

Wigton Motor Club Ltd

Start Line

Issue 2024/10

www.wigtonmc.co.uk

October 2024

A busy September



Cars & Coffee at the Motor House



Dereham Autotest



Touch A Truck Charity Event



Cumbria Canter

For Members By Members

WMC Committee

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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

October

- 6th Autosolo at Kirkbride
- 13th Hog Roast & Cars & Coffee at the Motor House
- 27th Solway Targa Rally

November

- 3rd Cars & Coffee at the Motor House (last one of the year)
- 8-10th The Classic Car Show at the NEC
- 10th Rally of the Tests, marshalling at Kirkbride.
- 23/24th Anglo-Caledonian Rally (RACRMC)
- 24th Winter Stages at Croft (NAC)

December

- 7th Grizedale Stages (FDMC)

Snippets

It does not seem like six weeks since we had the Classic Show, but it's all done and dusted. Invoices paid and debriefing taken place. Once again a huge thank you to all those who helped either in the many months before the event, or over the weekend. We could not have done it without you. In particular our entries secretaries, John & Lynda Graham, John Holliday, David Agnew and John Sloan who committed the entries to the data file.

We asked for feedback and when pasted into a document they filled five pages. It's great that you all enjoyed the day. We are meeting with the landowner shortly for a debriefing meeting and then we are looking towards next year. If you have any suggestions, please let us know particularly as to the "featured" classes.

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

The Club has always been keen to play its part in the community and support local charities. At this month's Cars and Coffee we will be presenting £1000 each to our 2024 charities, Carer Support West Cumbria and the Jig Saw Children's Hospice. In addition we have given £500 to Cockermouth Rotary for their superb effort in manning the cars park at the Classic Show and we also support their "Touch A Truck" charity event with a display of cars. We are also a long-time supporter of Eden Animal Rescue who are one of several charities who have free stall and displays at the Show. Indeed this year they organised a dog show in the arena.

It's been the policy of the Club to support the smaller local charities run by volunteers, rather than national ones where so much of the donations are swallowed by administration costs. It's also good to see our money being used locally for the benefit of local people. This was demonstrated last year at the presentation when the chair of the Cockermouth Mountain Rescue Team came to receive the donation and was telling us about how they were now using drones to find casualties when his pager went off and he had to leave to go on a rescue.

I remember many years ago when town carnivals were still popular, that we were asked to organise a "Bed Race" around the streets of Wigton. Basically a bed containing an occupant and propelled by four fit lads raced around a one lap course. The local police closed off the roads and six teams took part. I think there was a protest at the end because the Rugby Club had picked their bed up rather than pushing it all the way. Perhaps we were the first club to run a closed road event?

On another occasion we ran a treasure hunt for a local charity, at a time when they were very popular. We got a big entry with a few very competitive teams; indeed it was alleged that some of the first crews on the road were stealing the clues!

It's a suitable time to thank all our committee and the other helpers who make the Club so successful by giving up huge amounts of their time through the year to provide us all with so much enjoyment. In September we had four events and most months there are at least two. We are constantly working to improve what we do and also updating our equipment. We replaced most of the radios that are used on most of our events, and we now have two outdoor benches at the Motor House.

In this issue you will be the link to the online clothing shop, it's great to see so many members wearing shirts, jackets and hats with the WMC logo.

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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Club News & Events

October Autosolo

October 6th

At Kirkbride

Entry List is now full

Hog Roast & Cars & Coffee

At the Motor House

October 13th

10 until 12

Hog Roast at 11.00

Members only

£5 each (subsidised by the Club)

To book a place email Jacqui Raine jacquiaine@icloud.com

November Cars & Coffee

Sunday, November 3rd

10 until 12

At the Motor House

The final meet of the year

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

PG Tips

Peter Reflects On His Month

After the miserable British summer, this year it was a blessed relief to get away to Sicily for some much needed sunshine for a week at the end of August. Apart from the sun and food I was also looking forward to seeing a selection of odd Italian cars such as post mid-90s Lancias and Italian market Fiats. I was not disappointed either – there was a wealth of battered Lancias and Fiats and some really terrible Chrysler era badge engineered cars. Terrible they may have been, but I still enjoy seeing unusual cars of all types. One of the most common vehicles I hadn't seen before were cars badged as DR – all of them being modern SUVs and looking quite Audi at the front (you know the narrow lights and impression that they're going 'grrrrr' and a bit Lexus or Mercedes at the back. Thankfully, Google helped provide the answer to DR cars, which are a collection of Chinese imports from more than one manufacturer that have been re-jigged and badged by an Italian company. I believe the company may be in trouble with the taxman/EU over import duties because they didn't do enough building of the cars in Italy.

We hired a car for a few days to get out and about and see the sights and having failed to book in advance, the cheapest smallest car available was a Toyota Aygo with an automatic gearbox. How fast is an Aygo with an automatic gearbox I hear you ask? Not very is the answer, however, having initially been a bit disappointed at the prospect, it was actually a blessing as there were many junctions and hills and stop start traffic made easier by the auto box. It was a little slow to change at times but didn't seem to affect the economy at all as it seemed almost impossible to use much, despite driving like an Italian at all times.

I adopted the persona of Pietro whilst driving in Sicily and joined in with the local penchant for using the horn regularly and occasionally gesticulating, much to the amusement of the kids (and embarrassment of Trudy!).

The Italian driving was that bad though, amongst other things, we witnessed someone turn right off a dual carriageway onto a slip road for on-coming traffic. I think he got away with it as well as traffic was light at the time, and we didn't see anyone join the carriageway. Motorbikes were everywhere and it was hard to believe that there were any laws for them, or at least ones that were being enforced. At one point we were on the main dual carriageway driving through an urban area at about 50mph overtaking a slower moving car when a motorbike rode between us and the car we were overtaking! Not only that but at the time he was messaging on his phone, and he was wearing a hat instead of a helmet – a Gucci hat no less, which seemed to impress eldest daughter Emily.

The road up to our hilltop hotel was a slow steep ½ mile climb of hairpin bends and I think even if I'd had my Vx220 there I'd have struggled to reach more than 40mph at any given point and as you can imagine, the Aygo struggled to get to more than 20mph. This was clearly too slow for one local who overtook us round one of the hairpin bends. If anything had been coming, he'd have had a head on collision and he overtook us 200 metres from the hotel and the end of the road, arriving 5 seconds ahead of us at most. I was expecting some slightly crazy driving, but it was significantly worse than that and I was thankful that the Aygo was a very battered and tired car, so that the risk of causing any damage to it were much reduced.

Talking of all things Italian, the Fiat decided that it was not keen on my efforts to fix the speedometer that stopped working a few weeks back and threw up an airbag light to add to my woes. I hadn't touched the airbags, or anything connected to them other than the wiring loom behind the dash (and

only gently!) which made it more frustrating. No amount of tinkering by me could get either the speedo working or the airbag light to switch off so it's gone for a visit to JDM to see if Jonathon can work some magic. Once it's back I have a set of standard springs to fit, which will complete my conversion of the car back to standard and should restore the ride which is a bit choppy on the lowered springs. In the meantime life is tempting me in the form of the white Citroen BX I had and sold in 2022 and have regretted a few times since as it was so clean. The person who I sold it to had a

new clutch fitted and fixed the ignition timing and had now put it up for sale again....hmmm – if only I had a spare garage.#

Peter

Jottings

It's been a hectic month or two recently. The Classic Show was blessed with good weather, it must have been one of the few fine Sundays of the summer! I got all the bills paid and things wrapped up and the following week we were off to Bulgaria and a couple of weekes in the sun doing nothing important.

We've had our "Place in the Sun" for 18 years now and it's been fascinating to watch how the country had transitioned from post Communism to being an emerging European country. This is very evident in the roads and cars. When we went there first there were still plenty of Soviet era cars around, variants of Ladia, Wartburg and Trabant but they have mostly gone, replaced by modern cars of many makes. Bulgarians seem to prefer hatchbacks to SUVs while the upwardly mobile entrepreneurs like anything that is German, big and black!

Trabants have found a new use. Trabitreks. A go a head tour firm has a fleet of them with the roofs removed and roll bar fitted and painted bright yellow, which do trips into the dirt roads on the mountains. They still run on paraffin so when you are driving along a road you can actually smell the fleet of Trabbies before you see them!

The new Bulgaria is certainly keen on building new roads, often with EU money. They have been building a completely new road along the Black Sea coast avoiding the towns and villages. There is a law that prevents any major construction work being conducted during the tourist season, so they go flat out for seven months in the winter, usually doing about 15km of new dual carriage way before May. They completed the main section from the airport to our area last year. Perhaps we should ask the Bulgarians to come over and do the A66?

Hiring a car on each visit means that you get to "enjoy" a variety of cars that you would not always choose. A years ago it was an Aygo, really horrible while on May it was a Corsa which was perfectly fine. This time we had a Clio Estate with a diesel engine. Not a car I had seen before. The usual funny Renault key card to make it go and with four up you really had to stir it along with the pretty dreadful gearbox. The only plus point was that it used very little fuel.

Back home for three days and we then off to Lincolnshire to the PFI kart circuit for the World Karting Championships courtesy of MSUK. 256 teenagers for 56 countries were taking part in three different series. All very serious stuff with 256 multi-millionaires pushing their lads (and a handful of lasses) to follow in the footsteps of Land Norris who won the title ten years ago and a reputedly cost to his father of £30M. The racing was good, and I saw that Jorge Edar was entered but he must not have made it through the heats. I have to say wandering round the paddock I was slightly uncomfortable by what I saw. Hopefully MSUK had a full team of Safeguarding officials

there!

It was good to have a coffee and chat with MSUK COE, High Chambers who was very complimentary about the Club.

PFI is the only international circuit for karting in the UK and its facilities were better than some of our lesser car tracks. The two paddocks were full of F1 style transporters and huge workshop marquees. Some teams seem to be running 40 drivers. Then there were loads of spare chassis and thousands of tyres.

We also managed day in Lincoln cathedral, castle etc but I was impressed by the International Bomber Command Centre, a modern interpretive centre which was worth more than a couple of hours. It should be a must do to show the folly or war and carpet bombing.

On the way home we popped into Blyton Circuit, another ex-airfield like PFI. Fairly basic facilities but ideal for club sprints. It's owned by Ginetta and there was an event on where you pay to drive a variety of different cars which seemed well supported.

GTF

Crucial tips for storing your vehicle this winter

While some classics are used all year round, most prefer to take their pride and joy off the road during winter months. Storage preparation is crucial, and if not done with careful planning, can end up costing more than just an oil and filter service. Here's our rundown on how to tackle storage to preserve your classic.

1. Clean, dry and wrap it

Removing any dirt or residue and ensuring it is dry is one of the most important factors to consider when storing any vehicle. Typically, unless your storage solution is dehumidified, ventilated and climate-controlled, the vehicle will be exposed to the elements regardless of being under a roof. Any dirt or wet material on the car or bike can cause rust, [the barn-find kind](#), so best to put the hours in now to save any big bills or the need to use a welder.

2. Tank it

Tank your classic with premium fuel and add an additive. While this subject is constantly quibbled between leaving with an empty tank versus a full one, it comes down to chemistry. Brimming your tank with fuel before you store it will mean that there is less air to contaminate the fuel thus adding condensation and water. Fuel lines and your fuel tank will thank you for not having moisture (water) in there as well as adding a fuel additive.

3. SORN it

SORN stands for Statutory Off Road Notice. If you're thinking of laying your classic up for winter, this can save you from paying road tax while it's not on the road. Your SORN is automatically cancelled when you tax your vehicle again or it's sold, scrapped or permanently exported. Simple to do, you can SORN your classic online via the [DVLA website](#). Just make sure you re-tax before you take it out on the road again or you could face a £2,500 penalty.

4. Ventilate it

Once you've spent the effort setting your classic up in the perfect winter hibernation mode, you should consider that ventilation is one of the most commonly overlooked stages of storage. If the temperature decreases, the chances of your classic developing rust scars and perished rubber hoses, for example, rise considerably. Ventilation doesn't just mean the air inside the garage or lock-up, but also a cover for the vehicle. Consider keeping your classic in a well-ventilated indoor cover to protect it from dust and the elements. If you're tight on budget, any breathable material will be better than nothing, even a dust sheet from your local hardware shop.

5. Lubricate it

Making sure that all your classic's parts are treated and lubricated before short-term storage can prevent perishing. Treating all rubber seals around windows, doors and tops with silicone can help prevent cracking and ageing, while hinges on doors should also be given attention.

6. Chock it

When storing any car for longer than a week, release the handbrake and use chocks. When a handbrake is engaged for long periods it causes the brake disc and pads to stick together – a costly solution to fix when you come to move the car in the spring. Instead, put chocks up against each wheel to ensure that the car doesn't roll away while it's laid up for winter, rather than using a handbrake. A cheaper alternative to chocks is cutting up some sturdy wood blocks in a triangle.

7. Don't start it

If you store your classic properly, you shouldn't need to start it. But if you do need to, remember to put any parts back on that you removed. Open the garage door before you start your classic and once it's started, make sure it's warmed up to the right temperature to get the fluids circulated and warm.

8. Tyres and batteries

If you leave the tires of your classic fully inflated, the rubber will eventually become damaged if they have the vehicle's full weight on them for a prolonged period of time, particularly for classic cars. You can either decide to remove the wheels completely or balance your car on axel stands to let some air out. For your battery, never put a vehicle into storage with it connected but use a trickle or float charger to make sure that when you want to hit the road again you aren't left with a flat battery.

9. Service it

Before you take it out of storage, consider booking an oil and filter service with the mechanic or at home. Changing the oil is one way of ensuring that you clean out the pipes leaving your classic fresh and ready to go for months of happy motoring.

9. Final Steps

Your next step should be to remove the sparkplugs of your classic to help you prevent moisture getting trapped and causing corrosion or rusting. When thinking about covering up the entire vehicle, you need to use something made of soft materials to make sure that small particles do not rub against the paintwork and leave scratches. Cotton flannel fabrics are a good option for this as they allow air to circulate better; try to avoid polyester fabrics as they have bad fluid resistance and easily trap heat and moisture..

To find out more about a classic policy from **Footman James** and to get an instant quote online, visit our [Classic Car Insurance](#) page.

Rallying News

Positions after Doonhamer

HISTORIC

Overall

Driver				Navigator			
1	Alan Hawdon	84	(4)	1	Paul Hawdon	88	(4)
2	Alex Willan	71	(4)	2	Callum Alexander	72	(4)
3=	Ian Curwen	69	(3)	3	Olly Wragg	48	(2)
3=	David Alexander	69	(4)	4	Daniel Curwen	47	(2)
5	Brian Bradley	60	(3)	5	Alisdair Venn	45	(2)
6	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)
10=	David Garstang	25	(1)	8=	Michael Garstang	24	(1)
				Numbers of rounds			
				(*)			

Class

Pre 1960				Pre 1960			
1	Chas Stansfield	10	(1)	1	Sarah Stansfield	10	(1)
Cat 1				Cat 1			
1	David Agnew	20	(2)	1=	Alan Jackson	10	(1)
				1=	Jason Ferris	10	(1)
Cat 2				Cat 2			
1	Ian Maxwell	20	(2)	1=	Alistair Maxwell	10	(1)
2=	Ian Dixon	10	(1)	1=	Richard Welsh	10	(1)
2=	Anthony Tindall	10	(1)	1=	Kirstin Maxwell	10	(1)
4	Charles Graves	9	(1)	1=	David Smith	10	(1)
				4	Ron Palmer	9	(1)
Cat 3				Cat 3			
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)	3	Michael Garstang	10	(1)
3=	David Garstang	10	(1)				
5	David Marsden	9	(1)				
Cat 4				Cat 4			
1	Alan Howden	30	(4)	1	Paul Howden	33	(4)
2	Alex Willan	29	(4)	2	Callum Alexander	29	(4)
3=	David Alexander	27	(4)	3	Daniel Curwen	18	(2)
3=	Ian Curwen	27	(3)	4	Stuart Davies	15	(2)
5	Brian Bradley	21	(3)	5=	Peter Wright	10	(1)
6	David Bond	9	(1)	5=	Bob Hargreaves	10	(1)
				7	Brenda Bond	9	(1)

Final round is the Solway

Positions after Doonhamer

TARGA

Overall

Driver			Navigator		
1	Chris Hunter	73 (3)	1	Fiona Tyson	74 (3)
2	Michael Horne	67 (3)	2	Ross Blyth	66 (3)
3=	Matthew Burton	47 (2)	3	Matthew Horne	63 (3)
3=	Phillip Hodgson	47 (2)	4	Lewis Hodgson	49 (2)
5	David Garstang	45 (2)	5	Megan Stakim	46 (2)
6=	Thomas Robinson	41 (2)	6	Chris Addison	38 (2)
6=	Dave Sharp	41 (2)	7=	Martyn Petry	25 (1)
6=	Patrick Pennefather	41 (2)	7=	Kat Sutton	25 (1)
9=	Barry Lindsay	25 (1)	9=	Daniel Place	24 (1)
9=	Andrew Graham	25 (1)	9=	Michael Garstang	24 (1)
9=	Daniel Place	25 (1)	9=	Geoff Rae	24 (1)
12	Craig Stamper	24 (1)	12	Olly Wragg	22 (1)
13=	David O'Connor	23 (1)	13=	Matthew Alexander	19 (1)
13=	Bob Hargreaves	23 (1)	13=	Lei Mashiter	19 (1)
13=	Oly McCollum	23 (1)	15	Richard Chapelhow	18 (1)
16	Tim Cruttenden	20 (1)	16	Alfie Sharp	17 (1)
17	Paul Grierson	18 (1)			
Numbers of rounds			(*)		

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=	Dave 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)
7=	Daniel Place	10 (1)	10=	Matthew Alexander	5 (1)
11	Tim Cruttenden	6 (1)	10=	Lei Mashiter	5 (1)
12	Paul Grierson	4 (1)	12	Richard Chapelhow	4 (1)
			13	Alfie Sharp	3 (1)
Targa T2 (RWD)			Targa T2 (RWD)		
1	Chris Hunter	30 (3)	1	Fiona Tyson	30 (3)
2	Phillip Hodgson	18 (2)	2	Lewis Hodgson	19 (2)
3	David O'Connor	10 (1)	3	Olly Wragg	10 (1)
4=	Bob Hargreaves	9 (1)			
4=	Oly McCollum	9 (1)			

Scoring

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

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

Final round is the Solway

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

As part of the organisational structure of MSUK the position of RLO is an important one so forgive me if you know the meanings of these acronyms, but within our club's expanding membership base there will be those who don't.



Motor Sport United Kingdom appoint in the various geographic areas of the country, Route Liason Officers and our local man is the vastly experienced Fred Bent from the Carnforth area. His responsibility is to ensure that event organisers for Rallies and Tours choose routes which do not clash with other authorised events or use sensitive areas where the local population have been disrupted by overuse of some roads.

This role is usually a tick box one for our events but occasionally there are issues requiring the tact of a Solomon to ease a potential problem. One such occurred when Chris Leece was putting together his Cumbrian Canter tour. The running of the tour on 22nd September produced a date clash with the KLMC Little Devil's tour organised by Mike Kirk when a part of the two routes overlapped in the area to the south west of Melmerby off the Hartside road. Fred got in touch, and Chris and Mike were able to choose alternate roads which avoided any potential problem – a gentlemen's solution settled amicably.

The Canter attracted a good entry of 30 cars although three were unable to make the start for sundry reasons and some entries which could have been expected were lost to the 'Little Devils'. The start from Base Camp North West provided a welcome coffee and breakfast bun with sausage or bacon while we had a crack with fellow entrants and glanced through the roadbook.



A 9.30 start saw the field head off in age of car order to the area south of the A66 of Stoddah, Bennethead and Dacre before passing through Pooley Bridge and on to Askham. Crossing over the M6 we headed out onto the quiet open roads of the Eden Valley although some care was required in following the correct route through the villages of Great Strickland and Moreland. Over the switchback road from Cliburn we passed under the A66 and then on to Culgaith and Skirwith before squeezing down those narrow yellows round Ousby and on to

the coffee and cake halt at the Village Bakery at Melmerby. Here the cars spread around the village



green with motorcycles intermingling while the bikers stopped off for a break on their runs over Hartside.

At the restart we had a three mile run up Hartside before heading north to Renwick then via Staffield and over the Eden to Armathwaite and a short run up the A6 before heading west and under the M6. Then via Stockdalewath and Dalston to Moorhouse, past our house to Burgh by Sands before heading west along the Solway coast and

our next coffee halt at Hunters in Bowness on Solway. Here another good opportunity for a chat and a chance to see how this establishment has developed so well from a derelict farm complex over the past few years.



We had covered 78 miles at this point and on leaving the Garrison Bistro we headed away from the coast and via Lessonhall and Waverton to Sandale hill climb. Passing Caldbeck village the route skirted the east side of the northern fells by Mungrisedale before arriving back at the finish at Base Camp.

Congratulations to Chris Leece and his team for running an excellent event down interesting roads on a 113 mile route with good venues and even the weather turned out OK for the hood down brigade.

Make sure to put it in your diaries for next year.

Ron



Membership

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

Welcome to new members

Jacob Griffith	of Cockermouth
Elizabeth Bryant	of Dalston
David Jackson	of Maryport
Ken Atkinson	of Ulverston
Christopher Holliday & Family	of Dalston
Kye Jamieson & Family	of Brampton
Mark Jones	of Monkhill
Stuart & Joanna Young	of Maryport
Alan & Lesley Alcock	of Low Lorton
Paul & Stephanie Atkinson	of Millom
David & Harry Greenfield	of Bolton
Yasmin Foster & Chris Alflat	of High Ireby

M-SPORT
CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

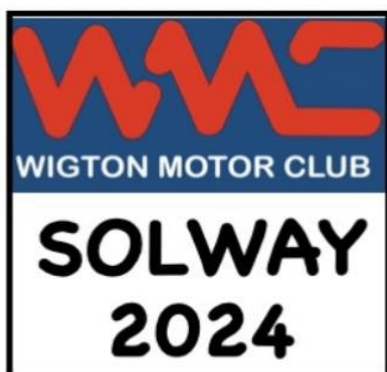
To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

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

Marshals' Post

Marshals Wanted

We have two major events on the horizon and we will need the support of a large group of marshals at both events



Sunday October 27th

This year's Solway will again be based at Rowrah circuit at Frizington.

It will include 7 tests before lunch and 8 tests after lunch so we can offer a full day marshalling for everyone.

All marshals are invited to join the competitors at Rowrah at the end of the day for a FREE meal and prize giving.

Sunday November 10th

We will be organising three tests on the airfield at Kirkbride for this year's ROT similar to those we ran on the Flying Scotsman earlier in the year.

The ROT tests will be completed before lunchtime and we plan to run a club event, using the main runway area, in the afternoon.



If you are able to help at either or both, or need more information, please email eddieparsons5@icloud.com

We need your support to make these events happen.



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Club

How You Can Help Run Events

We have some great teams for organising events, mostly experienced competitors but we can always do with more to give or regular teams a rest. If you would like to help in some way you can start as an assistant or deputy and then take of one of the smaller events.

Here's a brief rundown on what the main officials do.

Clerk of the Course: Responsible for the route, stages, tests and road sections and liaison with the landowners. On higher level events they have to be MSUK licenced. May have an assistant(s).

Secretary of the Event: Responsible for all the paperwork for the event, regulations, final instructions, notice boards etc.

Entries secretary: Manages the entries for the event and the creation of entry lists. Usually now added to the Secretary of the Event's roll with the use of on line entry systems.

Scrutineer: Check for safety and eligibility of the competing cars. On rallies the scrutineer has to be MSUK licenced.

Chief Marshal: To ensure that the controls and tests are manned and that the marshals have suitable equipment.

Equipment Officer: Ensuring that the event has enough cones, arrows, posts etc to each test and control.

Results Team: To collate times and produce results. To liaise with the entries' secretary.

Steward(s) Independent of the organising Club to oversee fair play and compliance with the regulations. On higher levels events a MSUK steward will be appointed.

Our touring events, (the correct name is Touring Assembly) are the most popular events we run. They can vary from the 40 mile pub runs on a Wednesday evening to the two or three day Gallops to another part of the country. They typically are run by one or two people who map out an interesting route between suitable rest/food halts. On the longer events this has to be done some months in advance in order to secure the hotels and cafes for the halts. If you fancy putting one on (starting with a pub run) let us know.

Another M Sport Diversification.

M Sport are renown for getting involved on many projects out with rallying and this is one of the latest:

A Bentley Continental GT race car has been unveiled by the Bentley Drivers Club with a view to launching a new affordable one-make race series specifically for these models. The powerful 650hp car has been conceived by the BDC in conjunction with motorsport specialists M-Sport, was launched with a static display at the Club's annual race meeting at Silverstone. The Continental GT, which is designed to be driven on road and race track, has been developed over a two-year period and will offer customers easy access to budget-level competition. The BDC is looking for a minimum of 10 orders to be placed from interested competitors to make the project viable. The overall cost to order a race car, including converting a donor car, is around £100,000 including VAT.

Dearham Autotest/PCA 1st Sept



The place for the latest Autotest/Production Car Autotest was an old opencast compound near Dearham, Maryport. (Autotest is driver only, PCA allows a passenger). Thirteen competitors gathered for some true grass roots motorsport.

The surface this time was part tarmac and part gravel, no reversing and just the one 360 to test those handbrakes, or in the case of MX5's – clutches and right feet. Some would call it a mini targa test.

Was the course going to suit the FWD crews, 3 x Citroen C2's, a Ford KA, a Corsa and a Suzuki Swift. OR the RWD boys in MX5's, Spitfires

and a Mk2 Escort?

FWD Paul Grierson (C2 VTS) and Geoff Rae (1800 Corsa) were both quick to establish some fast times but Chris Hunter (un-valeted MX5) and David O'Connor (hard top MX5) were not being left behind. Tom Robinson in the KA was leading the PCA charge closely followed by Morgan Griffiths in a quick looking C2.



After seven runs each, everyone had knocked a few seconds off their first runs so it was time for lunch and a switch round.

A similar course but in reverse was run another six times. We didn't have a wrong test all day, that's a first – must make it more tricky next time. We did however have a smattering of cone penalties including three completely destroyed – you know who you are!

The result of all these shenanigans was that Paul Grierson came away with first overall. Geoff Rae 1st FWD, Tom Robinson 1st FWD PCA and Chris Hunter 1st RWD.



Thanks to our resident marshals, Eddie, Mary and Neal. The landowner, Malcolm Wilson c/o M Sport also deserves a mention for allowing us the use of his land.

Steve F

2024-09-01 Dearham autotest Results

Car No	Driver	Class	Pos	TOTAL SCORE
1	Paul Grierson	FWD-AT		540
3	Geoff Rae	FWD-AT		563
2	Richard Chapelhow	FWD-AT		587
4	Libby Bryant	FWD-PCA	LATE	357
5	Calum Bryant	FWD-PCA	RET	397
7	Tom Robinson	FWD-PCA		554
9	Morgan Griffiths	FWD-PCA		565
6	Chris Addison	FWD-PCA		627
8	Marcus Brereton	FWD-PCA		769
12	Chris Hunter	RWD-AT		542
10	David O'Connor	RWD-AT		574
14	Lei Mashiter	RWD-AT		593
13	John Sloan	RWD-AT		603
11	Josh Threlkeld	RWD-AT		651





WIGTON MOTOR CLUB

**SOLWAY
2024**

**Sunday
October
27th**

More brand new test
venues this year



This year's Solway Targa and Historic rally will again be based at Rowrah circuit at Frizington.

It will include 7 tests before lunch and 8 tests after lunch. The entry fee includes refreshments at the start, a light lunch and a meal with the prize giving.

Regs can be found on wigtonmc.co.uk
Entries will be available on rallyscore.net

Autojumble

Items for sale or wanted



Eight wire wheels and tyres for MGB or similar

Reasonable offers accepted

Can be seen at the Motor House



Selection of MGB wings. Two new old stock. Two steel used, and two fibreglass used.

Can be seen at the Motor House.. Reasonable offers

Toyota Gazoo Branded Clothing



**Lots to choose from
at the Motor House if
you are a Toyota fan.**

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Thank goodness the Paralympics have happened recently, not that I've watched them you understand but they have taken up a lot of air time on channel 4. "So what?" you may ask, well it's meant that the Grand Prix coverage has had to be squeezed into an hour rather than the two and a half hours we usually have to sit through on a Sunday evening. It's great to see the race and have to listen to all the hype, waffle and claptrap we're so often served up with. So there you are channel 4 save yourselves some money just stick to the shorter broadcast.

It was interesting to watch the Silverstone historic event on the television. It didn't look as busy as it used to be in the 90's but I suppose the weather was pretty horrendous for a lot of the time. There were some impressive cars but two of the main events that took place were lacking a bit in important vehicles which would have enhanced the show no end. Take the Masters F1 event first, there wasn't a single car on the grid which didn't have a Cosworth DFV engine in it. Fair enough, but the Stewart class (66 to 72 vehicles) could have had cars Repco, Maserati, Matra, BRM, Weslake etc powered machines which really are necessary to stop the whole thing becoming little more than a very rich man's version of a Formula Ford race. Surely there's someone out there willing to share the howl of a V12 with us peasants standing watching. Much the same applies to the sports car event. Lots of Lola's and Chevrons some of which I would suspect are continuation models of their genuine forebears were there. What wasn't were 917, 908, 910 Porsches, T33 Alfas, Mirages, Matras, Chaparrals etc, again all part of the greatest era of Endurance racing.

Going further back the same applies, there are now more Daytona Cobras racing than we've ever built in the 60's, the 250 and 275 LM Ferraris have vanished, and I guess most of the 250 GTO's are by and large considered too valuable to get wet, let alone race. So all in all can a few of the very rich please give us all a massive treat and get the dust sheet off your investment.

I was interested to see that the Chevron name is being resurrected in the form of a car dressed up as a saloon for a junior racing championship to join the BTCC programme. Basically it's to replace the Ginetta Juniors which for years provided some of the best entertainment on the popular weekends. Apparently, they'll be producing a couple of dozen cars priced at just shy of £100k each. These will be bought by the teams and run for 14 to 17 years olds to race in, presumably the grandchildren of those mentioned above who'll be too busy polishing their 250 GTO Ferrari to go and spectate. I can't help wondering what Derek Bennett the founder of Chevron would make of it all if he could come back.

And finally I've just finished a painting for Mike Pilbeam, who worked for BRM in Bourne before establishing his own company. While at BRM he designed the F1 P201 and later on the Lec F1 car driven by David Purley. There are several successful Le Mans cars created by him not to mention some F2's and F3's. He's also famous for hillclimb single seaters 20 of which have won the British championship over the years. I'm really looking forward to delivering the picture and having chat with a man who's an integral part of the most exciting part of the history of motorsport.

Ends AA.



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£28**



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Baseball Hat. £10



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Shirt £28**

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Quality clothing range in sizes from small to 4 XL

**All garments can be ordered online at wigtonmc.co.uk click on 'shop'
A selection of items will also be available at The Motor House**

Price correct September 2024