

Wigton Motor Club Ltd

Start Line

Issue 2026/06

www.wigtonmc.co.uk

June 2026

A Busy Month



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

Cars & Coffee at M Sport

Saturday June 13th

Fully booked

The Gallop Tour

Sunday, June 14th

Base Camp to Lakeland Museum and back to Penrith

Rowrah Test Evening

Tuesday, June 23rd

Limited places

Please book by the booking form

Cars & Coffee at the Motor House

Sunday, July 11th

10 until 12

Lets Go Karting for under 17 year olds

July 13th At Rowrah

Limited to 15 places

Driving Motorsport Forward

Other Events Of Note

June	10th	VSCC Lakes Tour
June	13th	Barbon Hill Climb
June	28th	Moffat Classic Tour & Show
June	28th	Blindcrake Garden Safari, classic cars welcome (10 to 4)
June	28th	Touch A Truck plus classic Cars in Cockermouth
June	28th	Blue Streak Targa (SMC)
July	5th	Northern Dales Targa (H&DMC)
July	5th	Greystoke Rally (WCMSC)
July	11th	Barbon Hill Climb
July	18th	Scottish Stage Rally (Dalbeattie)

Jottings

Most of our events fill up very quickly, sometimes within hours of the entry form going on line. Do be sure to make sure you put on the correct details, particularly email addresses. We prefer payment on line or in cash as cheques can incur a charge and also involve physically paying them in to the branch office.

We are always keen to have more helpers for our events. You don't need to be on the committee, perhaps join a team for one event. We are looking to expand the team that run the Solway Targa which is mainly in the west of the county and runs on October 11th. If you would like to help please talk to any of the committee.

There are also lots of other ways that you can help the Club. Finding venues for events, sponsorship, advertising etc. Plus, of course spreading the word as to what the Club offers and recruiting new members. Do you know a motorsport enthusiast or a classic car owner? They are just the person we would like to see joining the club and enjoying what we have to offer.

Pub Runs: Would you like to organise a 40-mile pub run? We have dates for the first Wednesday of July, August and September free. Our experienced organisers would like to give someone else the chance to run one.

Talking Point

Topical Comment on Motoring & Motorsport

As we head up to the middle of the year, things are looking good for the club. Back in February, at the end of the membership renewal period, we were well ahead of last year's figure and each month we have been gaining new members. Indeed, at the time of writing, we have gained a new member every day in May!

Looking at our events, the White Heather Targa was oversubscribed months before it ran and our autosolos have also run with full entries. We've had two touring events, the Roof of England and the Meander with very good entries and the attendance at Cars & Coffee has been excellent. And this is with a background of higher fuel costs and general belt tightening. It's great when members recruit new people to the club; always feel free to bring a friend along to any event. In July during National Motor Sport Week we will be having a "Taster" Autotest on grass which is ideal for newcomers.

Both F1 and the WRC seem in a bit of a dilemma at the moment. In F1 the manufacturers desire to have more electric power has made cars behave very oddly with short bursts of power and then recovery time. In the WRC the cars are getting too powerful and too fast for the roads and tracks they use. In racing there is lots of run off but there is none in a forest, so the cars have to be able to withstand massive accidents. We can remember why Group B cars were banned, perhaps we are heading the same way?

We don't actually need to keep making competition cars faster and faster in order to make the racing better. Just compare a historic touring car race at Goodwood with the current BTCC races where they have to continually alter the rules, enforce weight penalties, using different tyres and have commentators on speed to make it exciting. Plus the fact that the cars bear little relationship to the ones they purport to be.

Rally cars now, even at national level, have more power and more grip than they did even in the halcyon days of McRae and Burns, let alone the era of the Flying Finns. Cars are unaffordable for most folk and they do far more damage to the roads, even, in some cases to tarmac. We've just had a British Rally Championship rally in Kielder cancelled due to a lack of entries because the folk with lower powered cars did not want to run behind the powerful R2/R5 cars because the roads would be very rutted.

I can remember when the RAC MSA did some experiments called I think "Greenway" by using tyres that did less damage. As there is a big push for us to be "sustainable" perhaps in all areas of motorsport we should be limiting the number of, or type of tyres, being used on events?



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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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Nostalgia

Last months “Nostalgia” brought in a good number of comments so here is another one. If anyone has any anecdotes please sent them in.

Back in the day, Autocar magazine had an article or tow ant the end of the year entitled “Went the Day Badly”. Usually about road test cars that broke down.

I was thinking of a few “bad days” recently. There was a well-known Scottish driver Harry Simpson who had a long career in racing and speed events in Scotland. He was a regular class winner in usual-ly, imp powered cars.

One year he decided to spread his wings and do the British Sprint Championship. One , was the Brighton Speed Trials on Madeira Drive, basically a drag race. Now Harry was a butcher so had to arrange his motorsport around his shop. So, for the long trip to Brighton, he got the car loaded up and as soon at he shut shop on Saturday he was off down the A1.

Arriving at about two in the morning he found the car park to be used as the paddock and settled down for the night. Dawn came and he was surprised to see no one else in the paddock. He checked to see he was in the right place and then reading the final instructions he saw the event had been on the Saturday! A rather crestfallen Harry had a slow run home!

I’ve commentated at a good number of venues and the facilities for us used to vary a lot. For many years Croft used an old bus. You sat on the front seats of the top level so you got a good view but initially there was now live feed for results so you had to have a runner to go down to the timekeepers next door to get a printed sheet. In due course they gave us some screen to look at.

At Barbon, being a temporary venue, they have a box on wheels that obviously goes to all sort of events, like country shows, during the year. It’s always had monitors to show the times and also the speed through the speed trap. As it’s a short hill, the gap between cars is about thirty seconds so you have to be on the ball. I devised a “competitors information sheet” that all competitors had to hand in at signing on. I then put them into a ring binder in the final running order. The view over the valley at Barbon was super and very often at around lunch time a couple of RAF transport planes would fly up the valley on exercise.

Harewood has permanent huts for officials and despite of being the longest hill in England, you could see just about all of it. That meant there could be three cars on the hill at the same time. It could be quite hectic so I have every sympathy with the F1 commentators who have 22 cars to deal with.

Doing rally commentating is a bit different. My first effort at this was at the Pirelli Rally with a spectator stage in Bitts Park, assisting the legendary Derek Hill. He would chat about the national contenders and I did the local ones and we had a bit of banter in between. Then there are the start ramp interviews. Now the top drivers are well versed in this a ready with a bit of patter but as you work down the field, people are shy and more worried about the event ahead. Sometimes it was better just to wish them good luck of admire their car.

With doing the PA at our Show I got several offers to do other ones. That was a bit more relaxed and as many of the same exhibitors went to most shows so it was easy to speak to them. Again, of course some car owners are happy to chat about their cars without much feed while others did not wish to speak in public.

GTF

Marshals' Post

Marshal's Request

Spadeadam MC have asked for our help on the Blue Streak Targa. The event is on Sunday 28.06.26 starting from Plenmmeller at Haltwhistle and finishing at the J45 Truckstop at Gretna. They are asking for marshals to sign on at Haltwhistle before 0800 on the day. They are wanting us to marshal for the whole day. They will provide a goody bag including a pastie. Timing will be by using the sapphire Rally timing app like they did last year.

Please contact Chris Bailey on email wigtonregs@gmail.com if interested.

Wigton MC Marshals championship table 2026

Marshal	POINTS TOTAL	White Heather Set-up Mar 27th	White Heather Rally Mar 28th	Maryport AS Apr 19	Maryport AS May 17
Eddie Parsons	40	10	10	10	10
Steve Fishwick	40	10	10	10	10
Chris Bailey	30	10	10	10	
Mary Parsons	30		10	10	10
Neal Horsfall	30		10	10	10
John Holliday	20	10	10		
Rob Grant	20	10	10		
Roger Pope	20		10	10	
Colin Webb	20		10		10
Tom Hall	20		10		10
Colin Woodall	20			10	10

Road Insurance Top Up

“Motorsport UK has agreed a new Master Road Section Top-Up Insurance Policy arranged by Kingfisher Motorsport and underwritten by First Underwriting. This new policy will help ensure participants have access to the minimum third-party cover legally required for vehicles using the public highway.”

Hopefully this will work in the same way as the previously available cover which requires those using it to register per event with their car details etc. The table of costs is below and are per car, per event.

At least one good thing for organisers is that their vehicles can now be covered when they take them into stage to fulfil the requirements of the National Competition Rules and the SRSR's.

Appendix 1: Motorsport UK Master Road Section Top-Up

Insurance Policy Permit Fee Surcharges Event Type Permit Surcharge (Per Capita)

Navigation / Road Timed / Road Historic	£60
Stage Over 55 Miles / Stage 30–55 Miles	£50
Stage Up to 30 Miles / Targa	£45
12 Car	£ 35
Classic Trial / Multi-Venue Autotest / Economy /	
Vintage/ Veteran Run	£30
Treasure Hunt / COE	£25
Officials	£25



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Rob's Return to Rallying

In about November one afternoon whilst at my mum and dad's farm, I happened to look in the Shed and saw the Sport KA covered in dust, minus an engine and looking sorry for itself, this got my mind going and I decided before our Jacob gets any bigger and before his motocross gets any more expensive the Sport KA deserves to be rebuilt and back out.

Thoughts were what event to aim for after some thought it was decided having watched on VHS as a small boy then later in life on YouTube and after going to spectate three times that it would be the Manx National in May!

Over the coming weeks parts were gathered up and whilst the garage was closed over Christmas the engine was rebuilt and refitted.



Over the coming weeks and months various other repairs and upgrades followed including new engine ECU and wiring harness, rear brakes upgraded from drums to discs, new Bilstein dampers and springs and the dash altered and fitted with gauges that actually worked for the first time since the car was built. After many late evenings and long weekends spent preparing the car, was finally in a usable state, Me, Dad and Jacob had a trip up to Kames for a day testing with East Ayrshire Car club, other than a minor power

steering leak the day went well and I started to get back to grips with the car.

Over the following couple of weeks, I tried to get out in the car at night to get more seat time and mileage on the car which almost ended with an exciting moment involving a deer!!

Luckily both Bambi and KA survived without damage.

A Volvo XC90 was kindly lent to me by a loyal customer and with a borrowed plant trailer off my friend me and dad set sail from Heysham at 2:15 on the Wednesday morning once on the Island I met my navigator Chris for breakfast before travelling up to service at the north of the island.

In service we dropped off the KA and trailer and discovered we had a flat tyre on the trailer; phone call was made back to home for a replacement tyre to be brought over and we collected our information pack for the recce.

With the rally covering over 130 stage miles and 200 road miles the full day was spent carrying out the recce before retiring to our cottage we had booked.

Thursday morning, we dropped Dad off at service with instructions to get the car scrutineered, new Kuhmo Tyres fitted and stickers applied. Luckily, he made friends quickly and was invited to have a comfy chair and make himself refreshments in a neighbouring crew's horse box in return for carrying out a few jobs for them.

During the recce on Thursday afternoon, Chris let slip it was his first multi venue rally and only second rally on pace notes!! This really made me wish I had asked more questions when he messaged in response to the post I had put on Facebook looking for a navigator but by this point it was too late, we just had to go with the flow.

Thursday afternoon returning to service Jacqui, Jacob and Tom arrived in our camper van stacked with vital tools and spares. We got the gazebo, lights and genny set up, then got kitted up and joined the queen for the shake down stage. This is a good opportunity to get a feel for the car with its new tyres and for Chris to get some vital pace note practice and to try out the new virtual chicane. Virtual chicane was a completely new to me thing but works well. Count down boards 300, 200, 100 are displayed followed by a display, the idea being by the time you reach the 100 board you have got the car slowed down to 30mph and the display tells you to GO if you have slowed down sufficiently. This seems quite an effective method of slowing the cars down without having a row of round bales to crash into.

Friday morning everyone rested up and fed we finally got set off for the first leg about 11:30 unfortunately the first stage was cancelled due to a competitor having a medical episode, stages 2,3 and 4 all went well slowly getting to grips with the car and the bumpy Manx lanes.

Back to service Tom and Dad sprang into action going over the car with only a minor exhaust leak to repair and the spotlights to be fitted to the car ready for the night leg.



Stage 5 would have been a rerun of stage 1 but wasn't run out of respect for the driver who hadn't survived the medical episode earlier in the day. Stage 6 was a rerun of stage 2, stage 7 and 8 was a run through the high street of the small-town Port Erin which was a short but exciting stage round the traffic islands and kerbs before heading out of the town up onto a short fell road. Stage 9 was a repeat of Stage 3 and Stage 10 was the final stage of the night, a long stage with fast flowing sections and tight,

bumpy, twisty sections. By this point I felt I was getting comfortable with the car again and pushed harder unfortunately Chris's lack of experience was starting to show which resulted in a late call on a tight bend resulting into a trip into the undergrowth luckily with a bit of assistance from a marshal we managed to get the car quickly back on the road and continue. The next mile or so was spent with an eye on the gauges monitoring the cars vitals and making sure the handling felt right before pushing on.

We arrived back into service about 1am after quickly checking the car, Tom and Chris were sent back to the accommodation to get some rest whilst me and Jacqui stayed in service to get some more jobs done before morning as we were staying in the camper.

Saturday morning, we finished preparing the car, removed the spot lights and had a run through the notes before joining the queue for leg 3. Stage 11 went without a hitch Stage 12 was cancelled due to a cyclist coming off their bike and requiring an ambulance on one of the roads only accessible via the stage. Stage 13 the stage I had been waiting for the one I wanted to do Jacobs favourite spectator stage, the stage sets off uphill before joining a narrow, twisty and bumpy fell road with multiple jumps, bridges, cattle grids and hills before coming to the famous Brandywell Cottage hair pin, after the cottage, turn hair pin left up then drops down the other side where a fast downhill section becomes a tight twisty narrow road before opening out again to a flowing fast finish. Stage 14 went well, Stages 15 and 16 were cancelled, rumour has it due to spectator behaviour that resulted in the police being called. On route back to service a visit to the petrol station and some well-deserved ice creams, in service nothing more than a routine check over was required before the 4th and Final leg.

Leg 4 was a repeat of leg 3 so Stage 17 was uneventful, Stage 18 was again cancelled (SS12), Stage 19 was a return to Brandywell Cottage with the only problem was a non working cooling

fan despite the engine getting very warm during the queue for the stage we knocked around 30 seconds off our previous time and at points could see the BMW M3 that set off before us. Stage 20 was dropped, Straight to Stage 21 which was a stage not used before as dropped in the morning leg luckily this stage went reasonably ok, was meant to be rerun as Stage 22 but was dropped due to running out of road closure time.

Back to service to the final MTC and the finish of the Rally.

All in all, we had managed to bring the car home from a seeding of 148 to be Car 101 and 9th in class with the car in one piece with only minor repairs required.

Final thoughts.....

Closed road rallies seem very forgiving on tyres, the set of Kumhos fitted at the start are still on the car and half worn at most!

If going over to IOM book your ferry as early as possible, the longer you leave it the more expensive it gets!

If you're posting on Facebook for a navigator, ask a lot of questions and preferably do a single venue or test day together before jumping unknown into one of the biggest events in the calendar!

If you pack everything and the kitchen sink into your service vehicle then you probably won't need it!

As a navigator don't say things to your driver like "the car in front is going to crash and we come round the corner behind it, it's come to me, I've had a vision"!!

And lastly would I do it again? YES I'd be booking the first available ferry.

Rob.

Classic Show News

We are nearly three months away from our big events of the year.! Car entries have come in really well this year and there are about 80 places left. We'd like to see more entries in the two featured classes, Lotus and Bentley so if you know anyone who owns one please ask them to enter. We'd also like some more competition cars for the WMC display, rally, race, speed, autocross etc. Plus we welcome club displays from other clubs of any type.

An event of this size would not happen without 75 marshals, and that's what makes our event stand out from the rest. I've emailed everyone who helped last year and most have replied, a few can't make it and there are some who have not replied as yet, so we always need more. The perks are £5 cash for food, plus you get a bottle water and a snack. Plus of course one of the unique attendance awards. We will also be asking for some help on the Friday in setting the parkland up.

I am delighted to say that the Jim Clark Trust will be having a display of the excellent work they do to in preserving the memory of Scotland's first World Champion.



PG Tips

Peter Reflects On His Month

I will put my hands up and confess, I've never been a fan of the original Ford Capri. Back when I was 18 and growing up in small town Northumberland at the end of the 1980s it was a relic from a by-gone era to me. Hot hatches were all the rage and most people had front wheel drive cars. One of the numbest local lads who I did not get on with had one which didn't help, and to make matters worse he had a wheezy 1.6 version with the loudest exhaust known to man. The Capri has obviously moved up in the world since then, becoming a collectable classic, particularly in V6 form, however due to a lifetime of disliking them it is still hard for me to be completely objective. What has helped me though, is seeing my first ever new electric Ford Capri up close. I have no big problem with electric cars, or reusing old car names, but when the new car is a vast SUV coupe with no redeeming design features it's hard to forgive Ford for the naming. I may not be the biggest fan of the original but reusing the name on such an awful looking vehicle is a travesty. Why didn't Ford reuse Granada or Cortina or something from their back catalogue that better matches what is basically a family car?

The Lotus Excel is up and running and, on the road, I've sort of managed to balance the carbs and done a lot more minor trimming and tidying and it now looks decent as anyone who saw it at Coffee and Cars can hopefully testify. The engine I've built has excellent oil pressure and feels torquey and powerful...well.....for a 1970s engine at any rate. It fairly bowls along and is quite fun when pushed, having lots of chassis and steering feel. I need to get the carbs properly set up and It could do with some stiffer shocks on the rear – jobs for the future at some point!

The VX 220 is also up and running, or at least it was for a while and then it left me in the lurch in terrible circumstances! JDM finally finished the work on it a week or so back and said it ran well but needed run in a little before it could go on the rollers for some fine tuning. The ECU in it can learn a certain amount from being driven so driving it after the rebuild was going to be an important part of getting the set up right. I headed off from Kirkbride to go to a booked MOT at about 2pm (it ran out in March rather annoyingly) and stopped for petrol at Waverton briefly before heading down towards Aspatria. As I neared Aspatria I came across a bus and figured if I didn't overtake it, I'd end up stuck behind it at the multiple on road bus stops in town. I was limiting the revs to 4000rpm to look after the engine and was in no way pushing the car at all, but as I got past the bus the engine began to stutter and slow. No amount of pressing the accelerator was helping but thankfully I was coming up to a layby and pulled in, grinding to a halt.

Several minutes of forlornly staring at the engine and trying to start it revealed nothing obvious. It would turn over and catch but not run. After more head scratching, I rang my recovery company who required me to fill out an on-line form and send it in. 10 minutes later they rang me and went through everything again and then advised me that as my car had no MOT, they couldn't recover me under the policy, as it stipulated the car had to be fully road legal. No amount of trying to convince them that it was all legit made any difference and I was stuck. Except they then offered to arrange paid for recovery for me, feeling a bit stuck at 4pm on a Friday afternoon I agreed and spent another 15 minutes attempting to pay with 2 different members of staff. They were unable to take card details over the phone verbally and required me to put the card's numbers in using my phone, except their

system was not picking up what I was typing onto my phone. By now I was at the end of my tether with them and when the chap asked if there was someone else who could ring up and use their phone to pay for me, I decided I'd had enough and politely declined. Most people I know who could help were still at work until after 5pm and I was running out of ideas so I rang Jacksons recovery who were not only cheaper than the paid for recovery my recovery firm offered, but a very cheery chap turned up 20 minutes later, very carefully loaded the stricken VX on board and chatted about how he had also walked Hadrian's Wall before.

Less than half an hour later he'd delivered it back to JDM who has since diagnosed fuel pump failure. The most annoying thing about it all is that I replaced the pump for an expensive purpose-built motor-sport spec pump as part of the winter upgrade package. Thankfully it comes with a 3-year warranty although I doubt they will pay for the recovery or the trauma!!! Someday soon I hope to have 3 running cars, but I'm not quite there yet sadly. Finally – I am organising the club stand at Dalemain this year and need a selection of competition cars and/or oddities to fill it. If you own a rally, race, hillclimb, trial or any other competition car or weird/rare vehicle please fill in the form on the club website and fire it to me!

Peter

Club News

Marshals' Draw: At our two big rallies as well as giving our marshals a full meals package, we also have a draw and ask competitors to put something in the bucket at the start. As fewer folk have spare cash in their pockets, the amount raised has steadily declined. Thus, the committee have decided to add £5 to the entry fee and also do the draw at the event prize giving when everyone is there.

Membership cards: If you need a hard copy of your card, you just need to log on to <http://membermojo.co.uk>

Other clubs' events: WMC is a member of three regional associations, Scottish, North East and Cumbria, and North West. That means that you can do any event in those regions under WMC without needing to join another club

Awards: We asked recently what sort of awards members wanted for events. We got just one reply! There are now so many options. Plaques, dust gatherers, certificate and cash, just cash, or given every finisher a memento as we do on the tours. Please let us know your views.

Classic Show: Things are moving on with the organisation. Hopefully you will have entered a car and/or offered to marshal. As a public event we take the safety and wellbeing of everyone present seriously. As well as our own first aiders we have a full paramedic ambulance which costs over a £1,000, plus our own first aiders plus fire extinguishers. We always do a risk assessment and safety plan and, like on all our events, we have public liability insurance. Sadly, not all shows can say that, as there are too many "Jack the Lads" jumping on the bandwagon in order to make a quick buck.

Show traders: There are still a few places for autojumble, tools, services etc in the traders area. The food concessions are all filled by our regular supports. If you know of any likely traders please post then to the website for details. We can also offer larger areas to motor dealers and those who need more space.

2026 WMC Historic & Targa Championship

The 2026 WMC Historic and Targa Championships will consist of 8 rounds, with the best 6 scores to count towards the Final Championship.

Positions after Berwick Classic

HISTORIC

Driver			Navigator		
1	Ian Curwen	49	1	Bob Hargreaves	49
2	Alex Willan	46	2=	Oli Wragg	25
3	David O'Connor	25	2=	Miles Fieldhouse	25
4=	Bernard Watkins	24	4=	Adam Roper	24
4=	David Marsden	24	4=	Mike Garstang	24
6=	David Alexander	23	6=	Callum Alexander	23
6=	Jim Hendry	23	6=	Euan West	23
8=	Ian Maxwell	22	8=	Kirstin Maxwell	22
8=	Nicholas Grasse	22	8=	Judith Grasse	22
10	Stuart Bankier	21	10=	Ross Blyth	21
11=	Brian Bradley	20	10=	David Alexander	21
11=	David Bond	20	12=	Stuart Davis	20
			12=	Brenda Bond	20

TARGA

Driver			Navigator		
1	Michael Horne	42	1	Sam Naylor	43
2	Lindie Turner-Gibb	40	2	Alfie Sharp	38
3	Dave Sharp	34	3	Matthew Horne	36
4=	Phillip Hodgson	25	4	Lewis Hodgson	25
4=	David Garstang	25	5	Philip Jones	24
6=	Michael Pears	24	6	Chris Addison	23
6=	Richard Jones	24	7	Richard Chapelhow	22
8	Miles Fieldhouse	23	8	Niall Paterson	21
9	Drew McLean	22	9	Martin Breen	20
10	Tom Robinson	21	10	Oliver Horne	19
11	Paul Grierson	20	11	Adam Roper	17
12	Luke Henley	19	12	Andy Potter	16
13	Thomas Breen	18	13	Daniel Wyatt	15
14	Bernard Watkins	15	14	Dave Nicholson	13
15	Paddy Jones	14	15	John Whitelaw	12
16	Nick Trivett	13	16	Clara Taylor	10
17	Michael Wyatt	12	17	Robert Iveson	9
18	Sarah Nicholson	10	-	Miles Fieldhouse	R
19	Alan McCluskie	9			
20	Steven Newton	8			
21	Russell Robertson	7			
-	JonPaul Challinor	R			
-	Ben Jude	R			

Qualifying Rounds:

Dishforth Targa	14 th February	Clitheroe & DMC
White Heather Targa	28 th March	Wigton MC
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 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

May Autosolo

2026-05-17 Maryport auto solo 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	TOTAL SCORE
8	Peter Masters	A	1st	694	81	78	78	78	78	76	76	74	75	694
7	Lei Mashiter	A	2nd	736	101	80	83	80	78	79	83	77	75	736
12	Tom Breen	B	1 O/A	666	76	74	74	73	73	73	77	72	74	666
3	Luke Henley	B	1st	674	79	77	77	75	75	73	72	73	73	674
1	Tom Robinson	B	2nd	684	78	77	76	74	75	79	72	80	73	684
2	Martin Breen	B	3rd	687	81	77	78	79	74	75	71	76	76	687
18	Bobby Peat. JUN	B	4th	703	71	71	71	71	91	71	72	92	93	703
15	Brian Bradley	B	5th	723	80	78	79	79	78	88	82	80	79	723
11	Chris Addison	B	6th	727	80	79	82	87	85	91	74	74	75	727
13	Nikki Henley	B	7th	727	91	91	82	78	76	78	75	77	79	727
9	Gordon Dundee	B	8th	732	84	83	82	82	81	82	80	80	78	732
4	Terry Peat	B	9th	734	77	78	72	70	70	91	91	92	93	734
20	Jack Parsons-Munn	B	10th	737	88	84	82	88	79	81	79	77	79	737
10	Tom Parsons-Munn	B	11th	768	91	93	94	86	87	81	79	79	78	768
19	Nick Trivett	C	1st	667	74	93	81	73	69	69	69	71	68	667
17	David O'Connor	C	2nd	688	78	77	76	75	77	75	74	83	73	688
14	Mark Aspin	C	3rd	748	90	82	83	78	77	80	82	90	86	748
16	James Constable	C	4th	757	87	81	81	77	79	87	100	85	80	757
5	Dom Constable	C	5th	806	113	91	89	81	91	88	82	91	80	806



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

The John Peel Meander is the only one of our club events organised solely for the older – pre 1953 cars. The first one took place at the time of the King's Coronation celebration in 2023 so this year was the fourth Meander. There were 27 suitable cars entered and the start venue was at the Motor House at Moota on Wednesday 6th May for a leisurely 11.30 am start.



The variety of cars entered was interesting and could have been mistaken for a Bentley Drivers Club event with no fewer than eight of this make on the list. On the day Kirk left his 1923 WO at home and brought Alannah's MG TD and Hamish Macleod was unwell and non-started but hopes to compete again as the year goes on. So we had six Bentleys starting the oldest being David and Debbie's 1925 three litre and the 1953 R Type of David Birch and Graham Miller was the most recent with Robert Gate in his Bentley Royal – of indeterminate age (both Robert and his car). The Cumberland 'Army' had three WW11 Jeeps of Henry and Jeff Tuer and Edwin Cook which ran together. There were three Austin 7s and I will have the pleasure of sitting in one of them with David Agnew in his 1927 sports on the forthcoming VSCC Cumbria Tour to be organised by Dave and Pauline Nicholson. I understand it is the ultimate comfort ride with class leading all weather equipment..



There were three Alvis' entered and Peter and Helen Green's glorious Allard P1 – of the type which won the Monte in 1952 with Sidney Allard at the wheel. Howard and Amy Green travelled up from Ashton in Makerfield with their lovely 1933 MG J2 and after completing the course ran out of petrol on the way back to the Motor House for their trailer. I understand they were rescued promptly by a good Samaritan. Dave and Marion Miller brought their 1931 Standard Big 9 being an imaginative restoration from a man who drives and creates cars with a sense of engineering humour.





As usual the weather was kind and Base Camp has had a recent makeover and is much improved with excellent service and food. We'll be back there soon for the start of John and Christine Ross' Gallop in June.

Don't forget the M-Sport Cars and Coffee and get your entries in for the Rose and Thistle on August 22nd.

Ron.

My Motoring Month

May started with the Bank Holiday Weekend. Locally Dean Village held their bi-annual scarecrow festival with Keith and Corol Thomas being the main organisers. Always of good display with most of the local folk in Ullock, Dean and Branthwaite getting involved. It was good to meet up with quite a number of Club members as well.

On the Sunday I headed to Willow Barn for one of their open sales. It's the sort of place that appears on Shed and Buried. Nothing of interest this time sadly so I then headed to Carlisle Airport for the Hethersgill Vintage Society show. It was very cold! Airfields are drafty places! A great show for tractors, but fewer cars each year and no traction engines this year sadly. I met up with several members and also caught up with Ivor Clark who seemed in good spirits.

There was an excellent turnout at the May Cars & Coffee and the weather was OK. It's always great to see such a diversity of cars, and once again there were some I had not seen before. Wayne Gregory had made a fantastic job of repairing his Mini. Now too nice to compete in!

I have to admit to getting a bit disillusioned with the current F1 and WRC and I've actually missed watching a few on TV. The WRC rounds on snow were good and the skill of the drivers in those conditions is awesome, but the later rounds were a bit boring. The coverage really needs to cover the whole event not just the eight of so "works" cars. They even seem to avoid showing the huge size of the service area. Overall, the coverage lacks the "atmosphere" of events in the past. As for F1, I think even the FIA have realised that the semi electric power unit is not working with some cars getting a boost of power whilst others are charging and going slowly. Many of the drivers are not enjoying it and Max Verstappen is getting more fun out of doing some GT racing.

It really has been a dreadful May weatherwise and not one for getting out in an open car. I've not even got the MX5 back from being undersealed and tidied up underneath. Then the race car's clutch has gone and needs a new cylinder. With the better weather at the end of the month, I've had the Roadster out for a few runs. However, trying to catch up gardening and other things delayed by the weather has limited motoring. I see the Carlisle southern bypass is to open this year – more than a year late and well over budget. When council or National Highways give a contract why not have a set price and penalties for late completion? Otherwise, there is no incentive for contractors to get the work done.

GTF

Membership

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

Welcome to new members

David & Michelle Angel	of Maryport	Craig Lightfoot	of Abbeytown
Michael Robinson	of Wigton	Michael Edmondson	of Cockermouth
Andrew & Sheila Bottomley	of Grange	Stuart Lee	of Carlisle
Sam John Jacques	of Cleator	Peter Young	of Thursby
Clive & Hope Parsons	of Barnard Castle	Ryan Tunstall	of Maryport
Robert Douglas	of Holmrook	Peter Young	of Thursby
David, James & Will Wiggins	of Carlisle	Peter Pearce	of Workington
Daniel Sanderson	of Aspatria	John Marchant	of Windernere
John Dickinson	of Bolton	Fred Hume	of Wigton

We welcome you all the club and look forward to meeting you at a Cars & Coffee or an event.



CAREERS

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www.m-sport.co.uk via the **Careers Page**

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



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Now don't get me wrong I've nothing against my son in law who I taught when he was 10 years old and who has been married to my daughter for almost 25 years. He's a decent enough chap but there has always been one major flaw in his character. He doesn't really understand and as a result of this doesn't love motor sport to the required level to come up to 100% approval with his in laws.

We have tried, many years ago we took him to Donington and Croft spectating. Twenty plus years ago he came to Wales and Yorkshire with our service crew when we were doing British championship forest stage rallies. He even got to drive the rally car occasionally on the road between events, but nothing has stirred the required enthusiasm. Until recently!

Last year a friend suggested a trip to the Classic Le Mans weekend which started to change his mind a bit, the atmosphere, the cars, the sounds, the stalls etc. Things were looking up but the cloud on the horizon was his growing interest in large V8 American vehicles. Now I understand a 427 Cobra (part British anyway), likewise a Ford GT40, even a Shelby GT 350/500 Mustang. But Galaxies, Fairlanes, Barracudas etc? Surely, they're just ponderous great brutes wallowing around like jelly on ice and only suitable for long straight roads as they certainly weren't designed to go round corners. It seemed like a case of one step forward and two back.

But thankfully things have taken yet another turn.

Now, said son in law is a graphic designer and purely by chance did some work for a company involved in the manufacture of equipment for motor sport, even supplying many of the F1 teams. This was well received and he was invited to join the company owners team at the Goodwood members meeting where they had two cars entered.

BINGO!! In the paddock and pits with the mechanics "hob Knobbing" with the famous and even having a multiple Le Mans winner in one of the team cars (Who by the way changed down instead of up when leading on the last lap and blew it up). The second car driven by an ex BTCC high flier did win his event so all wasn't lost during the weekend, and my son in laws appreciation of cars with numbers on them has suddenly grown considerably!

Anyhow the outcome looks good, he's now got more understanding and is keen to go back next year. I'll try to suggest he might like the Can Am cars (the right use of a V8) at the Oulton Park Gold Cup in August, even the Silverstone BRDC classic in July or the Wolds trophy at Cadwell in June. There also appears a new interest in sensible vehicles such as RS2000's and old Golf GTI's. Amazing!

So, in closing I'm hoping his "education" (maybe indoctrination would be more accurate) will soon be complete. With luck he's now a convert who can invest in a "sensible" car and invite his ancient father-in-law to partake in the delights such machines provide for normal people. I'll keep you posted.

Ends AA.



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