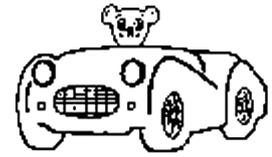




Sporting Bears Motor Club

Driving for Charity



POLAR NEWS

No. 99 September 2017

NEWS UPDATE

This edition of your Newsletter includes write ups on Classics at Corbridge (thank you Fiona) and Classics in the City (thank you Sid). It was great to see such a cross-section of our membership attending these events which were also supported by representatives from the charities who were benefiting. I also have to thank Brian Hunter for his not one, but two, articles relating his big adventure in the wee Westfield which he bought from fellow Polar, Chris Pollin. If Scots is not your first language then you might want to turn to version 2 which is printed at the back of the Newsletter.

Talking of "Newsletter", we are still in search of a new Editor as the prospective candidate has found themselves with a change to their personal circumstances. So please get in touch with me if you think you are able to take on this role. Our next lunch is on Sunday 17th September and there is still time for you to join your fellow Polars at The Collingwood for a relaxing few hours which always includes good food and chat. Please get in touch with me for menu details ASAP.

Looking further ahead to November, the annual Dream Rides at the NEC may need helpers as well as drivers if they go ahead. This event has not been finalised yet.

Dick Nortcliffe

CLASSICS AT CORBRIDGE

This annual event organised by MG Northumbria continues to grow and has always had a very good attendance from the Polar section. Bob Selby again organised the



passes and we all duly heeded his plea for arriving early to assist with preparing the stand. Dick and Pat, who travelled from Ellon, had sensibly arranged overnight lodgings locally so not too early a start for them and they were there waiting on the pitch with 4x4 duly loaded with all the gear we needed. We had been allocated a different site from last year and this proved rather tricky for myself and Helen Kirkness, who had travelled down with us, to locate as we were given very vague instructions as to what direction we should be heading in. Eventually Mike got out and wandered off on foot to identify our destination! Once it was

decided where the gazebo should be erected the cars were arranged - a good selection for the public to enjoy. Bears for re-homing were produced and attractively displayed.

Polars had descended on Corbridge from all parts of the country. Paul Bonsall, Graham Curtis along with Martin and Bronwen Walkingshaw travelled from Cumbria. From the North came Dick and Pat, Andrew Carrie, Ron Dyer, Mike Webber, Sid Palmer, Brian Hunter, Jeff Ferris, Helen Kirkness and David Mack, and Mike and I whilst out of the East came George and Sheila Dodds, Chris and Claire Pollin and, of course, organiser Bob Selby.



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This year the chosen charity was again Smile for Life and we had the pleasure of seeing Paula Gascgoine along with 2 volunteers who are now Young Ambassadors for the charity.

The weather stayed fair but it was a very chill wind which blew for much



of the day so a couple of walks around the extensive displays and autojumble kept the circulation going. There was also the opportunity to see the dog agility display whilst listening to the live band which returns year-on-year due to popular demand. Members were of course happy to catch up with each other's news, talk to anyone interested in their cars and rattle a collecting tin or persuade a passing MOP that they really couldn't live without another cuddly toy. The grand total raised was £169.00, which doesn't sound much for all the hard work, but as Dick said afterwards, given the location and general lack of passing public, even this was a minor miracle! So well done to all and thanks again to Bob who had intimated that he probably won't be up to taking on the role of chief organiser next year. Any volunteer please step forward.....

Fiona Davies



TRIP TAE APPLECROSS WI' TH' McWESTY CLAN

Scratchin' an itch that Ah'd hud fur some time, Ah bocht Chris Pollin's Westfield V8 lest September. Ah'd aye liked th' concept o' nae frills motorin', 'n' Ah'm auld enough tae mind th' days whin cars didn't hae computers, power steering, power brakes, ABS or e'en a heater. Mah foremaist motor, a Morris Thoosan' Traiveller, hud nane o' thae driver conveniences 'n' Ah aye hae a saft spot fur that motor. Th' Westfield is muckle th' same, bit an' a' gey, gey different.

A fower point three litre Rover-derived V8 in a lichtweecht body providin' somethin' loch fower hunner brake horses per ton is a fin hin' tae drife, especially wi' nae roof, nae sidescreens an' hee haw in th' wey o' cratur comforts, nae e'en padded seats, thae bein' surprisin' comfy moulded GRP things.



Sae, seekin' tae fin' ither like-minded nutters, Ah jined th' Westfield Sports Motur Club an' mit up wi' th' McWesty Clan, th' Scoattish Chapter ay th' WSSC - hink ae bampot Polar Bears an' ye're nae far aff.

Th' maist interestin' hing fur me whin Ah foremaist mit up wi' thaim wis - thaur ur nae twae cars alike. A' ur Westfield kits, but th' engine

choices varied frae Ford, Vauxhaa ur Honda motur engines, tae Suzuki Hyabusa ur Honda Fireblade motursickle engines wi' sequential gearboxes. Th' bindin' freendship, thocht, was Westfield an' it didnae maiter whit ye drove, a'boday was interested in a'boday else's motur. Some noo hae some o' th' cratur comforts Ah mentioned abune, but others, loch me, prefer th' raw experience o' real wind-in-the-hair motorin'!

Ilk year, th' McWesty Clan arranges a series o' runs in th' cars, takin' in muckle o' th' scenic Scoattish coontryside in various bitts o' this bonnie land, an' th' main event ilk year is a rin tae Applecross.

Applecross sits oan a peninsula jist tae th' north o' Skye in th' north-west o' Scoatlund, an' can be goat tae ainlie via single-track roads frae north, sooth ur eest, but th' maist scenic o' these is undootedly th' Bealach Na Ba whilk, fur muckle o' th' year, is impassible due tae snaw, bit is generally open atween May an' September.



Thes year's rin staired oan th' Friday wi' a'boday meetin' up tae th' wast o' Stirlin' an' takin' a leisurely drife up th' wast coest via Glencoe, stoppin' aff fur dinner at Onich, 'en headin' up via Forth William an' Eilean Donan Castle tae th' base fur th' weekend at th' Applecross campsite.



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Some o' th' Clan campit oot in tents, but maist waur in caber cabins, bonnie basic accommodation, but freuch an' midge-free, whilk is a fine bonus oan th' wast coest! Th' barbecue an' th' gazebo cam coortesy o' th' support van an' waur th' focal points fur th' e'en's entertainment. Ye cannae beat a never-endin' supply o' burgers, links, chicken wings an' steaks in th' open air, wi' stoin' banter an' tales o' bygone runs enthralling a'boday there. A campfire wid hae bin stoin' bit they wirnae allowed.

Saturday mornin' staired wi' a braw breakfast at th' Walled Gairden affair headin' aff fur th' day's toor. Th' waither wisnae th' best, especially wi' some o' th' cars haein' nae roofs, but 'at didnae dampen th' enthusiasm. We headed ower th' Bealach Na Ba, ben Strathcarran an' towards th' Glenelg ferry tae Skye, discoverin' ainlie when we waur near 'at th' ferry wis cancelled fur th' day due tae th' weather. Ah weel, at leest th' views gart up fur it!



Frae thaur, we retraced oor steps

ower tae Plockton, yin o' th' jewels o' th' wast coest, wi' palm trees grawin' in th' main wynd, coortesy o' th' taps aff Gulf Burn 'at caresses its shores.



Frae thaur, back via Strathcarran, Shieldaig an' Fearnmore tae come back tae Applecross frae th' north. As we approached Strathcarran, we cuid see th' dyke o' smirr ahead o' us. It's an interestin' experience tae hae th' wipers strugglin' tae clear th' ootwith o' the win'screen, an' occasionally haein' tae shammy th' smirr aff th' inside o' th' screen as weel! Drookit waither gear is a mist tae jook yer breeks getting drooched!

'Twas oan th' wey doon frae Fearnmore, aye aroond 23 miles frae base, 'at mah clutch gi'ed. It efter transpired 'at th' pivot ba' hud gaen ben th' clutch fork, but we couldnae be sure o' 'at at th' time. However, we managed tae stairt th' motur in fifth gear oan th' key, sic' is th' torque o' th' V8 engine, 'en wale third gear an' git back tae th' campsite. Sae, whiles a'boday else was enjoyin' a gallus bevvy, Ah was oan th' phane tae th' recovery company, gart aw th' mair pennicketie by thaur bein' nae mobile phane reception in Applecross! However, WiFi-callin' tae th' rescue, coortesy o' th' Applecross Inn, an' recovery was arranged fur Sunday mornin'.

Nae th' ideal endin' tae mah weekend, but Ah dae noo haud th' record fur th' fastest Westfield gaun backwards, at 56mph! Wi' th' engine an' gearbox oot o' th' motur, th' gearbox haes bin rebuilt an' Ah'm jist waitin' fur a freish flywheel an' clutch parts tae turn up, along wi' a freish strengthened clutch fork!



Ah'm awreddy lookin' furrin' tae neist year's adventure. Better waither wid be a richt bonus!

Brian Hunter

CLASSICS IN THE CITY

HIGH STREET, (aka ROYAL MILE) EDINBURGH

Saturday 15th July



Where better a place to be than on the cobbled Royal Mile between Edinburgh Castle and Holyrood Palace; the day not blessed with a lot of sunshine, but mostly dry; great fun. Despite a somewhat nervous start to the day, Traffic Wardens had not been provided with our Permit information to hold the event. Fortunately I had all the paperwork with me - phew!!!!; eventually kicking off after 11am. Dick in his usual unflinching energy

See You Soon!

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set about erecting the gazebo (on the cobbles) with able assistance from attendees. This year, the more onerous requirements of the council meant the provision of an anemometer to ensure the wind speed was observed; something to do with avoiding the Gazebo being blown over!! Whatever next!! Enough weights around its feet that would have held down an airship!

Lining up the eclectic display; Rob Daniel's gleaming RR Flying Spur; Chris Cooney's open topped Panther Kallista; Stewart Brown in the gorgeous vintage Lagonda; Mark Mckail's orange Noble N25GTO; Sid Palmer's lapis blue Porsche Boxster S; Mike Webber with his lovely red Dino; Richard Webber's pristine Lancia Integrale in gleaming Lancia yellow; our new members Alan & Nes Bell in their much loved red Lotus Excel; Sara Forbes in her golden VW Beetle convertible; not long back from a "Beetle" event in Germany; Hamish Cubitt's TVR T350C & last but certainly not least; Andrew Carrie's 1950's Chevrolet well-polished; glamorous blue, white and lots of chrome!!; much to the excitement of the American tourist et al. Once again Stewart Brown's Lagonda took the mantle for the

day, befitting the historic location; closely followed by the Chevrolet. Visitors just loved them all. The event was highlighted throughout the day with the "Clown Doctors" (theatrical girls representing our sponsored Charity; Hearts & Minds) leaping onto cars; red noses everywhere pimped on the cars. These are the wonderful girls that visit the sick kids hospitals and cheer up the kids with clowning antics. What fun they had entertaining us all; City visitors alike. Shirley Monteith from H&M appeared with much enthusiasm to get the "show on the road" – brilliant.

As in previous years the Street was thronged by tourists from all over the world bringing in a total contribution of £ 600.10; a record for this very much respected event. Many thanks to all who attended, it was great fun and here's to another repeat event next year; "haste ye back". *Sid Palmer*

For more see <http://www.heartsminds.org.uk/sporting-bears-bring-classic-cars-edinburgh-clowndoctors>

AND FINALLY

Because we have had such great articles from Brian this month, we are carrying over reports of Polars heading West - not just to Bo'ness

but also to Glasgow! Read all about it in Edition 100.

And finally, finally Fiona couldn't resist snapping a Polar Bear painted on the side of a building on Paper Island in Copenhagen when she visited recently.



Below is a translation of Brian's article for more southern Bears.

A TRIP TO APPECROSS WITH THE MCWESTY CLAN

Scratching an itch that I'd had for some time, I bought Chris Pollin's Westfield V8 last September. I'd always liked the concept of no frills motoring, and I'm old enough to remember the days when cars didn't have computers, power steering, power brakes, ABS or even a heater. My first car, a Morris 1000 Traveller, had none of these driver conveniences and I still have a soft spot for that car. The Westfield is much the same, but

Have a nice day!



September 17th End season Lunch – Collingwood Arms
December 10th Christmas Lunch - Collingwood Arms

also very, very different.

A 4.3-litre Rover-derived V8 in a lightweight body providing something like 400 bhp per ton is a fun thing to drive, especially with no roof, no sidescreens and nothing in the way of creature comforts, not even padded seats, these being surprisingly comfortable moulded GRP items.

So, seeking to find other like-minded nutters, I joined the Westfield Sports Car Club and met up with The McWesty Clan, the Scottish chapter of the WSCC - think crazy Polar Bears and you're not far off.

The most interesting thing for me when I first met up with them was – there are no two cars alike. All are Westfield kits, but the engine choices varied from Ford, Vauxhall or Honda car engines, to Suzuki Hyabusa or Honda Fireblade motorbike engines with sequential gearboxes. The binding camaraderie, though, was Westfield and it didn't matter what you drove, everyone was interested in everyone else's car. Some now have some of the creature comforts I mentioned above, but others, like me, prefer the raw experience of real wind-in-the-hair motoring. Each year, The McWesty Clan arranges a series of runs in the cars, taking in much of the scenic Scottish countryside in various parts of this beautiful country, and the main event each year is a run to Applecross. Applecross sits on a peninsula just to the north of Skye in the north-west of Scotland, and is

accessible only via single-track roads from north, south or east, but the most scenic of these is undoubtedly the Bealach na Ba which, for much of the year is impassible due to snow, but is generally open between May and September.

This year's run started on the Friday with everyone meeting up to the west of Stirling and taking a leisurely drive up the west coast via Glencoe, stopping off for lunch at Onich, then heading up via Fort William and Eilean Donan Castle to the base for the weekend at the Applecross campsite.

Some of the Clan camped out in tents, but most were in log cabins, pretty basic accommodation, but dry and midge-free, which is a real bonus on the west coast! The barbecue and the gazebo came courtesy of the support van and were the focal points for the evening's entertainment. You can't beat a never-ending supply of burgers, sausages, chicken wings and steaks in the open air, with great banter and stories of past runs enthraling everyone there. A campfire would have been great, but they weren't allowed.

Saturday morning started with an excellent breakfast at the Walled Garden before heading off for the day's tour. The weather wasn't the best, especially with some of the cars having no roofs, but that didn't dampen the enthusiasm. We headed over the Bealach na Ba, through Strathcarron and towards the Glenelg Ferry to Skye, discovering only when we were near that the ferry was cancelled for the day due to the weather. Ah well, at least the scenery made up for it!

From there, we retraced our steps over to Plockton, one of the jewels of the west coast, with palm trees growing in the main street, courtesy of the warm Gulf Stream that caresses its shores.

From there, back via Strathcarron, Shieldaig and Fearnmore to come back to Applecross from the north. As we approached Strathcarron, we could see the wall of rain ahead

of us. It's an interesting experience to have the wipers struggling to clear the outside of the wind screen, and occasionally having to chamois the rain off the inside of the screen as well! Wet weather gear is a must to avoid your trousers getting soaked!

It was on the way down from Fearnmore, still around 23 miles from base, that my clutch went. It later transpired that the pivot ball had gone through the clutch fork, but we couldn't be sure of that at the time. However, we managed to start the car in fifth gear on the key, such is the torque of the V8 engine, then select third gear and get back to the campsite. So, whilst everyone else was enjoying a cool beer, I was on the phone to the recovery company, made all the more difficult by there being no mobile phone reception in Applecross! However, WiFi-calling to the rescue, courtesy of the Applecross Inn, and recovery was arranged for Sunday morning.

Not the ideal ending to my weekend, but I do now hold the record for the fastest Westfield going backwards, at 56mph! With the engine and gearbox out of the car, the gearbox has been rebuilt and I'm just waiting for a new flywheel and clutch parts to arrive, along with a new strengthened clutch fork!

I'm already looking forward to next year's adventure. Better weather would be a real bonus!

Brian Hunter

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