars contained thirty odd modern Aston Martins which didn't hold my attention for more than a few minutes and made me move on to find something different. There was plenty of choice of other makes but the one I'd like to have taken home was a 2016 Alfa Romeo 4C Coupe, much cherished and one owner from new who was on hand to talk about his prized possession. But I digress.

This year again we had fewer old cars entered, pre 1970 this time, which were seeded in date order, apart from the odd last minute car change, with the remainder starting in order of entry receipt. Remember to enter early next year if you want to avoid running in the later numbers.

The morning section went from Houghton Hall via Smithfield, Scuggate and Penton before a brief incursion into Scotland at Kershope Bridge where we turned south to Bewcastle and Lanercost. Then along the course of Hadrian's Wall through Gilsland and on the Military Road past the Sycamore Gap (alas now treeless) before turning onto the 'middle road' before passing through Haydon Bridge and on to Hexham Race Course for lunch.



This was a good opportunity to look over the cars and socialise with friends old and new. The Hexham Race Course staff had been wonderful in the lead up to our event and so helpful. The caterers did a sterling job and there was plenty of choice and efficiently served.

After the lunch break we continued into the afternoon leg. This consisted of a loop over Ridley Common, a traditional rally route, and then over Coanwood Com-

mon to Lambley and onto the A689 heading west. From Hallbankgate to Talkin Village with good views over Talkin Tarn and down under the Middle Gelt railway bridge before that glorious switchback road to Carlatton Mill. Passing under Scarrowmanwick Fell through Newbiggin and Croglin brought us to the Eden Valley and a final run through Kirkoswald and Lazonby to the afternoon tea finish at Penrith Golf Club.



The 93 entrants brought as usual a fantastic array of wonderful cars the most plentiful being ten Jaguars, nine MGs, six Fords, Mercedes, Mazda, five BMWs, four Morris and Triumph, three Bentley, Sunbeam, Porsche, Morgan and Audi, two Subaru, Toyota, Citroen and Mini and singletons from another seventeen types all creating a wonderful motoring spectacle.

We received more positive feedback than ever before so we know it went down well and were able to send out quite a few photos of cars and crew. We would have liked to have had more time

to spend chatting with some of the entrants we only see each year on this event, but it gets a bit hectic for us on the day. Thanks to Chris Leece for his support on the day and for taking the photos and apologies to those who were missed.

Thanks for everyone's support and we will hopefully do something similar heading North next year.

Ron and Christine.



# Membership

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

## Welcome to new members

Jamie & Vickie McGuire	of Little Blencowe
Bob Angus	of Carlisle
David & Carol Greenwell	of Keswick
David Roper	of Workington
Heather Albion	of Cockermouth
Eathan Dann	of Flimby
Lexie Curwen	of Lancaster
Paul & Wendy Turner	of Workington
Paul & Tyran Carruthers & Angela Riddick	of Wigton
David Fletcher, Emma & Theo Mirraitis	of Carlisle
Chris Hodgson	of Carlisle
John Lockhard & Angela Bailey	of Appleby
Nick & Andrea Whealley	of Keswick
Richard & jo Backhouse	of Penrith
John & Geraldine Gibb	of Carlisle
Malcolm & Gail Ewin	of High Hesket
Andrew & Carol Hobbs	of Carlisle
John & Sue Bamforth	of Frizington
Simon, Anne & Amber Pilkington	of Watermillock
Geoff Hamilton, Emma Jane Taylor & Katy Taylor Hamilton	of Cleator Moor
Ian & Gillian Longhorn	of Brampton
Scott & Susan Shepherd	of Cleator Moor
Simon Cave & Marina McLoughlin	of Edinburgh
David Whiting & Julie Kelsall & Family	of Manchester
Shaun & Jane Perkins	of Wigton
David Riddick & Zara Green	of Flimby
Keiran Perkins	of Wigton

# Summer Autosolo

The second round of our little Autosolo championship was again held at the Maryport site on 28<sup>th</sup> July. With a few of the usual attendees away on their holidays numbers were made up with some welcome new faces.

We split the drivers into two groups, one marshalling and one driving. The first group consisted of four 'historic' ie. pre 1984 cars, two Spitfires, an Austin Mini and a Golf. Also a 'BMW' Mini driven by one of our junior members Heather Hayhurst, just 16 years old. This was to be a longer test (and to some a little daunting) so we had a practice run, timed but not included in the scores. It was soon apparent that Brian Bradley in the Golf and David Agnew in the Mini were VERY competitive and not making mistakes, it was going to be close.... Likewise the two Spitfires were against each other, after a couple of errors, newish member Josh Threlkeld was soon posting times very close to his rival, Lei Mashiter. Heather was gradually achieving a better time with each run.

After four runs the second group began. Again, VERY close between the FWD Mini of Jim Fee and Peter Masters in his trusty Suzuki Alto, just a second or two faster than the 'historics'. Nigel Moffat and Calum Bryant (another new member) both had a couple of mistakes but by the end of the day their times were equal to the front runners.

Our other junior driver, Robert Hayhurst, 14 years old, yes that's right 14, soon got into the swing of it and made good progress until his sister Heather had an issue with the Mini. We hope to see them again soon.

At the prize giving ceremony there were no prizes but lots of praise for the outright winner, David O'Connor in the MX5. Brian Bradley 1<sup>st</sup> Pre 1984, Jim Fee 1<sup>st</sup> FWD and Nigel Moffat 1<sup>st</sup> RWD.

Particular thanks to Eddie, Mary and Roger for their timing/marshalling skills and Graeme for the noise monitoring. Also Nigel for his help setting up the test. For those who think this is an advantage on the day, we can now both testify that it is not!

Steve F



# Marshals News

## Marshals Championships update.

The championship table has now been updated to include the classic show.

Due to space restrictions the table below shows only those members with 25 points or more.

We also have 12 members on 20 points, 2 members on 15 points and 57 members on 10 points. A total of 92 club members having marshalled at our events this year to date.

**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	Maryport AS Jul 28	Blue Streak Aug 11	Show Set-up Aug 16	Classic Show Aug 18
Eddie Parsons	120	5	10	10	10	10	10	10	10	10	10	10	5	10
Mary Parsons	120	5	10	10	10	10	10	10	10	10	10	10	5	10
Graeme Forrester	75		10	10	10	10	10				10		5	10
John Holliday	60	5	10	10	10							10	5	10
Jacqui Raine	55		10		10				10	10			5	10
Steve Fishwick	55		10		10						10	10	5	10
Neal Horsfall	50		10					10	10	10		10		
Chris Leece	50		10	10	10							10		10
Lei Mashiter	50	5	10	10	10								5	10
David Agnew	45				10		10	10					5	10
Roger Pope	45		10	10							10		5	10
Tim Cruttenden	35		10		10								5	10
John Sloan	35			10	10								5	10
Rob Grant	35			10								10	5	10
Duncan Petty	30		10	10								10		
Chris Spencer	30		10	10										10
Colin Webb	30		10	10										10
John Graham	30		10									10		10
Lynda Graham	30		10									10		10
Rob Iveson	25								10	10			5	
Jim Crockett	25											10	5	10

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

**Qualifying Rounds:**

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

<b>Driver</b>			<b>Navigator</b>		
1	Alan Hawdon	84 (4)	1	Paul Hawdon	88 (4)
2	Alex Willan	71 (3)	2	Olly Wragg	48 (2)
3	Ian Curwen	69 (3)	3=	Callum Alexander	47 (3)
4	Brian Bradley	60 (3)	3=	Daniel Curwen	47 (2)
5=	David Alexander	45 (3)	5	Alisdair Venn	45 (2)
5=	Dave O'Connor	45 (2)	6	Stuart Davis	40 (2)
7	John Sloan	44 (2)	7	Peter Wright	25 (1)
8	Ian Maxwell	41 (2)	8=	Alistair Maxwell	24 (1)
9	David Agnew	37 (2)	8=	Brenda Bond	24 (1)
10	Dave Short	25 (1)	8=	Bob Hargreaves	24 (1)
11	David Bond	24 (1)	11	Richard Welsh	23 (1)
12	Ian Dixon	23 (1)	12	Alan Jackson	20 (1)
13	Chas Stansfield	16 (1)	13	Jason Ferris	19 (1)
14	Charles Graves	15 (1)	14	Kirstin Maxwell	18 (1)
-	Peter Ibbotson	R (1)	15	Sarah Stansfield	17 (1)
			16	Ron Palmer	16 (1)
				<b>Numbers of rounds</b>	<b>(*)</b>

#### Class

<b>Pre 1960</b>			<b>Pre 1960</b>		
1	Chas Stansfield	10 (1)	1	Sarah Stansfield	10 (1)
<b>Cat 1</b>			<b>Cat 1</b>		
1	David Agnew	20 (2)	1=	Alan Jackson	10 (1)
			1=	Jason Ferris	10 (1)
<b>Cat 2</b>			<b>Cat 2</b>		
1	Ian Maxwell	20 (2)	1=	Alistair Maxwell	10 (1)
2	Ian Dixon	10 (1)	1=	Richard Welsh	10 (1)
3	Charles Graves	9 (1)	1=	Kirstin Maxwell	10 (1)
			4	Ron Palmer	9 (1)
<b>Cat 3</b>			<b>Cat 3</b>		
1	David O'Connor	20 (2)	1	Olly Wragg	20 (2)
2	John Sloan	19 (2)	2	Alisdair Venn	19 (2)
3	David Short	10 (1)			
-	Peter Ibbotson	R (1)			
<b>Cat 4</b>			<b>Cat 4</b>		
1	Alan Howden	30 (4)	1	Paul Howden	33 (4)
2	Alex Willan	29 (4)	2	Callum Alexander	19 (3)
3	Ian Curwen	27 (3)	3	Daniel Curwen	18 (2)
4	Brian Bradley	21 (3)	4	Stuart Davies	15 (2)
5	David Alexander	17 (3)	5=	Peter Wright	10 (1)
6	David Bond	9 (1)	5=	Bob Hargreaves	10 (1)
			7	Brenda Bond	9 (1)



# Positions after Northern Dales

## TARGA

### Overall

Driver			Navigator		
1	Michael Horne	67 (3)	1	Ross Blyth	66 (3)
2	Chris Hunter	49 (2)	2	Matthew Horne	63 (2)
3	Matthew Burton	47 (2)	3	Fiona Tyson	49 (2)
4	David Garstang	45 (2)	4	Megan Stakim	46 (2)
5=	Thomas Robinson	41 (2)	5	Chris Addison	38 (2)
5=	Dave Sharp	41 (2)	6=	Martyn Petry	25 (1)
5=	Patrick Pennefather	41 (2)	6=	Lewis Hodgson	25 (1)
8=	Barry Lindsay	25 (1)	6=	Kat Sutton	25 (1)
8=	Phillip Hodgson	25 (1)	9=	Daniel Place	24 (1)
8=	Andrew Graham	25 (1)	9=	Michael Garstang	24 (1)
11	Craig Stamper	24 (1)	9=	Geoff Rae	24 (1)
12=	David O'Connor	23 (1)	12	Olly Wragg	22 (1)
12=	Bob Hargreaves	23 (1)	13=	Matthew Alexander	19 (1)
14	Tim Cruttenden	20 (1)	13=	Lei Mashiter	19 (1)
15	Paul Grierson	18 (1)	15	Richard Chapelhow	18 (1)
			16	Alfie Sharp	17 (1)
				<b>Numbers of rounds</b>	<b>(*)</b>

### Class

Targa T1 (FWD)			Targa T1 (FWD)		
1	Michael Horne	25 (3)	1	Ross Blyth	24 (3)
2	Matthew Burton	18 (2)	2	Matthew Horne	21 (3)
3	David Garstang	17 (2)	3	Megan Stakim	17 (2)
4	Patrick Pennefather	14 (2)	4=	Martyn Petry	10 (1)
5=	Thomas Robinson	13 (2)	4=	Chris Addison	10 (2)
5=	David Sharp	13 (2)	4=	Michael Garstang	10 (1)
7=	Barry Lindsay	10 (1)	4=	Geoff Rae	10 (1)
7=	Craig Stamper	10 (1)	4=	Kat Sutton	10 (1)
7=	Andrew Graham	10 (1)	9	Daniel Place	9 (1)
10	Tim Cruttenden	6 (1)	10=	Matthew Alexander	5 (1)
11	Paul Grierson	4 (1)	10=	Lei Mashiter	5 (1)
			12	Richard Chapelhow	4 (1)
			13	Alfie Sharp	3 (1)
Targa T2 (RWD)			Targa T2 (RWD)		
1	Chris Hunter	20 (2)	1	Fiona Tyson	20 (2)
2=	David O'Connor	10 (1)	2=	Olly Wragg	10 (1)
2=	Phillip Hodgson	10 (1)	2=	Lewis Hodgson	10 (1)
4	Bob Hargreaves	9 (1)			

### Scoring

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

## Cumbria Classic & Motorsport Show 2024

### Award Win-

Award	Number	Car	Owner
Class A 1st	A27	Austin Chummy	A. Wright
Class A 2nd	A13	Armstrong Siddeley	I Tunnicliffe
Class A 3rd	A15	Rover 10	B. Jenkinson
Class B 1st	B1	Ford Prefect	M. Postle
Class B 2nd	B9	Ford Popular	J. Hindle
Class C 1st	C4	AC Aceca	M. Mansergh
Class C 2nd	C5	Lea Francis	D. Oliver
Class D 1st	D9	Alvis TD21	J. Wilson
Class D 2nd	D10	Chevrolet Corvette	C. Jackson
Class D 3rd	D13	Triumph TR4A	N. Adkins
Class E 1st	E4	Ford Zephyr	J. Rowland
Class E 2nd	E14	Austin Mini Cooper	B. Cowperthwaite
Class E 3rd	E30	Ford Anglia	G. Wright
Class F 1st	F18	MG B Roadster	J. McDonald
Class F 2nd	F20	MG B Roadster	A Coid
Class G 1st	G8	Datsun 240Z	P. Henley
Class G 2nd	G6	MG B GT V8	J. Crockett
Class H 1st	H8	Ford Escort RS2000	B. Jackson
Class H 2nd	H22	Morris Marina	T. Lloyd
Class H 3rd	H1	Jaguar XJ6	Q.Quayle
Class I 1st	I7	Triumph Aclain	A. Dixon
Class I 2nd	I6	Austin Maestro	J. North
Class I 3rd	I3	Austin Mini 100	C. Pattinson
Class J 1st	J10	Talbot Samba	A. Alderson
Class J 2nd	J26	Rover Mini Cooper	I.Wood
Class J 3rd	J10	Jaguar XJ6	P.Critchley
Class K1 1st	K2	Jaguar XJS	R. Credie
Class K1 2nd	K5	HMC Mk4	A. Lee
Class L 1st	L3	Aston Martin	J. Fowler
Class L 2nd	L11	Chevron B1	P.Rogerson
Class M 1st	M1	Rover Mini	R. Hardwood
Class M 2nd	M6	Jaguar XJR	M Ferneyhough
Class N 1st	N25	Morris Z Van	D. Martin
Class N 2nd	N25	Ford Escort Van	W, Wilson
Class N 3rd	N4	Ford Transit Pickup	D. Roper

Class O 1st	)2	Carcraft Cyclone	M. Lazonby
Class P 1st	P2	Honda CB400	T Hall
Class Q 1st	Q4	Honda NSK	A Ross
Class R 1st	R8	Rover Mini R6	R. Young
Class S 1st	S20	Lancia Delta	P. Carey
Class S 2nd	S27	Ford Escort Mk2	J. McWhir
Class S 3rd	S2	Honda Civic	K. Bridges
Class Y 1st	Y4	Honda Civic Type R	Q, Sill
Class Fr 1st	1	Renault Caravelle	D. Wallace
Class Fr 2nd	14	Gregoire	H. Wyatt
Class Fr 3rd	19	Renault Clio	G. White
Class Ger 1st	45	Porsche 911	P. Graham
Class Ger 2nd	2	Mercedes	D. McIntosh
Class Ger 3rd	25	Audi Quattro	D. Hodgson
Clubs 1st		Cumbria & NL Military	
Clubs 2nd		Cumbria RS Owners	
Clubs 3rd		North Lakes 4x4	

<b>Car of the Show</b>		<b>Morris Z Van</b>	<b>D. Martin</b>
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## Autojumble



**For Sale:** 2016 Mazda MX5 ND with the newer 1500cc engine which I understand produces 132bhp. It has a recorded mileage of 56,000 miles and a service history by Mazda. I am looking for £9250 or near offer. Peter Beattie tel 07912534945 Carlisle

# Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport



As promised last month here's a short report about the newly recreated rally mini known as MRM.

Built by the family Forrester, bought by me and then after more than 30 years of being lost and scrapped it's now risen up from the rust and looks just as good, if not better than it did last time I saw it. There's a photo below of the painting the car builder's daughter, April, did for me. No doubt you can see why she's off to study Fine Arts at university in the Autumn. It's the first time she's ever drawn any car by the way! A talented young lady.

We recently visited Croft for the Saturday of the

BTCC weekend it was quieter than the Sunday but still the grassy knoll we sit on above "Clervaux" and "Hawthorns" was more or less full. Generally the entertainment provided was pretty good but was a bit Porsche heavy with both the Carrera cup (911's) and the Sprint Cup (Caymans) being in attendance. Never mind because everything else was put in the shade when the pre '66 saloons were unleashed! I'm pretty sure that the majority of those watching had no idea what these "oldies", which by the way includes many of the drivers as well as the cars could achieve. Three wheeling, oversteer, understeer, smoking tyres, sideways cornering, the full works, it's not exaggerating to say a lot of the spectators had never seen anything like it. Brilliant!

I think the ITV 4 producers must have felt much the same as on Sunday they even continued to broadcast after the last BTCC of the day had been run. Normally that's the end of the programme but this weekend there was a pre-66 race to close the meeting and they showed all of that live before finishing off. Maybe the Historic meeting at Croft will entice those newly initiated spectators to come for a second helping. I hope so.

"Motor Sport" magazine has been running a survey of its readers to find out the competition car they identify as their favourite over the last 100 years. One outstanding vehicle was chosen from each decade and readers voted which one they liked the best, presumably the one they felt was the most successful and showed initiative in elements of its design. Readers picked the Lotus 49 Formula 1 car, the first to use the Cosworth DFV V8. Current F1 drivers were also asked and chose the McLaren MP4/4 followed by the Subaru Impreza WRC car, none of them agreeing with the readers winner. I suppose it's all down to age really, let's face it, the 49 must seem like ancient history to these young men.

In the same magazine there was an article about a Toleman F1 car the TG183B. Now this triggered a memory. Many years ago a colleague at school told me about this car or a TG184 being rebuilt in a lock up garage in Caldbeck near where she lived. I went to find it and was allowed a look round the car, which if memory serves was in the early stages of reconstruction. What was it doing there, who was doing the work, was it finished, where is it now, was it the one written about recently in the article? I have no answer to these questions but I'd love to find out, so if you can help please let me know.

Ends  
AA.

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**2** click 'application form'



**3** click 'Sign in'



**4** Enter your email address. This must be the same email that you used previously.



**5** Click 'sign in with email'.

You will then receive an email from [membermojo](http://membermojo) which will include a link that will allow you to sign in and edit your profile.



**6** Click on the link in the email to sign in to Membermojo. This link will only be valid for two hours

**7** Once you are logged in to Membermojo click on 'your membership' You will see a summary of your membership and various options where you can update your personal information, view your payment history, change your password and view your membership card.

**8** To view your membership card click 'View Card' at the bottom right of this screen



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