

Wigton Motor Club Ltd

Start Line

Issue 2025/01

www.wigtonmc.co.uk

January 2025

Festive Fun at Tebay



A full entry of 21 cars took part in the Christmas Autotest at Tebay. Jacqui and her team got through twelve tests before the damp and cold got the better of us. Tom Hall dominated in his Mini special in the autotest while Tom Robinson won the PCA.

Well done to the organisers and marshals.

For Members By Members

WMC Committee

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

Major Events 2025

January	9-12	Autosport Show	NEC
February	21-23	Race Retro	Stoneleigh
March	4th	White Heather Targa	Kirkbride
March	21-23	Restoration Show	NEC
April	10-12	Goodwood Members	Goodwood
April	26th	Drive It Day	Dalemain
June	28/29	Jim Clark Celebration	Duns Castle
July	6-13	National Motorsport Week	
July	4-6	British Grand Prix	Silverstone
July	10-13	Goodwood Festival	Goodwood
July	19/20	Classic Nostalgia	Shelsley Walsh
August	16/17	Cumbria Classic Weekend	Dalemain
September	6/7	Bo'ness Revival	Bo'ness
September	6/7	MG Festival	Croft
September	12-14	Goodwood Revival	Goodwood
October	19 th	Solway Targa	Rowrah



Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Last month I included a link to a website that gave the history of the nine military sites (mainly air-fields) in north Cumbria, which were built between 1938 and 1943. What is remarkable is how quickly these huge areas of concrete and tarmac, and the supporting hangars etc were built. Thus it is incredibly frustrating that the powers that be can't build the nineteen miles of new A66 from Scotch Corner to Penrith. It seems to have been on the cards for twenty years or more with millions spent on planning, consultations, feasibility plans and political inaction. A few years ago the former Karma Llama café was bought to be an office for those doing the planning and then a huge compound was built to house the machinery etc. That all cost money and there seems to be quite a few folk employed there not being able to make progress.

At the same time there are almost daily hold ups, congestion, serious accidents and sadly deaths, which quite apart from the dreadful human costs, also costs millions a year in delays to deliveries, extra time for drivers, people being delayed heading to airports etc. It does seem to be an issue with governments of all shades these days that they are unable to actually make anything happen.

It's no secret that the motor industry is in a bad way. Car production and sales are in decline. At the same time we are about to be flooded with Chinese electric "disposable" cars. Successive governments being obsessed with going electric, while the great British public are not convinced that is a clever idea, does not help, while within the industry the marketing and design teams are out of touch with what their core customers want.

"Let's all make faceless SUVs that look the same and have no individuality, let's equip them with so called safety gizmos that cause confusion, frustration and very possibly accidents." Volvo decided to axe their estate cars until their customers objected. Jaguar's owners now tell us they are going to sell expensive pink bricks instead of classy performance cars. The VAG group make up to five versions of the same car with different badges and prices and are now closing factories. JLR decide that the three models of Range Rovers are now separate brands and yet no longer make a rugged all terrain practical vehicle for farmers. Are they all mad or just totally out of touch?

It's illegal to use your phone while driving and yet car manufacturers are putting increasingly large touch screens in cars to replace the traditional knobs and buttons, and thus require the driver to take their eyes off the road!

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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NESCRO Events 2025

19 th January	Albemarle Targa	Whickham & District MC	Ponteland
24/25 th January	Far North Targa	Highland Car Club	Tain
15 th February	Dishforth Targa	Clitheroe & District MC	Ripon
8 th March	Mull Targa	Mull Car Club	Tobermory
5 th April	White Heather Targa	Wigton Motor Club	Kirkbride
6 th April	William Paterson Targa	South of Scotland CC	Dumfries TBC
13 th April	Shaw Targa	Whickham & District MC	Otterburn
3/4 th May	Berwick Classic Targa	Berwick & District MC	Berwick upon Tweed
15 th June	Border Targa	Border Ecosse Car Club	Duns
6 th July	Northern Dales Targa	Hexham & District MC	Stanhope
10 th August	Blue Streak Targa	Spadeadam Motor Club	Brampton
31 st August	Kielder Targa	Hexham & District MC	Hexham
7 th September	Wearside Targa	Durham Automobile Club	Sunderland
21 st September	Doonhamer	South of Scotland CC	Dumfries TBC
26 th October	Solway Targa	Wigton Motor Club	Rowrah
8 th November	Saltire Classic Targa	Saltire Rally Club	Blair Athol



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PG Tips

Peter Reflects On His Month

That's it then 2024 flew by. I say that, but getting the VX220 seems like a lifetime ago now and I'm definitely looking forward to getting it back out in the spring to remind myself just how quick and controllable it is. The Octavia VRS that I bought last month is a quick car for the road and well rated in the industry as a large hot hatch but the speed is nothing like as useable as the VX and the chuckability isn't in the same ball park. Within a week of getting the VRS I found some ****insert rude word**** appeared to have rammed a shopping trolley into the boot lid causing a nasty dent that once seen can never be ignored. Whoever did it must have known, because it would have taken a fair amount of force to do it which made it more annoying.

Thankfully it hadn't broken the paint so I knew a dent person would be able to tap it out and I began to search for someone in North and West Cumbria. Quite a few places were advertising but a lot immediately declined the job because they were national companies with no local base and 2 local places said they were too busy with trade work to do individual jobs anymore. One of them however recommended I speak to Black Magic – I immediately thought of chocolates and the Little Mix song, but after a quick Google I established that the place was in Carlisle and gave them a ring. After describing the damage and sending a photo on WhatsApp, they agreed they could almost certainly do the job and booked in an appointment for me last week (2 weeks ahead of time) that suited me.

I dropped the car in at their unit on Kingsmoor Park and Mike the owner told me he thought he'd need an hour and offered me a coffee if I wanted to wait. I had shopping to do so I wandered off to Asda and had a quick coffee in Costa, returning after about an hour and a quarter to find my car already parked outside and dent free. There is no trace of where it was at all. Upstairs in the reception area I paid the bill with Vicky (I think that was her name) and marvelled at the vast amount of car cleaning products up there to buy – as I rarely clean my car the temptation to buy some wasn't strong enough, but if that is your thing they had an incredible display. How much did it cost you ask? £90+VAT which I think is reasonable and the service was reliable and efficient. I can highly recommend Black Magic if need a dent removing or your car detailing, wrapping or ceramic coating. There were several high end cars in the place and their website is full of supercars and the like that they've worked on which is a fair sign of how good Mike is.

I note that the council have decided that improving the roads locally means adding average speed cameras to the A66 East of Cockermouth, so soon, one of the few places where you can actually overtake any of the lorries, decrepit pensioners, tractors and terrified drivers doing 40mph on the A66 will be policed by big brother with no discretion at 3am on a Monday morning. I'd say it was a money making scheme but actually the cost which is in the 100s of thousands will take decades to recoup. I am fairly certain the money would be better spent on improving road surfaces or remodelling the junction at Brigham or many other places. I would describe it as a lazy expensive hammer to smash a small nut.

Talking of driving on the county's roads, I've now started a job at Sellafield and have the joy or driving there a couple of days a week (sometimes more) and we all know driving standards are falling and the roads are becoming more crowded, so I won't ramble about it generally, but I do want to talk about the Whitehaven end of the dual carriageway Distington bypass. At that end there is a roundabout and on the Whitehaven side the dual section has been extended to a couple of hundred metres past the roundabout. The 2 lanes then nicely merge.

At 8am the road is very busy so the sensible thing to do would be for everyone to use the maximum amount of road and merge in turn as the lanes do so. This is too much of a challenge for a lot of people who queue up in the left hand lane and view those using the right hand lane as attempting to queue jump. I often marvel at the 30-40 car queue in the left hand lane as I (and others) continue to drive in the empty right hand lane and merge in turn on the other side of the roundabout. This is the most efficient use of the road and what the Highway Code recommends in such situations.

It's as though they enjoy a good queue and have never read the Highway Code. So far, it has all worked well except for one day last week when a woman in a Range Rover Evoque who was to my left and slightly behind me decided I was absolutely not going to be allowed to merge and desperately nudged forward to close any gap. She was staring straight ahead and resolute in what she was doing so I stopped and let her past pulling in behind her. She turned off a mile later into Whitehaven presumably satisfied with her efforts. Lucky for her I am not like some of the people I had to deal with in my former life in the police, or she'd have had a road rage incident on her hands!

Peter

Christmas Autotest

2024 DEC. TEBAY AUTO TEST RESULTS

Car No	Driver	Class	Pos	TOTAL SCORE	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5	TEST 6	TEST 7	TEST 8	TEST 9	TEST 10	TEST 11	TEST 12	TOTAL SCORE
1	Tom Robinson	PCA-FWD	1st	453	35	34	32	32	49	45	51	44	31	35	34	453	
2	David Garstang	PCA-FWD	2nd	473	35	35	33	33	51	49	51	52	32	34	35	33	473
5	Chris Addison	PCA-FWD	3rd	492	36	37	34	36	49	47	56	60	34	33	35	35	492
8	Charles Hayhurst	PCA-FWD	4th	503	37	35	39	37	60	51	55	53	32	31	35	38	503
3	Martin Breen	PCA-FWD	5th	528	36	34	33	36	69	49	48	50	41	51	41	40	528
7	Thomas Breen	JUN	1st	541	36	32	35	32	71	69	59	65	36	34	37	35	541
6	Mike Garstang	PCA-FWD	6th	558	43	41	40	39	62	59	68	60	36	35	37	38	558
4	Robert Hayhurst	JUN	2nd	685	55	40	58	49	76	72	100	69	41	51	40	34	685
9	Philip Hodgson	PCA-RWD	1st	451	37	35	33	33	48	45	48	46	31	29	33	33	451
10	Angus Cowan	PCA-RWD	2nd	509	39	36	44	34	49	58	51	49	31	49	35	34	509
12	David O'Connor	AT-RWD	1st	467	36	34	38	32	47	45	49	50	38	30	34	34	467
13	Bob Hargreaves	AT-RWD	2nd	473	40	35	32	32	56	49	53	49	30	29	34	34	473
11	Jamie DuFrayer	AT-RWD	3rd	494	34	33	34	36	46	65	55	48	35	37	34	37	494
19	Tom Hall	AT-FWD	1 O/A	381	29	29	29	27	36	47	38	38	26	25	28	29	381
21	Geoff Rae	AT-FWD	1st	440	34	39	33	31	45	43	46	46	29	31	31	32	440
15	Paul Grierson	AT-FWD	2nd	448	34	35	34	33	51	45	46	48	30	30	32	30	448
22	Joe Herring	AT-FWD	3rd	469	34	34	34	32	47	44	50	50	38	31	41	34	469
17	Stuart Davies	AT-FWD	4th	492	36	35	40	36	56	51	52	49	32	33	36	36	492
14	Peter Masters	AT-FWD	5th	494	36	37	33	34	56	48	50	50	46	37	33	34	494
20	David Alexander	AT-FWD	6th	527	44	35	37	37	56	49	70	53	46	32	34	34	527
18	Patrick Penefather	AT-FWD	RET	575	33	34	33	33	61	57	68	68	46	45	48	49	575
16	Richard Chapelhow	AT-FWD	7th	580	49	38	36	38	72	71	59	58	34	39	48	38	580



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Sometime in 1961 I was on my way home after organising a 750MC Driving Test meeting at Orton Airfield - now called Watchtree since the foot and mouth outbreak some 20 years ago. Back then I owned a 1948 Morris 10/4 (cost £30 from a friend) which went well enough and outperformed both its bald crossply tyres and my elementary driving skills. So on entering the double bends on the B5307 just east of Moorhouse my efforts at opposite locking in the wet were insufficient and I hit the bank on the outside of the left hander. All of my six months driving experience was not enough to avoid the outcome. There was a fair bit of damage, the doors were jammed shut and the steering column had come back and hit me in the face but I suffered only superficial injuries and a loss of face with my club mates.

Fast forward to today and we have, purely by chance now lived only about 600 yards from said corner for the past 35 years and in that time these bends have been the site of more accidents than I care to remember – perhaps 8 or 10 each year usually involving locals who drive the road to Carlisle daily, the many holes in the hedges bear testament to this. Anyway someone at the Highways Authority has recognised the danger of these two bends and a few weeks back have erected some sparkling new signs warning of the hazards. So only a mere 63 years since my experience at these corners they have been recognised for what they are. This will not slow me much as I had my lesson way back, but I fear that despite these new warnings there will be more incidents there but hopefully small ones which will serve to educate those involved in the ways of driving – as I was then. Incidentally our local roundabout on the A689 has, since construction about 10 years ago, indicated the clockwise circulation with large chevrons in the central reservation. This is very helpful if you are used to driving on the continent where the anticlockwise rule applies, so not a big issue in remote Cumbria. However the chevrons are no longer enough as the road signs gods have now installed large circular blue signs with white arrows in front of the Chevron panels – belt and braces, so no excuses now for circulating in the wrong direction – you couldn't make it up!

A sad end to 13 years of editorial effort by Maurice Ellison and Spotlight magazine. Like most marshals and motor club supporters Maurice received no remuneration for the time and effort he put into producing this most informative on line publication – a labour of love. Alas Maurice has just finished his final edition in December 2024. Spotlight magazine has been a compilation of dozens of articles and event reports from the many clubs in the North West and Cumbria, the December and last edition – volume 14 issue 12 ran to 112 pages. The reports covered the events of clubs in the ANECCC, ANWCC and ANCC including those from many of our local scribes whose articles appear each month. Maurice gave early notice some six months ago that he would finish at the end of the year with a fervent hope that someone would step forward to continue his good work. Alas no one from the 32 clubs listed appears to be interested and so Spotlight will not appear for January 2025 and thereafter. Thank you Maurice for your dedication.

Happy New Year for 2025.

Ron.

Membership

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

Welcome to new members

Alan Bushby of Carlisle
Peter & Ashley Storr of Laversdale
Bill & Janey Shuter of Pica

Predictions for 2025!

- 1 George Russell will win the WDC title.
- 2 David Agnew will start a new restoration.
- 3 Motor Sport UK will relocate to Manchester to be nearer the action.
- 4 Keith Thomas will complete his Stag restoration and do a classic tour.
- 5 Lewis Hamilton will retire half way through the season.
- 6 HERO announce they will run an event on the Moon in 2030.
- 7 Elfyn Evans will win the WRC Championship for Toyota.
- 8 FIA President Mohammed Ben Sulayem promises a GP to any country who votes for him.
- 9 The FIA announce there will be a GP every weekend in 2028.
- 10 After three days of snow, over a hundred EVs have to be rescued from Shap Fell on the M6. Their drivers described the situation as shocking.

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

WMC Events 2025

Month	Date	Day	Event	Organisers
January				
February				
March	9th	Sun	Cars and Coffee	J & L Graham
	23rd	Sun	Autosolo	Nigel Moffat
April	5th	Sat	White Heather Tests	Team
	13th	Sun	Cars and Coffee	J & L Graham
	27th	Sun	Drive It Day	Team
	20th	Sun	Autosolo	Steve Fishwick
May	7th	Wed	Meander	R. Palmer
	11th	Sun	Cars and Coffee	J & L Graham
	14/15	Th/Fr	Coast to Coast	J. Ross, R. Palmer
	28th	Wed	Autotest	Steve Fishwick
June	4th	Wed	Pub Run	
	8th	Sun	Cars and Coffee	J & L Graham
	15/16th		The Gallop	J. Ross
	15th	Sun	Autotest	Steve & David
July	2nd	Wed	Pub Run	
	13th	Sun	Cars and Coffee	J & L Graham
	20th	Sun	Autotest	J Raine
August	3rd	Sun	Cars and Coffee	J & L Graham
	16th	Sat	Rose and Thistle	R. Palmer
	17th	Sub	Classic & Motorsport Show	Team
September	14th	Sun	Cars and Coffee	J & L Graham
	21st	Sun	Autosolo	I. Mashiter
	28th	Sun	Cumbrian Canter	C. Leece
October	14th	Sun	Cars and Coffee	J & L Graham
	26th	Sub	Solway Targa	Team
November	9th	Sun	Cars and Coffee	J & L Graham
December				

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport



So here's the last section of the Pilbeam saga. After building the F2 cars for Wheatcroft Mike was commissioned to design an F1 racer for David Purley whose family owned the then successful LEC electrical appliances company. This car used the Cosworth / Hewland package so popular at the time and even though the project was run on a very tight budget the car was reasonably competitive until Purley crashed it at Silverstone practicing for the 1977 British Grand Prix. (See picture

below). He was lucky to survive the massive impact which for many years was the highest "g" force experienced not to end with fatal results. (179.8 g stopping from 173 km/h to zero in 66cm.). The cause of the crash was the throttle slides sticking open, something Mike Earle the team manager insists wouldn't have happened had Purley had the money for anything like a proper pit crew.

This was the last major single seater circuit design undertaken and Mike moved on to producing specialist hillclimb cars and sports racing cars for endurance events, entering the LMP2 class at Le Mans, Daytona and Sebring on several occasions. His designs also proving successful in the then new ELMs series.

The hillclimb cars won 20 British championships over the years being driven by Priaulx, Grace, Lane, Bolsover, ADO, Griffiths etc all famous for their prowess in these specialist events.

In recent years Mike has restricted himself to a consultative role, even lecturing undergraduates studying automotive design. He still likes to keep his hand in and has worked for many manufacturers including Honda and Ford, helping with their motorsports programmes.

In recent years he has moved out of the large purpose built facility he designed himself, it's now the base of Hall & Hall the hugely successful historic racing company. He now operates from a smaller unit crammed full with equipment, racing cars and memorabilia he owns, namely a lot of BRM items including wind tunnel models, a chassis from one of his Le Mans racers and two of his favourite single seaters.

He is winding down but according to his wife Wendy it's a mammoth task and needs doing carefully as some of the "stuff" would certainly qualify as a significant part of British motorsport history so needs to find a proper home when he parts with it.



And finally there's a picture below showing the front wing of a modern F1 car and the tail of a Lancaster bomber. Now if you look carefully you'll see both have a "lump" on a stick attached to them. What's it for? I always thought that it was used to balance the tail when the aircraft rudder was turning but the front wing on an F1 car doesn't move so there must be another explanation. Any ideas?

Ends AA.



**Heavyweight Hoodie
£28**



Soft Shell Jacket £45



Baseball Hat. £10

**New WMC Clothing range
now available to order**



**Oxford
Shirt £28**



**Polo shirt
50% cotton £18
100% Cotton £18**



**Beanies
Blue, Grey, Black
£12**



**Micro Fleece
Jacket £30**

Quality clothing range in sizes from small to 4 XL

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

Price correct September 2024