

Newsletter for May 2015



The AGM reports are inside with details of all our activities for the forthcoming year. The New committee are seeking a Chairperson who can steer our club onwards, it's your club it's up to you. Ian Coates concludes his big cat in Europe series, what a contrast with Bryan Gibson's early Scotland Tour, what comes next? Hadleigh's jaunts perhaps?



140th COMMITTEE MEETING OF SOLWAY JAGUAR CLUB
WEDNESDAY 22ND APRIL 2015 AT THE HOME OF CHRIS AND
MOIRA ORR.

1 MEMBERS PRESENT;CHRIS, RAY, KEN, GILL AND DON.

APOLOGIES; HADLEIGH

2 CHAIRMAN'S REMARKS; CHRIS MADE US ALL WELCOME,

3 MATTERS ARISING; SUGGESTIONS FROM JEC FOR A VENUE FOR NORTHERN DAY, CHRIS HAD SENT AN EMAIL TO HADLEIGH TO PASS ON TO JEC OUR THOUGHTS FOR VENUE AS CASTLE HOWARD.

RONART EVENING.; VERY GOOD EVENING WELL SUPPORTED BY BOTH CLUB MEMBERS AND OUTSIDERS.ABOUT 90 ATTENDED, AND THE PRESENTATION WAS GIVEN BY MALCOLM AND GRAHAM WHO HAD BUILT THE CAR. VERY SUCCESSFUL AND ENJOYED BY ALL.

WEBSITE UPDATE.; KEN SAID SOMEONE HAD FOUND AN ARTICLE BY HOWARD.IT WAS SUGGESTED THERE SHOULD BE A FEW MORE TECHNICAL ITEMS ON WEBSITE. HADLEIGH HAD UPDATED EVENTS LIST.

THANKS TO DON FOR PROVIDING PA SYSTEM

4 TREASURER AND MEMBERSHIP REPORT; AS PRINTED.

5 CLUB ADVERTS; CHRIS HAD PLACED ARTICLES IN CUMBERLAND AND WESTMORELAND HERALD AND WESTMORELAND GAZETTE, TO BE IN FOLLOWING SATURDAY. WERE SHOWN ARTICLES AND AGREED THEY WERE GOOD . HOPED TO DRUM UP SOME SUPPORT FROM THEM.

6 AGM. ARRANGEMENTS IN HAND FOR AGM ON 12TH MAY. DUE TO A BOOKING FOR THE LARGE ROOM, WE WERE ASKED BY STONEYBECK TO HAVE IT UPSTAIRS IN CONISTON SUITE AND BUFFET TO BE DOWNSTAIRS. COMMITTEE AGREED, WITH A CHARGE OF£8.95 PER HAD FOR BUFFET.

AGM – Members Car judging.

The evening of the 12th May was not the warmest and this effected the turn out for our annual members car judging that preceded the AGM.

I must thank all who did bring their cars along and apologies for my failure to set up the parking in the four classes. The Committee had decided on the basis of the lack of entries the previous year not



to include members none jag class. I am sorry that Robert Lewthwaite had gone to great lengths to bring along his well-

prepared Mazda which at least provided a point of interest. Just across was the Ronart that was not catered for either but was also appreciated particularly by those who missed the launch event.

There were some welcome new members who turned up as well as David Hand who does not get to too many meetings but his latest acquisition a 3 litre F Type S convertible was well admired.



I know that the judging can turn up quite a number of surprises because all members get to vote and what rings the ladies bells does not always match those of their partners. Please I defend myself in quoting what I believe is fact and in no way sexist. It is also a fact that on a cold evening many vote on what they see and those that come latter can miss out.

My preparation this year was a bit shoddy because there is a rule that the previous year's winning cars are excluded from judging. I let that slip, sorry. Brian Green supplied the printed forms which at least makes the calculations at the conclusion manageable.

Jamie Lewthwaite's XJ-S V12 Cabriolet would have won again in the best sports XJS onwards had he not won last year. This amazingly left me with a further dilemma seven votes each for X68 JPV an XK8 owned by Ray Donohoe. Chris Orr's XJR and David Hands F Type. Only solution a rather embarrassing vote by show of hands gave the vote to the F type. David Hands.



The best sports pre XJS was a close run thing between two XK 150's. Richard Littlewood's convertible with its new chrome spoked wheels clinched it.

This is the story of a camping holiday with my two friends in a Ford 10 H.P. 10cwt pickup truck in June 1954 that is 61 years ago.

It was bought by my father to deliver produce grown at the farm to shops etc. in the Doncaster area first registered in Doncaster October 1947. Hence the DT number plate, very fortunate to get a new vehicle so close after the war.

When it was new it had no direction indicators, no heater, only one centre rear light, and only one small wiper on the driver's side, vacuum operated, going uphill it would almost stop, but going downhill it went mad! It had done 70,000 mile by June 1954 so for many weekends we spent a lot of time preparing it for a tour of Scotland. Two extra rear lights – electric wipers, to save the six volt battery we always used the starting handle for the 1st. start of the day, 35 to 40 M.P.H. above that it was not happy, three forward gears and if one is accelerating hard it would slip out of 2nd. So the left hand had to be on the gear lever, because it was the first motor vehicle after horses we thought the world of it but it would definitely not be safe in today's conditions.

Saturday Morning market then afternoon wash and polish loading tent lots of food and water containers filled, the, with great excitement we were off to Scotland. Our first campsite was a field at the side of the Stoneybeck Inn, now built on, cost 2/6 d. One and a half pint of oil put in Sunday morning then A6 north through the centre of Carlisle.



We had a full set of quarter inch Ordnance Survey Maps for the whole of Scotland 4 mile to the inch. My friends had done four years National Service in a tank regiment one was the driver the other was navigator gunner, so they were well qualified for reading our o/s maps published in 1946.

After Carlisle Longtown left turn towards Springfield where we saw the sign SCOTLAND stop! We must have a photograph. The narrow road there had no white line and a small humpback bridge over the small river Sark which is the border. The small bridge is still there and the Welcome to Scotland sign has been erected by the river a 100 or so yards further on from our photograph.

The Range Rover is parked in the same spot. This way to

Scotland is not visible from the Motorway and I can't remember where it was until I was showing these photographs of 1954

to my son Murray who recognised the railway carriages on the main line just south of Springfield. He had worked at Plump Farm which is on the other side of the road to where we were parked, so we went in the Range Rover to have a look.

(The welcome to Scotland is just above my right



shoulder. This is the same spot we took the photo in 1954) After the photographs we headed north

The Big Cat Goes to Germany II

I thought I should finish off my holiday blog. Actually, blog is not a good word to describe my account of summer 2014 because it has that inconsequential feeling of the throwaway social media world that it comes from. It's a sort of fast food etiquette, important only whilst hungry for it.

Afterwards it leaves a sordid sort of satisfaction, that is ultimately a greasy wrapper, worthless of value and so disposable that it almost becomes an embarrassment to be seen holding it....hence the need in many to forgo the decent thing of putting it in a bin and instead throwing it as quickly as possible from your possession.

One of these days someone will find a way to catch the litter makers using the DNA left on the half eaten burger. Or the wrappings will be micro dotted with tiny renditions of the car number plate, so difficult to remove, it becomes obligatory to bin it to avoid the fine.

What has fast food done for the world? It's given it a guilty conscience and a greasy sugary mouth. Fat people and diabetes as a side order. It's done more to sort out the pension deficit than all the governments put together. It's a long term plan for population control.

I still have a burger from time to time, I never said I was perfect but I never went out of the restaurant feeling I'd had a proper meal. Restaurant a place we go to eat but what restaurants have no or limited plastic cutlery? Hey and when did you pay for your meal in a restaurant before you had it?

Anyway I digress, a bit like Frankie Howerd, in *Up Pompeii* who used to digress a bit before returning to the "Prologue". So to the *Holiday Highlights*. Why do older women with short legs wear crop trousers? Just a thought for consideration. So back to Germany, I thought we'd done enough of the Medieval Townscape with Tuscany but it wasn't so. We had a lovely warm sunny day out to Nordlingen. It's unique in that it is a totally preserved walled Medieval town. We walked some of the city walls venturing into a museum which originally had been a strategically placed tower in the outer walls. How the town avoided the allies concerted effort to bomb Germany in the war is a mystery but fortunately for posterity it survived intact. In its cathedral is a tower you can climb with spectacular views across the city and countryside. They don't ask for any money until you have sweated cobs and reached the 300 foot terminus of the stair case. Here a little visitor centre complete with famous cat that lives here and is usually perched on a cushion with a sign asking for donations stops you progressing any further and especially stops you seeing the views you have toiled ten minutes to access; until you pay **the man**. Cat stokes are free if the cat is amenable to them. He is called Wendelstein and the tower is St Georg Dom Nordlingen. Try and Google it!

The view is spectacular, the city laid out before you is like a circular jigsaw puzzle. You can have any colour roof tile you want as long as it is RED. Interestingly the entire area was the site of a huge meteorite collision many eons ago and the remains of the 10km crater are clearly visible in the surrounding farmland.

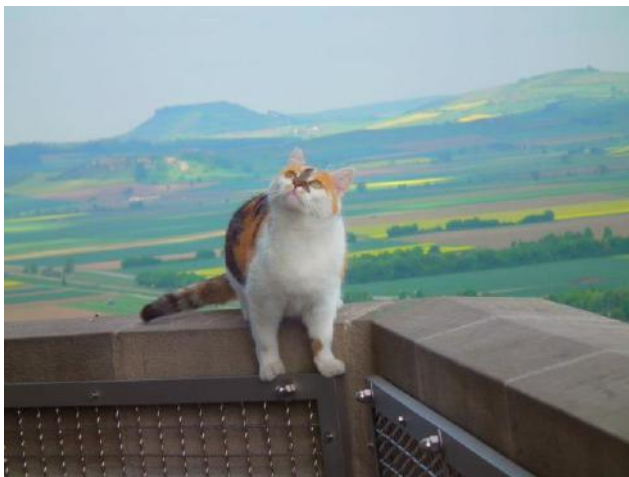
We had coffee and cake in a small cafe just outside the Dom in glorious early Autumnal sunshine. If you go to Nordlingen and like cats, visit the tower.

Regards Towers and cats, in Ypres, Belgium, every few years or so there is a cat festival. Never got to the reason why but another medieval remnant celebration which culminates in a Jester rather like our own cantankerous Mr Punch, throwing cats off the top of the tower in the city centre. These days the cats can sleep safely as the moggies they throw are of the soft toy variety. If you are good for a bit of a ruck, as I am, you can join the predominantly youthful crowd in a fight for one of the cats. I have to admit I never got close but I gave it my best; not bad for an old man like me.

Everyone in life I think, can be placed in one of two groups, you are either a cat or a dog person. You may have both but there will always be one you prefer.

By the way if you have never stood in the Menein Gate at last post please, please, please put it on your must do bucket list. If you are not moved to tears by the thought and memory of all the lost souls who fought in the Great War (both sides) you really are like the Tin Man from the Wizard of OZ.

We are fortunate as a generation that **most** of us have never known the horrors of human conflict except in a proxy sanitised ten oclock news way.



Wendelstein the cat who lives at the top of the tower on St Georg Dom Nordlingen.

By the by, if you are a bit savvy with computers you can watch a video I downloaded onto Youtube just Google a search with the following Fiatson MOV03075. Don't say I'm not good to you!

Part of the city wall in Nodlingen. You can walk all the round it. The building in the background is the Wall Tower Museum undergoing restoration.

Now one of the other days in Germany which was of interest, well I thought it interesting because within the various cars on show at a local commercial show was a metallic gold Opel Manta GTE just like my dad had in the late 1980's.



The fair was to show off all the various products made in the surrounding area which encompassed southern Germany and that hard working part known as Schwaben (Bavaria). We work hard and most of us dream of owning a German made car.

My dad had been caught out with British made in the 1950's, when he owned a rusty Vauxhall. So in the 1970's when finances allowed him to buy a better car he chose Opel and we had a run of Asconas until they stopped importing them and as he didn't want another Vauxhall the only Opel available at the time was the Manta. A sort of German equivalent to the Ford Capri. I loved it. Yes it was impractical with its slightly lowered suspension. I convinced him at the time it was standard. Yes it had narrow Recaro seats and only two doors but I loved it especially when he let me drive it.

My memory of it was having to replace a valve which he'd bent when trying to set the hydraulic tappets. You made a plate as shown in the Haynes Manual and set the tappets with the engine running!

Haynes manuals at hand. In the days before they said "This job is too difficult for the average mechanic take the car to the main dealer for a jolly good spanking and a bill that will also make your eyes water.

" Never mind giving the task 5 bloody spanners tell me how to do the job I've just spent £15 on a coffee table book which is as useless as a book which explains Origami in a swimming pool!"

Whatever happened to the paragraph which said this manual is based upon a complete nut and bolt strip of the car and shows you how to do everything, put the kettle on were going in deep. How times have changed. I love the Peter Russek pocket mechanic books, does what it says on the cover "Repair Manual."

So we spent a very enjoyable afternoon in Meitingen looking at things you can't get in UK but seem so much better than the usual DIY stuff we have here. One of the events for young people involved



building a tower of beer crates and standing on the top after drinking the contents of the crate beforehand. I was amazed how high they got before the whole thing collapsed. A crane was present to catch the "Falling Star" so no one got hurt.

How much more gladiatorial it would have been without the crane. It's a game designed to fail for you will eventually come toppling down, but it makes excellent entertainment watching the tower wobble and lean. All this done with a glass of beer in one hand and a bratwurst in a bun in the other.

I have several (now empty) beer crates, very useful for window cleaning. Not enough for this game however!

An Opel Manta GT like my dad's GTE. Same colour, hideous wheels, definitely not as low. My very good friend Hermann.

The last place of interest visited was on the way home a day or so after the trip to Nordlingen. We stayed in the Rhine as a way of breaking the journey. If you ever need to find accommodation in a busy tourist area and don't want to get stung in the popular honey traps it's always worth driving



away from the place i.e. perpendicular as opposed to staying on the road which invariably brings you to another town exactly the same as the one you've just left.

We did this after a frustrating hour trying to find accommodation in the twilight part of the day. Within five minutes we found a lovely guest house

off the beaten track so as to speak. The owner also had vineyards and was most helpful in helping with the wine choice with our meal; no rewards for guessing it was from his vineyard!

Anyway the next day we passed the sign post for the Nurdburg Ring but there wasn't time in the schedule to take the old girl for a fling mores the pity. As I've said before the XJS even with its 308BHP is a dinosaur of a different time, a child of the swinging sixties when the v12 was designed by Walter Hassan and Harry Mundy. There's a great black and white film on Youtube of an interview the two great men did with that stalwart of scientific programs Raymond Baxter. If you have ten minutes to spare search it out. As I said a run of the mill diesel sports hatch would see the big cat off.

No the place we were heading for wasn't too far from the Nurdburg Ring, it was called Speyer. It's a huge technical museum sited on an old airfield. It is the sister museum to the one at Sinsheim. That one got so big and overflowing that they built another at Speyer. Since I'd already visited Sinsheim



which incidently has a Concorde and a Tupolev (Concordski) it was high on my list of places to visit in Germany this holiday.

What can I say about the place? It is huge they have planes trains and automobiles. That's just



the start and a day is really not enough to do

the place any justice but time constraints were on our back and the ferry wasn't going to wait because I D Coates wanted to spend more time looking at the Buran. They have the Russian Space Shuttle here on display! The Americans won't sell them one of theirsyet. It's easier for you to go on line and look up the museum than for me to do it the injustice of trying to describe it. After all I probably only saw half of the items on display and a quarter of what they hold. In short add it to the bucket list.



Bet you don't know what this is? They have half of all the bikes made in the collection and it uses a NSU car engine sort of an original superbike (1200cc)



Clever girl she's keeping her cool in the shade.

So this actually brings my Big Cat holiday precis to a close. The Jaguar did us proud racing along like the thorough bred dinosaur she is. This years holiday

won't be quite as varied as we are taking the camper van away. It got a bit of a huff on when it found out it wasn't going to Tuscany, so to keep the peace the XJS will only be going on days out this year. Meanwhile it has just occurred to me that we have had the Elldis twelve years and I haven't replaced the cam belt. France is not a good place to find out how to replace bent valves!

However I'm in the middle of overhauling the gearbox on the Jaguar, well a secondhand one I bought off Eurojag. So I may be doing a little article on the complexities of the GM 4L80E. It's a first generation electronic gearbox lauded in the USA for it's robustness and ability to take huge amounts of torque and a dashing of serious power 1000bhp plus without too much modification. No wonder it was put in the XJS and the Supercharged XJR. Roll Royce also had it in the Silver Spirit and Spur. Would you believe it was originally designed for use in large vans? Anyway it's a design classic like the Beetle of automatic gearboxes. I leave you with its descriptor breakdown: **4** for four forward gears; **L** for longitudinal fitment i.e. in line with chassis driving the rear wheels; **80** for 800 foot pounds, it's maximum torque handling capacity; and finally **E** for electronically controlled. Every corner you turn in life has something unseen around it..... I like to look around every corner.

I D Coates Jaguar XJS v12 6.0litre

I would like to thank Ian for his contributions to the newsletter and hope we can see more of him and his wife during our events this year. As a shift worker with many other interests it is no easy.

On the cover sheet you will have seen reference to Hadleigh's jaunts, I do hope he finds time to sit down and account for his absence in the last few months. It may have not been a Jaguar this time but a travel log would be of interest to our members I am sure.

A number of our members are attending Herewood. Keith Robinson is co-ordinating you can ring him evenings on 01228 561534.

21st Anniversary Show – Sunday 21st June 2015

The Father Day Classic Car Rally and Yorkshire Post Motor Show

- The Yorkshire Post Motor Show displaying the best of the new alongside the Classic Vehicles
- Entry includes Below Stairs, Bird Garden, Grounds and Adventure Playground
- Arena events programme throughout the day featuring 'Big Foot' The 4x4 Monster truck!
- Commemorative plaques for all exhibitors
- Prizes for each class including "Best in Show"
- Children's fairground and face painter
- Trade Stands
- Full catering and bar facilities
- New for 2015 Overnight Camping on Saturday 20th June – see overleaf for details

The Father Day Classic Car Rally and Yorkshire Post Motor Show – Sunday 21st June 2015

Here is this year's exhibitor entry form for this year's show which I hope you will be able to attend.

Clubs

To enter as a Club, please send just one entry form, indicating the number of vehicles attending on behalf of your club, The name of your Club and your interest for attending the arena concourse on the day. Club entries £7.00 per vehicle for the first 10, additional vehicles at £2.50 each

Individual

Please fill out the details on this entry form, making sure to tick an appropriate category also please detail any interesting facts about your vehicle, We are looking for any interesting stories!

Club entries £7.00 per vehicle for the first 10, additional vehicles at £2.50 each

Gazebo pitches

It is important that space is reserved via the booking form below. A gazebo pass will then be included with your information pack which will be issued a couple of weeks before the event.

Camping

If you would like to join us for the camping on the Saturday evening please also fill out your requirements on this form.

Just return the entry form together with full payment to apply for your vehicle pass/es, gazebos and camping. Your vehicle pass/es will be entry into the show for the vehicle/s and its legal occupants up to 5 passengers. Wristbands will be issued for those persons who book the overnight camping.

Please include an adequately sized stamped self addressed envelope as we will send you details of the day and passes for your car windscreens.

You will also be sent information regarding the new entrances this year and which signs to follow when arriving at Harewood.

The last date for receipt of pre-booked entries is Friday 5th June so take advantage of booking early to secure your place.

I look forward to seeing you at this year's show.

Contacts

Lisa Bradbury

Senior Events Coordinator

Telephone - 0113 238 8515, Office hours, Tues - Thurs, 9.30am - 4.30pm,

Email – lisa.bradbury@jpress.co.uk

or

Karen Goodridge-Cross

Events Coordinator

0113 238 8201 Office hours Mon – Fri 9.30am-4.30pm

Email karen.cross@jpress.co.uk

Entry/administration fees for Exhibitors:

Each vehicle and their legal occupants will gain access to the show, Harewood House Grounds, Below Stairs, Bird garden & Adventure Playground.

Club entries £7.00 per vehicle for the first 10, additional vehicles at £2.50 each

Individual entries £7.00 per vehicle

General Public gate prices on the day for entrance to the Motor Show & Grounds are £12 Adults, £9 Seniors, £6 Child. Upgrades available for the state floor of the house.

Name

Address

Postcode

E-mail

Tel No Mobile

Please complete all of this form and return along with your all fees and stamped addressed envelope to:

Karen Goodridge-Cross

Classic Car Entries

Yorkshire Post Newspapers

No 1 Leeds

26 Whitehall Road

Leeds

LS12 1BE

Cheques should be made payable to Johnston Press. If you wish to make payment via a credit/debit card please call Karen Goodridge-Cross on 0113 238 8201 (Mon-Fri 9.30am-4.30pm)

INDIVIDUAL ENTRIES ONLY:

Make: Model:

Reg No: Year:

Class entered (please tick ONE box only)

American Car ☐ Kit Car ☐ Military/Commercial ☐ Club ☐ Land Rover ☐

PLEASE NOTE - ALL VEHICLES ENTERED IN THE CLASSES BELOW MUST BE 25 YEARS AND OLDER

Pre-war Car ☐ Post War Saloon ☐ Sports Car ☐ Motorcycle ☐

For Post War, Sports, Motorcycles and other special interest vehicles which are under 25 years old, please enter in the class below.

Special Interest Vehicle ☐

Please state what it is about your vehicles which makes it special and attach a photograph where possible.

GAZEBO PITCH: Please tick the box and enclose an additional £7.00 if you would like to book a gazebo pitch

Please note the gazebo will not be provided, just the space to put your own in

CLUB ENTRIES ONLY:

Ed,Name of Club: Model:

Number of vehicles attending: Total amount:

Gazebo requirements QTY:

Arena

This year we are looking to organise the time slots for the arena in advance of the show so we are able to publish an arena guide for the day therefore please can you let us know below if you would like your Club to be part of the arena concourse.

Yes we would like our Club to be part of the Arena demonstration ☐ please tick

In a few words please below please provide some details of your Club and any interesting facts

Contact on the day

Name

Mobile number

Camping

New for 2015 we are offering our exhibitors over night camping on the Saturday night. 10x10m Pitches are available for use with either a Caravan, Tent, Motor home or Trailer tent, along with your show vehicle.

Wash facilities, a selection of Hot & Cold food and a Bar service will be available on the Saturday evening. (Food & Bar service will be operational subject to minimum numbers)

To book your pitch please fill out the following details

I require number of pitch/es £25 per pitch is required. Please add this to your car/club booking.

We will be using a Tent/Caravan/Motor home other please state

Number of persons staying

Wristbands will be issued in advance based on your numbers, anyone without a wristband may be asked to leave the site.

If there is a demand for our Solway identification at this show let me know in plenty of time,. I see no reason why not, fly the flag for the club.

Full Terms & Conditions are available.

MG Cumbria

Reivers' Raid



Sunday, July 12th 2015

Entry Details

A scenic tour for MGs and other fine cars

Reivers' Raid

Introduction

For our summer run we are exploring the lower Eden Valley and the Solway Coast for a gentle and slightly shorter tour which will include stops at places of interest where you can stretch your legs.

We have some new areas to explore and a new lunch halt plus some popular places revisited.

The start is at the Rheged Discovery Centre, near J40 of the M6 at Penrith and the finish will be near Carlisle.

Like all our events, they are run under an MSA Certificate of Exemption and the route has been cleared with the Route Liaison Officers for the counties we are visiting.

The entry fee includes coffee and biscuits at the start and a light lunch halfway through the event plus a full rally pack, rally plate and finishers awards. There will be a comfort halt in the afternoon.

Unlike some MG clubs our events are open to all types of car and age. Modern MGs and other classic cars are most welcome.

Due to the nature of the roads we are limiting the number of entries to 50 so do get your entry in early to ensure a place.

We look forward to seeing you in July.

M.G. Cumbria
Reivers' Raid

Regulations

1. MG Cumbria will promote a Touring Assembly on Sunday July 12th starting at the Rheged Discovery Centre at 10.00 and having a route of around 120 miles in Eden Valley and Solway Plain. The event will finish near Carlisle
2. The event is open to all classic car owners for an entry fee of £38. The entry will cover all required fees, morning coffee, a light lunch, a full tulip road book pack, finisher's awards, prizes etc. The fees are based on a crew of two. There is the option of food at the finish. The maximum number of entries is 50.
3. Eligible vehicles: The event is open to all MGs **and** other fine cars of any age
4. The event will involve a route of about 120 miles in some of the most interesting and least known parts of the English borders. All the roads used will be tarmac. There will be no competition on the public highway.
5. Driving standards will be of the highest order.
6. Awards will include: furthest travelled, oldest car to complete the route, etc.
7. There will be further awards depending on the number of entries. All finishers will receive a slate coaster finisher's award.
8. The decision of the organisers will be final.
9. The aim of the event is fun and the enjoyment of driving in the company of other enthusiasts.
10. The entry list closes on July 4th. Entries will be acknowledged by email on receipt.
11. Final instructions detailing the start etc. will be emailed on July 8th
12. The entries secretary & clerk of the course is: Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth, Cumbria. CA13 0QP. Tel. 01900 825642.

ENTRY FORM

Driver	
Address	
Post Code	Phone
Email Please print clearly! :	
Number of Passengers	

Car Make	
Model	Year

Emergency contact in case of illness or accident
Name:

Club Membership

Please indicate your motor club. Club membership cards may be inspected at signing on

The entry fee includes food for the driver and 1 passenger.

I am a member of the	Club
Please enclose a cheque made out to MG Cumbria for £38	

Additional coffee & lunch	£12.00
If you require vegetarian meals please mark how many here	
Total amount enclosed	£

Please return to Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth, CA13 0QP by July 4th

The Gallop Tour 2015

This year's Gallop ran over the weekend of 8/9/10 May starting from Carlisle with two nights at the Peebles Hydro and the finish at Moffat after lunch on Sunday. The 30 car field included entries from Newcastle, north of Glasgow, Cheshire, Yorkshire, Lancashire and Worcester as well as the usual strong local support. A great mix of classics included six Jaguar XK150s, two E-types (Joe and Hazel Norman started in his red coupe and finished in his 3.8 convertible!) one XKSS, two Bentleys, two Healeys (there were three entered but Peter Halstead's had clutch trouble and he started in his Honda), two Morgans, two Stags, six MGs two Porsches, two Hondas and singletons from Riley, AC Ace, Triumph Italia, Austin A110, Anglia1500, and John Midgley's authentic looking rally recreation Celica.



A fifty mile run via Newcastleton and Bonchester Bridge took us to tea and cakes at the 'Johnstons of Elgin' cashmere heaven at Hawick – we really do think about the ladies! A further 46 gentle miles via St Boswells and the Tweed Valley rounded off the day at Peebles Hydro where there was a scramble for all the available parking spaces. Anti theft security on classics as we know is not good and a prominent space close to the front door is desirable rather than have it tucked away at some remote spot. If the organisation was not as polished as usual it was because Christine had not been well in the week before and was not feeling up to joining us for the weekend so I became the odd bod who floated from table to table. She is happily well again and thanks everyone for their good wishes.



The hotel food was good and plentiful so after a hearty breakfast on Saturday we headed off along some quiet roads for a 25 mile run to coffee at the National Mining Museum at Newton Grange. Richard Porter's 1953 MG TF was a reluctant starter in the damp conditions and was receiving attention at the bottom of the hotel drive from Andy Gibbs. During the day the TF ignition was fixed and it ran perfectly thereafter. There was no time at this museum for a full mine visit (2 to 3 hours)

so cakes and coffee were taken before we headed off to the north east and our next venue some 20 miles distant. This was the quaint Myreton Motor Museum at Aberlady which houses a fascinating

collection of cars and light commercials. My favourite here was the 1913 three litre Coupe de l'Auto Sunbeam with a history that would fill a book including having been buried upside down in a field for a considerable period. It was here that Joe Norman was seen with the bonnet raised on his E-type coupe and only about 3 or 4 cylinders performing as they should. Fortunately Joe has another E-Type in his toy box so after making his way back home to the hills north of Glasgow he reappeared by supper time with the replacement convertible running perfectly. From the museum it was but six miles to our carvery lunch at Whitekirk Golf Club. Charles and I and David Agnew/Alan Jackson had been here only the previous Sunday at the finish of the Berwick Classic and the quality of the food is excellent. After lunch we had the opportunity to give our cars some exercise over the 36 miles to afternoon tea at Thirlstane Castle, Lauder. At this point dear reader you may have gained the impression that for a group of people 60 strong sitting down all day with no exercise we perhaps take on too much food. Well this is perfectly true and without the controlling influence of my Christine I managed to gain three pounds around my waist – shrinking belt etc...



The Castle is an imposing new venue for the Gallop and Philip Davies while indulging in some professional photography shots on the lawn in front of the Castle managed a very athletic backwards roll down the 'ha ha' which is precisely the comment Sandra and his friends helpfully made whilst helping him to his feet. The last leg on Saturday took us past the developing line of the new Borders Railway which runs from Edinburgh to Tweedbank and opens later this year. Who knows, it has been said that in time this line may extend to Newcastleton and Carlisle – but I don't think so. On the 30 mile run back to Peebles I passed Bob and Jennifer Little in the MGB hurriedly erecting the hood in a cloud burst and then Ron and Marjorie Moore XK150 OTS with the bonnet up for some trouble with the damp but he was in control of things and reappeared shortly after at the hotel. Charles and Ian

Cowan managed the best two parking slots at the front door and the parking situation eased later as the wedding party cars drifted away. Helen and Graeme were having a ball in the Healey 100/4 generously on loan from Keith Graham and Helen mastered the different car and LHD very well.

Sunday morning and we headed off along the south side of the Tweed past all those wonderful forests which used to be such a challenging part of the Scottish International Rally of the '60s and '70s - Glentress, Cardrona, Elibank, Yair and Glentress now alas probably turned over to the mountain bike. Passing Abbotsford the home of Sir Walter Scott we paused at the viewing point over the Tweed named after him before taking coffee at the Dryburgh Abbey Hotel in a glorious setting by the river. The staff and scones and coffee were excellent here and we hope to return on some future event. Here the Jaguar brigade had a photo call in front of the hotel.

The final leg of 60 miles took us to the finish at Moffat for another carvery lunch - well some of the entrants were hungry by now, especially Kirk in the WO Bentley, all that work and no power steering. Although it was raining again by now the run down St Mary's Loch and over Talla and Megget Reservoirs and then down the glorious A701 to Moffat was a suitable way to end the Gallop. After lunch we had the pleasure of Hamish Macleod giving us a talk on the Spitfire. He is so passionate about the RAF and in particular his life experiences with this great plane. Hamish and Irene are long time supporters of the Gallop and along with Malcolm and Ruth Monkhouse and Ken and Glenys Rudkin have completed all eight Tours.

After lunch and on the way home we were invited to do a drive past at Hamish and Irene's home where there is a full size recreation of a Spitfire on their front lawn – a fantastic sight. A couple of gnomes will never be the same again. Our thanks are due to all those taking part on the Gallop this year for making it a great success and for all the kind comments and cards. Next year we are heading south to Derbyshire for Gallop number nine. Details will be circulated later this year.

Entries are now open for the Rose and Thistle one day tour on 22nd August and are pouring in fast. Details from ronpalmer777@hotmail.com. Let's see if we can make it a round 100 cars entry this year - all cars are welcome.

Ron Palmer.



Brian suggested this photograph taken at Greenhills on the 5th May form a caption competition

Here is my bit.

Brain "Well Mr ex-chairman who will take the chair for 2015?"

Malcolm " your guess is as good as mine"

Brian "Chairman's the easy bit if you have a good committee behind you"

Malcolm "I know that, I was pushed into it but never regretted it maybe we should devise a cunning plan" Brian "We cannot let it go on as it is let's see what happens next week"

Next week has been and gone still no Chairman

Club Events Diary

<u>Description</u>	<u>Date</u>	<u>Contact</u>	<u>Location and details</u>
Club Night meet the experts.	Tuesday 2 nd June 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Stoneybeck Inn, Penrith CA11 8RP
NE Jaguar Day	Sunday 14 th June 2015	See April Newsletter	Durham Regatta
Vintage Rally	Saturday and Sunday 13-14 th June 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Village Green Sillioth
Herewood Fathers Day	Sunday 21 st June 2015	Keith Robinson tel. 01228 561 534	In this newsletter.
Scottish Jaguar Day	Sunday 28 th . June 2015	Brian Green (evenings) 01434 600596	Scottish Antiques Centre Doune
Vintage Vehicle and Machinery Rally Distington	Sunday 5 th July 2015	Frank Wilson telephone 01900 822014 or e-mail jeanfranksoljag@aol.com	Hayes Castle Farm, Distington CA14 5YB.
Corbridge MG Classic Car Show	Sunday 5 th July 2015	See in this newsletter.	Tynedale Show Field Corbridge.
Club Night	Tuesday 7 th July 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Stoneybeck Inn, Penrith CA11 8RP
Classic Car Event	Sunday 12 th July 2015	www.markwoodwardclassiccarevents.com	Hutton in the Forest Penrith CA11 9TJ
Cars the Star Car Show	Sunday 12 th	<i>Don Lewthwaite Tel. 07833 708 680</i>	Heaves Hotel Nr Kendal LA8 8EF.
Kirby Lonsdale Motor club..	July 2015	email Don@Lew-Devels.co.uk	
Clapham Street Fair & Classic car show in Car Park.	Saturday 25 th July 2015 arrival at 8.30 to 9 a.m.	David & Jackie Kinglsey . <i>Arbutus House Riverside Clapham North Yorkshire LA2 8DS arbutushouse@btinternet.com Tel 015242 51240 Mob 07711730819</i>	Clapham Village North Yorkshire Just off the A 65 LA2 BDS
Cockermouth Agricultural show	Sunday 1 st August 2015	Ray Page Tel. 01900 821 156 Email raypage46@gmail.com	Show field Cockermouth
Club Night	Tuesday 4 th	Ken Jardine tel. 01228 542855	Stoneybeck Inn,

Corbridge MG Classic Car Show	Sunday 5 th July 2015	Details to Follow.	Tynedale Show Field Corbridge.
Club Night	Tuesday 7 th July 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Stoneybeck Inn, Penrith CA11 8RP
Classic Car Event	Sunday 12 th July 2015	www.markwoodwardclassiccarevents.com	Hutton in the Forest Penrith CA11 9TJ
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Club Night	Tuesday 4 th August 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Stoneybeck Inn, Penrith CA11 8RP
Dalemain	Sunday 23rd August 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Dalemain House nr. Penrith CA11 0HB
Wasdale Head Shepherds meet	Saturday 10 th October 2015	Ken Jardine tel. 01228 542855 email- kjardine069@gmail.com	Wasdale Head Showfield CA20 1EX

Wigton Motor Club

Cumbria Classic Weekend 2015

August 22/23rd

The twenty seventh running of the Cumbria Classic Weekend promise to be the biggest one yet! The Wigton Motor Club organised event goes from strength to strength with increased entries every year. Last year we broke the 600 mark!

We have three themes for this year; 60 years of the MGA; the Mercedes Pagoda and Bentley . These iconic marques will provide great displays to the Show. We

are inviting Mercedes, Bentley MG clubs and individual owners of those cars to enter.

The Weekend continues its successful format with the Rose & Thistle Challenge run on the Saturday which takes in the delights of northern England and the Borders. Entries on this event are limited to just 60 cars so it is expected to fill up very quickly.

Sunday sees the Cumbria Classic Show at the picturesque Dalemmain mansion near Ullswater and only five minutes from Junction 40 of the M6. As well as over 600 classic cars there will be arena action, special marque displays, dozens of club displays, plus the famous autotests, trade stands and autojumble as well as the delights of Dalemmain House and its award winning gardens.

Full details and entry forms are available on www.wigtonmc.co.uk

Press information from Graeme Forrester on 01900 825642 or email gtfmg@yahoo.co.uk

Chris

As discussed at the AGM - Find attached the email for entry / application rules for the Classics in Corbridge Show on the 5th July

Points to note –

- There are a number of different classes including Club Stands.
- Club stands would allow Solway to take any age car
- So far – no one has expressed an interest in attending – which is fair enough....
- Given the lack of interest, I am disinclined to arrange a club stand for Solway
- If any individual wants to attend then they should do so themselves using the contacts below.
- I will be there – but as you can guess I'm on the Mercedes Club stand.
- The closing date for entries is Friday 19th June

Regards
Brian Green

Classics in Corbridge

TYNEDALE PARK, CORBRIDGE, NE45 5AY
SUNDAY 5th JULY 2015

Supported by Sports Car Supplies, Swalwell – 0191 496 0522 www.sportscarsupplies.com

We are pleased to confirm that MG Northumbria's Classic Vehicle Show will be held once again in the picturesque setting of Tynedale Park, within easy walking distance of the historic town of Corbridge.

To register your car, one driver and one passenger please do any one of the following: -

go to the Eventbrite site using this link [Classics in Corbridge Eventbrite Registration](#) click on the green register button and simply follow the instructions (recommended method)

or

copy and paste this URL into your browser <http://www.eventbrite.co.uk/e/classics-in-corbridge-2015-tickets-15487672044?aff=ehomecard>

or

you can also enter directly online via our website at <http://www.mgnorthumbria.org> on the Classics in Corbridge 2015 tab

All makes of classic, vintage and veteran vehicles (cars, commercial vehicles and motorcycles) are welcome to enter the show and will be classified as follows: -

Pre - 1930's, 1930's & 1940's, 1950's, 1960's, 1970's, 1980's, Modern Classics

Other interesting vehicles can be entered at the discretion of the organisers (if in doubt please check). Club stands can be catered for by arrangement with MG Northumbria using the contact e-mail address below.

Trophies will be awarded for Best in Class, Best in Show, Best Club Stand and Best Costume, if enough people are dressed in the period appropriate to their vehicle. The show will open to entrants at 9am and to the public from 11am. It will end with the presentation of awards at 4pm. As always, all proceeds from the show, after costs, will be donated to local charities.

The full range of attractions is not yet finalised but is expected to include live music, archery, dog agility display, children's rides, as well as various charity, trade stalls, auto jumble stalls, food, refreshments and a bar etc. Basic camping and caravanning facilities (waste disposal and water) are available direct from Tynedale Rugby Club at a small charge.

Closing date for entries is Friday 19th June 2015.

If you have any questions relating to the above or the show in general please e-mail us at corbridgecarshow@gmail.com

A welcome to Bill and Marjorie Hoad of Cockermouth who have joined the Club this month

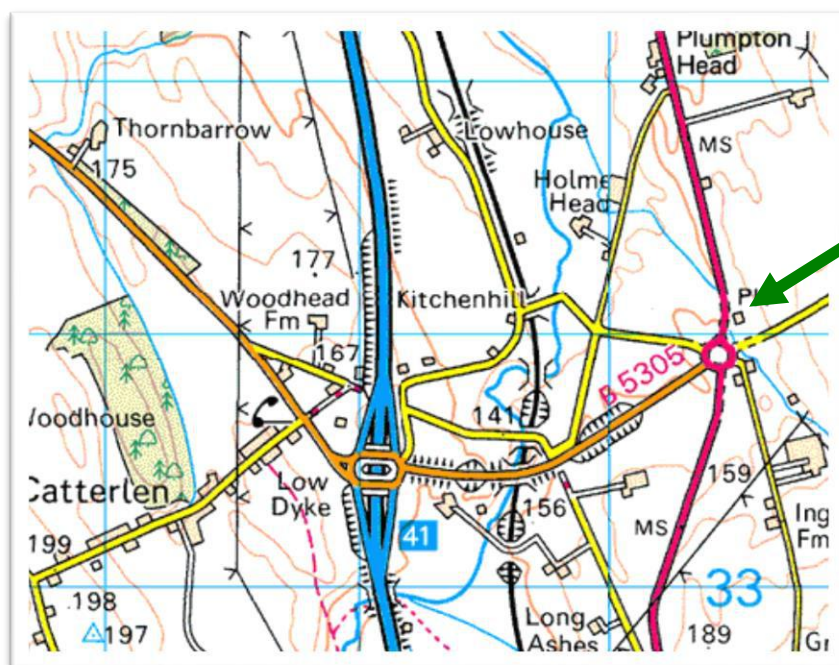
Bill has owned a 1964 3.8 Mk2 for over 25 years and also has a Daimler Sovereign 4.2 Automatic he has expressed an interest in technical advice off members so I hope he takes of advantage of our next Club night which will be a great opportunity for him.

Ed

Committee Members – Contact Details

Name	Post	Telephone	
Christopher Orr	Treasurer/Membership Secretary	01900 826034	christopher.orr@btinternet.com
Gill Robinson	Librarian	01228 561534	gillian.robinson@hotmail.co.uk
Hadleigh Ruddick	Website coordinator Regional rep	01946 862 192	Hadleigh@brproperties.co.uk
Don Lewthwaite	Member	07833 708 680	Don@Lew-Devels.co.uk
Ray Page	Member	01900 821 156	raypage46@gmail.com
Keith Robinson	Member	01228 561534.	
None Committee - Ken Jardine		Newsletter editor	01228 542855 kjardine069@gmail.com

How to find us



**Stoneybeck Inn
3 miles north
of Penrith on
the old A6**

Club meetings are held at the Stoneybeck Inn, on the first Tuesday of each month from 8:00pm onwards. January excepted.

Post code (CA11 8RP) for the sat. nav. Please note: Upon reaching the roundabout on the A6, you can see the inn.



