

Lighthouse Run 2008

Were the cars the stars? I don't think so! The stars were the teams that drove for over 1,000 pretty grueling miles in two days at the end of October 2008. Here are just some of the teams, before, during, and after our classic event. Unfortunately pictures and information are in short supply.



Here are the winners of our 2008 Run. Woodbutcher - Dave Adams, and Leaky - Nick Allen, with their Crystal Trophy. This Ipswich based carpenter and plumber team have entered all four of our runs. This years win in a V8 BMW was a repeat of the 2006 event when their car was a Mini Cooper.

Dave donated that mini for auction at our National Dinner, where the astonishingly generous winning bid from Dai Walters of the Walters Group was £12,000



The other trophy to be won was for the best turned out car. You can just about make out the crystal balanced on the roof of George Wright's rather special Mini. To the left George's son Jim – father and son made up the Wrightful Team.

George has been a Club member since the mid '70s and Chairman of both Western and Southern branches. Eldest son Jim is a qualified Civil Engineer. George is a plant man whose company is Bredy Construction Sales. They were just one of a score of plant sponsors adorning the Mini. A 'Mini World' report is in Newsflash



Alex (Trigger) Trigg, Mike McGrath, and Mike's 1962 E Type, the luckiest trio to ever have embarked upon a Lighthouse Run.

To find a time warp garage, somewhere north of Fort William, with an essential E Type spare part, still in its grubby 40 year old carton is good fortune beyond belief. Jaguar Enthusiast readers have found the story in February's edition, we have it below. Mike and Alex were one of our two Speedy Hire teams.



The Carillion team from our Western region.

The Branch newsletter reports that 'The Knights Templar, Joe Hawkins and Justin Waterson, raised over £2k for our fund as well as having a great time. Justin's father Alan is secretary to our Western Branch and is a long serving member of our Club.



A trio of 'Speedy people' taken at the end of the event at the Land's End hotel.

Was it a team of three in the Audi which was the second Speedy entry? There are only two names to hand, Ian Leonard and Paul Turner.

Others involved in this saga were Bill Bircham and Ian Tate who overcame all the hardships that McNicholas's veteran Land Rover could throw at them, Paul Hunt, Scott Stringfellow and Phil Scott, Ian Downie, and Ritchie Clapson with last minute co-driver Alan.

Unfortunately our organiser's digital camera proved a failure and so pictures are not to hand.

Some Places –Some Views

Where did our stars find themselves? Well, when any of them could find time to take a picture, these were the results.



John 'o Groats was shut!

The actual hotel at JoG was in disrepair, the whole place at that time of year was deserted and the sunshine and clear blue sky, seen above, soon disappeared.



The Seaview Hotel described as providing adequate rooms, so-so food, and excellent whiskey, was our quarters for the night. Few of our party stayed up late! Our early morning start was too gloomy for any worthwhile picture. True, there was a promising dawn, but the day failed to live up to that early morning brightening sky!

Our previous runs enjoyed glorious weather in the Highlands with some magnificent views. The next picture was taken by Atkins' Emma in 2006.



In 2008 (below) we were not so lucky. This time we 'enjoyed' variety.



From bright -



- to dark, with a touch of rainbow-



- then to a dusting of snow-



-followed by sleet and rain.

The Highlands were left behind, and there are no more views. However here is a picture of our overnight stop,



The always welcoming Hydro Hotel at Windermere.

The Cars

This was the winning team's luxury tourer, absolutely ideal for our Lighthouse Run.



A BMW 850i V12 4995cc engine. David Adams, (Woodbutcher of Woodbutcher & Leaky) writes he bought it after waiting 16 years for the price to drop to an affordable level. Unlike his mini, auctioned at our 2006 National Dinner (it made £12,000!) this year's winning car will most definitely not be going under the hammer any time soon!



This is the Wheldon team's Ford. They specialize in the installation, repair and servicing of heating systems, mainly to Housing Associations. The Ford's day job is helping to maintain the heating systems of some 28,000 homes so it has a fair few miles under it's belt. Driver and co-driver were Colin Lipscombe and David Jump from the Jarvis Group. They say "A Great Weekend".



This sleek looking beast with the personalised number plate was entered by Ritchie Clapson of Capita. Co-driver was Alan, a last minute replacement. Ritchie's message board comment was – "Alan and I still can't believe we didn't win, particularly when we took everything so seriously!!! We will be logging an official complaint which I am certain will involve an independent Government investigation.!! Better luck next time?"



George Wright's mini is as special as it looks! A 1988 Austin Rover Mini Mayfair, it has been 'breathed upon' with a vengeance. Power comes from a 1380cc engine with twin carbs, It has adjustable suspension, wide wheels, upgraded brakes, extra dashboard, rally seats, driving lights, phone charger, map light etc.....

Fellow competitors voted the Mini to be the best turned out car on the run. A well earned accolade.

There follows another veteran! But far from being breathed upon, the Land Rover pictured below, according to Tony Green's report, could hardly draw breath!

Tony says it just made it to Land's End having driven all the way with starter problems and a dodgy transmission. Just as well that Bill Bircham and Ian Tate were behind the dashboard. They of all people can coax life out of a Land Rover no matter how near death it might be. And so there it is, with the Longships Light in the distance.



Our 'near death' Land Rover



For a complete contrast to the beat up, hard used, Land Rover pictured above, this latest model Audi, entered by one of the two Speedy Hire teams, could hardly be bettered! Comfort, not to say luxury, and lights brighter than the beam from said Longships!



The second Speedy Hire entry, a 1962 E Type. Unmistakable! What can't be seen is the car's guardian angel in the back! A failed headlight sealed beam unit surely meant withdrawal whilst still in the Highlands. But no! A seemingly decrepit garage, in the middle of nowhere, thirty miles north of Fort William, had been keeping this Jaguar spare on the shelf for four decades!



Another contrast! No Guardian Angel needed for this super reliable German speedster.

But who is behind the wheel? There's just not enough clues.

Our last car and an 'end of run' picture.



The Carillion Team and their Peugeot.

Not quite your bog standard family saloon, the alloy wheels indicate that this is, at the very least, the sports version of a very popular every day car.

Finally, 'Journey's End'. Our teams' cars at Land's End early in the morning after a night of fun and camaraderie.



The end of another memorable two days of some of the finest scenery in Britain.