

Wigton Motor Club Ltd

Start Line

Issue 2026/04

www.wigtonmc.co.uk

April 2026

White Heather Winners



Photos by Gary Plimer

For Members By Members

WMC Committee

OFFICIALS

President:.	Charles Graves	
Vice Pres.	Ron Palmer & David Turnbull,	
Life Member	Ron Palmer	
Secretary & Editor	Graeme Forrester	gtfmg@yahoo.co.uk
Treasurer	Chris Leece	chris_1lowtherview@yahoo.co.uk
Membership Sec	John Sloan	wigtonmcmemb@outlook.com
Social Sec.:	Charles Graves	charles.graves@armathwaite-hall.com
Equipment Officers	Eddie Parsons	eddieparsons5@icloud.com
	Mary Parsons	maryparsons5@icloud.com
Catering Exec	Lynda Graham	jlg86mpa@hotmail.co.uk
Safe Guarding	Jacqui Raine	jaxr1986@hotmail.co.uk
	Lei Mashiter	tebaylei@gmail.com
Autotests	Steve Fishwick	fishwick38@gmail.com
Chief Marshal	Chris Bailey	chrissbailey32@gmail.com

COMMITTEE MEMBERS

John Graham	jlg86mpa@hotmail.co.uk
Jim Crockett	jamesmccrockett@yahoo.co.uk
David Agnew	DAVIDWAGNEW@aol.com
Rob Grant	robincumbria@hotmail.com ,
John Holliday	johnholl403@gmail.com ,

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

Face Book: Wigton Motor Club & Wigton Motor Club Members

Forthcoming Events

Cars & Coffee

April 12th

10 until 12

At the Motor House

Roof of England Tour

April 19th

120 mile tour in the Pennines

Just 8 places left

Entry forms on the website

Spring Autosolo

April 19th

At Maryport

Entry forms on the website

Drive It Day

April 26th

10 until 1

Come and go at any time

£5 per car donation to our charities

Driving Motorsport Forward

Other Local Events

April	26 th	Spadeadam	Autotest	TBA
May	10 th	Spadeadam	Autotest	TBA
May	6 th	Wigton	Meander	N. Cumbria
May	17 th	Wigton	Autosolo	Maryport
May	17 th	Spadeadam	Tour	85/86
June	7 th	West Cumbria	Rally Test	tba
June	13 th	Kirkby Lonsdale	Barbon Hill Climb	Barbon

More White Heather Photos from Tony North



Talking Point

Topical Comment on Motoring & Motorsport

Over the years we have had many “firsts” but this month we have another; running two different events on the same day. We have lots to fit in and with April also having the Easter weekend, it makes it rather hectic. It was felt there was little overlap between the Autosolo and the Roof of England Tour and we have the organising capacity to do it.

MSUK and the FIA are doing a great job in increasing female participation in motorsport, particularly with the F1 Academy that has the goal to get a lady driver in F1. There has been a lot of good PR featuring some of the rising stars who have many years’ experience in karting and in the lower ranks of racing, are well presented and physically fit.

Then along comes Izzy Hammond, daughter of Richard of the Smallest Cog. Now Izzy is an “influencer” with 230k followers. I don’t know what qualifications or expertise she has but that seems to apply to most “influencers”. Now a group of these young influencers were invited to drive a Formula E car last month a sit bids to get a younger “Play Station” audience. So, Izzy get going and understeers into the barrier to the detriment of the car. It looks as though she just did not turn the wheel enough. Now because of who her dad is and his well publicised crashes, it gets all over the media, including the BBC. It’s got a huge number of views on You Tube.

Now if I was one of the F1 Academy girls or someone like our Cumbrian lass Jess Edgar, I would be really fuming as it put female drivers back years. It does raise the question as to why these “influencers” were allowed in a car that was near to F1 and well beyond their ability. One assumes the power was turned down. Where were the Health and Safety, Safe Guarding, or plain common sense? I think Izzy has done a couple of races in a Mini, so not enough to early a full licence, let alone the FIA licence to driver a top-level single seater which requires going through the junior and senior levels of licence.

Is this the sort of media coverage we need?

There are four events this month and we hope that you will be able to support and enjoy some of them. We start with Cars & Coffee which is a great social event with good craic and great cars. Then our double header, with the first Autosolo of the year at Maryport and the Roof of England Tour in the Pennines. We finish with Drive It Day, with annual celebration of classic vehicles co-ordinated by the FoBHVC which as usual is based at Dalemmain but please note that it starts and finishes early than last year, running from ten until one. Arrive and leave at any time between those hours. The café will be open. There is a suggest minimum donation of £5 per car which will go to our 2026 charities.

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

The Annual Awards Night 2027 will take place at the Skiddaw on January 30th

Charities for 2026. We like to support local charities and not those national ones with highly paid CEOs. This year we are supporting:

The Freedom Project West Cumbria. [Home - Freedom Project West Cumbria](#)

The Sunbeams Music Trust. [About Us - Sunbeams Music Trust](#)

We will be keeping in touch with them throughout the year and will be making a presentation to them at the November Cars & Coffee.

Classic & Motorsport Show - August 17th

It may be five months away but things are hotting up for the Classic & Motorsport Show. Entries are pouring in! Already more than half the 400 individual places have been booked and we have some new clubs asking to attend.

- If you are a WMC member and wish to display your car on the show field then entry for your car and two occupants is free.
- If you are attending as a marshal then entry is also free and includes crisps, a bottle of water and £5 cash to help you with your duties on the show field.
- Any WMC members who attend the show as spectators will be charged the normal admission rate of £10 per person at the entry gate.

We are looking for rally, race and competition cars for the WMC display, please use the WMC stand entry form.

The featured marques are Bentley and Lotus so we are keen to see entries of those cars and indeed from their owners' clubs.

This year we are having extra food vendors to provide more variety and more “healthy” options.



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White Heather Historic Rally Awards

Award	No	Crew
1 st Historic OA	9	Geoff Hall & Paul Bosdet
1 st Class H&P	4	Ian Curwen & Bob Hargreaves
3 rd Class C&D	7	David O'Connor & Oly Wragg

White Heather Targa Rally Awards

Award	No	Crew
1 st Targa Overall	17	Kevin Stones & Chris Holden
1 st Class T1	13	Miles & Marie Fieldhouse
1st Class T2	22	Lain & Mick Charlton
2 nd Class T2	18	Phil & Lewis Hodgson
3 rd Class T2	40	Richard & Philip Jones

Future Rounds of the Historic & Targa Series

	Berwick Classic	2 nd /3 rd May	Berwick & DMC
	Blue Streak Targa	28 th June	Spadeadam MC
	Northern Dales Targa	5 th July	Hexham & District MC
<i>Reserve</i>	<i>Wearside</i>	<i>6th September</i>	<i>Durham AC</i>
	Kielder Targa	12 th September	Hexham & District MC
	Doonhamer Targa	20 th September	South of Scotland CC
	Solway Targa	25 th October	Wigton MC

PG Tips

Peter Reflects On His Month

I am not sure if I'm winning the battle of the Lotus or not. It now runs and reasonably well, with good oil pressure and amazing compression. It's a bit rough and clearly needs the carbs setting up but the new clutch feels great and in an event that literally made me cheer, the vacuum pipes to the interior heating system that I talked about last month seem to be intact. The one-way valve that was stuck may be the only reason why someone had previously disconnected it. Twirling the knobs on the heater unit moved the air up and down and out of the face vents. Brilliant!

I still await the seats from Mario trimming but, in the meantime, I decided to tackle a few other jobs such as the rusty driver's window frame. The car came with a good replacement and after removing the door trim, window motor and undoing a few bolts the rusty old one was out. The Lotus manual advised it was not possible to get the $\frac{1}{4}$ light glass out without breaking it, but bending and attacking the rusty old frame allowed me to peel it off and leave the glass intact.

This turned out to be temporarily great luck as the new frame's $\frac{1}{4}$ light had come from a later car and had no hole for the door mirror in it. I couldn't get the glass out in the same way as I had done on the old frame so had no option but to smash it. Hitting it with a hammer had little effect until I added a pointed punch and it shattered. I recall from my days as a front-line PC that the car thieves used to carry a broken spark plug and hitting a window with the sharp ceramic worked the same (a handy tip if you ever need to break a car window). Slotting the window with the hole in it into the new frame revealed it was maybe a mm out and a small light tap would push it into place. You can probably guess what happened next...the small tap on the pane side on shattered it as though I'd swung a jagged spark plug into it with all my might. After much swearing and a quick call to Lotus Bits a second hand reasonably priced replacement is now on route. I intend to remove the old seal and use Sikaflex to fit it, no tapping or force will be used!

The VX220 is now well on with the power upgrade at JDM dyno. Joanthon has fitted the forged rods and pistons and has the engine ready to go back in the car. The power upgrade is going to be more significant than I thought as well – the engine still had the heavy, and power sapping, balance shafts (that only work at idle and make no noticeable difference), US injectors that are only rated for 240bhp and a standard 3.3" supercharger pulley. With the addition of Bosch injectors, a 3" pulley and the balance shafts on the scrap heap, as well as a new map I should be looking at somewhere close to 300bhp.

Hopefully it won't be too long before I find out.

I went out for lunch today with a friend who now runs an electric car as his daily. He has no interest in cars really and only has it because his wife gets it through an NHS car scheme, but right now he's feeling very smug as it replaced a diesel and thanks to our orange friend (I use that term in the loosest possible way....in fact it's more sarcastic than loose!) in the White House diesel seems to be around £1.80 a litre and petrol just shy of £1.50. I hope to God by the time you read this something has been sorted or it's going to be a rough ride for us classic car owners – my Lotus barely achieves 30mpg on a good day (when it works!) and the VX220 is only better when I drive it like a nun, even my Octavia VRS averages around 35mpg. I may need a second job to top up my pension and my actual job!!!

This weekend coming is the White Heather rally and as with last year Heidi and I are marshalling so we might see some of you out and about!

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



I would like to mark the passing of a dear club member Glenys Rudkin who with her husband Ken have been a mainstay of club tours for many years. They bought a new white MGB roadster in 1976 and have owned and used it on many club events each year since. They were one crew of three that completed in all the ten Gallops, each over two or three days between 2008 and 2017. They have also always made themselves available to marshal at the Dalemmain Show and were friends to so many club members. Glenys's funeral was on 13th March at Distington Crematorium.

Over the past 65 years I have driven the roads of Cumbria and explored the byroads in the course of leisure driving, rallying, club tours and as an organiser of road-based events. I consider I know almost all of the roads within fifty miles of Carlisle in all directions but especially those in Cumbria, very well having driven them in all weathers and seasons. In early March I set off to write the route instructions for the forthcoming John Peel Meander. The weather was dry and sunny and for the first few miles all was well until I tried a 'yellow' road in the Caldbeck area which has been used frequently in recent years. After two or three miles I slowed to 10 or 15 miles per hour as the car was taking quite a beating on the broken surface. I passed only a couple of tractors and one private car before deciding to take it out of the planned route and substituting another road with an acceptable surface. I carried on and had to reroute on three occasions because of the dreadful state of pot-holes and broken surfaces before I completed an acceptable route. That is not to say all the roads we will use will be perfect and you will have to stay alert for the occasional hazard but they will be acceptable. I feel sorry for the local residents who don't have an alternative but to crawl slowly over such roads. No wonder Cumberland Council roads scored a red (worst) classification in a recent Government survey.

Having said that entries are coming in well for the Meander and I would urge those interested but not yet entered to let me have your entry. The finish venue at Base Camp on the A66 has only just completed a complete revamp of their facilities and should be even better than the past few years.

With Graeme having resurrected the Roof of England tour in April I have entered and know that the roads will be silky smooth and challenging. It looks to be a good days run.

The Rose and Thistle one day tour will again take place on the Saturday (22nd August) preceding the Dalemmain Show. Details and entry forms will appear any time now on the club website and this year there will be a maximum entry so do enter early to guarantee a place.

This year the June Cars and Coffee will be held at M-Sport Dovenby courtesy of Malcolm Wilson

OBE on Saturday 13th June. Entry will be for club members only and there will be a maximum of 80 cars. There will be a donation of £5 per person which will go to the M-Sport nominated charity – Cash for Kids. Full details and entries via the events section of the Club website.

Ron.

Wigton Motor Club

Classic Car Tours

Entries are filling up fast for the first two of our events this season

Roof of England Tour



April 19th

Only 9 places left.

John Peel Meander

For pre 1950 cars



May 6th

Filling up fast.

Entry forms at www.wigtonmc.co.uk

Membership

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

Welcome to new members

Phil Dodd	of Anthorn
Glen Mercer	of Towcester
Ricky Skelton	of Dereham
Lesley & Andrew Turney	of Kirkbean
Andy Potter	of Bullgill
Chris Jones	of Morpeth
David Yea	of Maryport
James Patman	of Braintree

At the end of the renewal period we were about 60 members up on the same date last year. There has been a good renewal rate the hopefully there will still be a few latecomers as events get under way!



CAREERS

All vacancies can be viewed online at:
www.m-sport.co.uk via the **Careers Page**

To apply for any of these roles, please visit our website and complete the relevant job application

If you have any questions, please contact our recruitment team at: recruitment@m-sport.co.uk



My Motoring Month

We started off March with a week in Paphos in Cyprus. Lovely weather plenty to see and do and great food. We did plenty of walking and thus no driving for a week. As in many European countries now there are far fewer SUVs on the road compared to the UK. In fact, generally they have smaller cars, perhaps due to the country roads and villages generally being narrower.

There was plenty of preseason work being done to get the places in tip top condition for the summer. No sign of folk with hard hats and clip boards, just workers with shovels getting stuck in. Back at home there seems to be lots of road works going on as the councils spent their budgets before the year end. That's great, but why do all the road works and project run weeks or months behind schedule? Over in Bulgaria all infrastructure work has to be done during the winter and completed by May 1st. This includes the resurfacing of the main airport this year and several miles of new paving, planting and road surfacing. Some of the expats do daily videos of the work being done and the work rate is really good and most of the work is now completed. Not a "traffic management" person in sight!

I have mentioned "Traffic Management" before but it seems to be getting out of hand in Cumbria. Ever little repair or activity on or near the roadside seems to need a guy in a truck full of cones and traffic lights. What is wrong with the contractor or council having someone with a stop/go board? It must be costing a fortune.

I went to Carlisle on Wednesday, two sets of road works on the A595. No workers or machines but each had a man in a truck guarding the cones and lights. Then at the southern link road junction there was another truck with two men in, The same at the Dalston Road junction. I am told that while much of the new road is finished, they cannot it open it up fully until the whole project is completed and handed over. Then in Dalston Road, more unattended road works with a truck and man. In all 6 trucks and 8 men and no work being done. Traffic management seems to be a growth industry of no benefit to council tax payers. Perhaps they should be given a shovel to go round and open up all the cut in the verges to get the floods off the road?

I've watched the first three rounds of the WRC on ITV4 and the skill of the drivers on snow is incredible. I thought that the Safari look rather rough, more suited to the Dakar type cars. It's so sad that the TV coverage only show the eight works cars, and does not show the overall size of the event. Similarly, we have had three GPs now and I am not yet convinced its good racing, it seems far too artificial with all these power boosts. The jury is out.

We have been all busy with the White Heather Targa in the last couple of weeks. The event has been running for 52 years now, first as a "special stage practice day", then as a single venue stage rally, then a historic rally and now as a targa. That must be some sort of record.

The MX5 will be coming out of hibernation in April after having some work done underneath coating with Lanolin. I will be looking forward to getting out in it.

I am now busy with the Roof of England and hopefully going round the route this week.

Graeme

Autojumble

Items for sale or wanted



Spitfire 1500, very well specced and set up car but has been unused for 3 years since owner passed away. Superbly powerful engine that pulls from tick over and just keeps going, very sound all round and underneath. Fitted with Brantz tripmeter, hard and soft tops both in good condition. Driving and road legal (I drove it 30 miles to where it is) but would benefit from a good

service of brakes etc and minor bodywork areas attending too. Additional set of standard wheels could be offered also. Happy to forward more photos and answer questions. Offers on £5000

Lei 07900 673159 or tebaylei@gmail.com



Brantz tripmaster and t piece, good working order. Selling for £4-600 online, ideal for your historic rally car even if just for road runs.

£350 or near offer.

Lei

07900 673159

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VARIOUS PACKAGES AVAILABLE
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4 of MGB Minilite type wheels with Dunlop R tyres. Ideal for historic racing or rallying. £300ono
Graeme:
gtfmg@yahoo.co.uk



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I recently read that Volvo are recalling 40000 of their EX 30 SUV model electric cars. Apparently, there's a possibility they have a chance of bursting into flames and owners have been instructed not to charge their batteries above 70% to make them safer. I don't think I'd charge one at all until the fault had been rectified. Mind you I wouldn't have bought one in the first place.



I was recently writing about the cost of 1:43 scale model cars and after a recent visit to a friend who collects larger scale offerings I got to thinking about prices of these. To cite a couple of examples Pocher (Hornby) charge not far short of £1000 for a model of a Porsche 917 and that's for a kit you have to make yourself. Just imagine if your building skills are limited and you produce a bit of an expensive ropey example. Another highly regarded maker is Amalgam who charge north of £1000 for a 1:18 model which as far as I've seen are beautifully made but on the minus side don't have, in most cases, any opening panels exposing detailed interiors. This company also produce

1:8 scale products which retail at between ten and fifteen thousand pounds. No that's not a miss quote! They really are magnificent but need to be when considering their cost.

Now below is a picture of a 1:18 scale model produced by a firm called CMC. I bought it several years ago for just under £200 and as you can see the detail is fantastic. Not only is it lovely to look at but after checking current prices it appears to have tripled in value. Nice to know.

The main problem with 1:18 cars is that they take up a lot more space to display. Having said that they seem to be growing in popularity with firms like Burago, Cult, Look Smart, Technomodel, CMR, Minichamps and many more all turning out some very nice stuff from the top ten to the £250 mark. One model in this scale I can really recommend is the IXO Mini Cooper S. There are Monte and RAC variants but to me the Fall / Crellin car from the 1965 British event is the best Mini model ever made. Its proportions are just right and lots of manufacturers get them wrong, they're also very hard to draw properly as I've found out all too often. Anyway, if you like the Issigonis design this is the model for you.

Model manufacturers produce some strange cars which I can't imagine anyone wanting to buy. You'll get a model of a 50-year-old F2 car driven by a journeyman driver whose family are surely the only people who may buy one. On the other hand, the Chevron B8, a beautiful sports racer with many fans has only ever had one decent rendition of it produced in miniature, hand made by John Shinton and costing a lot of money. I've never even seen one up for resale. Can't help thinking there's a profit to be made if someone gets their act together.

Well, there we are a total change for me to ramble about small cars. No doubt I'll be back to normal next month once the season gets started and the dust sheets come off the full-sized toys. I'm particularly keen to see how the Stroll, Newey saga at the Aston Martin F1 team develops, every time you read something the story appears to get more ridiculous.

Ends AA.

Event Invites



Scottish Borders Road Run

17th May 2026 at 9.30am leaving from the

Gretna Green Visitor Attraction Car Park

The event is open to classic and modern cars and will cover around 135 miles of scenic countryside with the usual stops for breakfast at the beginning, coffee and cake on route and a lunch break.

Please email Bill Horne for an entry form at billhorne57@hotmail.co.uk

Please note that places are limited to 25 cars so get in quick.

Speed Events

We have invited to the following speed events:

Liverpool MC:

Barbon Hill climbs on: June 13th and July 11th

Aintree Sprints on May 30th and September 5th

BARC

Harewood Hill Climb on:	12 April,	- Spring Championship Hillclimb
	09 May	- Harewood Open Hillclimb
	10 May	- British Hillclimb Championship
	06 June	- Summer Championship Hillclimb
	07 June	- Jim Thomson Hillclimb

EACC

Kames Sprint:	04 April
	05 April.
	02 May
	03 May

All the entry details are on the relevant club's website.

We are always pleased to publicise other club's events, particularly if they do the same for us. We don't publicise commercial events or those not run by genuine clubs of charities.



**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