Wigton Motor Club Ltd

Start Line

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All Set For the Solway Autumn Classic Weekend

Excitement is building as we head for our last big event of the season the four events that make up the Solway Autumn Classic Weekend. The Solway is run to benefit good causes in the area and also raise the profile of motorsport amongst younger people.

Dave Marsden and Mike Garstang were the quickest car last year in the well rallied Cortina and they will be gunning for the new award for the outright winner. Already we have had entries form a number of newcomers who have learnt of the rally's high reputation for quality tests and organisation. With some new tests and new versions of old ones it going to be a real cracker!

For those of a less competitive mid there is the Jubilee Jaunt on Saturday based in Cockermouth while the Solway Saunter on Sunday runs over a very similar route to the Solway Historic but without any competitive element. Both events will have the high standard of catering and will be based at the Rowrah kart circuit.

Diary

Club events over the next month or so

Solway Autumn Classic Weekend

October 20th & 21st

The Jubilee Jaunt

Saturday, October 20th

An afternoon tour of some of west Cumbria's least known roads.

The Solway Historic Rally

Sunday, October 21st

A special test event for historic rally cars and road rally cars

The Solway Saunter

Sunday, October 21st

A touring event over a similar route to the Solway Historic

Regulations on the website

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

Henry Ford famously said; "History is bunk". Winston Churchill said; "We cannot plan the future unless we understand the past."

I was pondering the above for three reason in recent days. I was reading Ron's "Uttering" regarding a book on road rallying history and Ron's own extensive records of the events he has kept for the past 50 years or so. Then clearing my parent's house I have found the "archives" of Wigton Motor Club with minute-books and magazines going back about 50 years. Thirdly I bought a great book, "The Motorsport Explorer" which details nearly all the venues used for motorsport in the UK since 1890 or so. I noted that some details and results were lacking for some events I know about or had even organised. There are also a few venues missing which is not surprising, but there must be so much more out there.

Over the years a whole lot of information must have been lost, dumped or may still be in a loft. What has happened to the results and archives of past clubs like the 750MC (Cumberland), Cumberland Sporting Car Club, Furness DMC, West Cumberland MC; quite apart from some of the smaller clubs that came and went over the years: John Peel MC, Black & Reds, Northern Sporting TCC, Whitehaven MC, the original Eden Valley MC and Fellside MC to name just a few?

Many of these clubs had a stock of superb trophies for their major events. What has happened to them? I can well remember the wonderful display of large awards given out on events like Furness' R.L. Brown Rally or West Cumberland's Peak Revs. I would think many were genuine silver and would still be worth a bit.

Is the history of motorsport at local level important, is it of interest to younger folk or those in the future? What do you think?

It's been a dreadful summer for shows of all types and one trader was telling me that less than half the shows he had planned to do had actually happened and of those only three or four had anything like decent weather. Of course this is not just happening for classic car shows but a wide variety of agricultural and similar events as well. The further issue is that all shows now cost a fair bit to put on and in the end the bulk of the cost comes from the paying spectator. A really wet day means few spectators and a financial loss. That's why some organisers are cancelling some time in advance rather than take the loss. This of course ends up with service providers, (e.g. Barriers, PA, loos, tents) etc losing income along with food and ice cream vendors who have all had a really bad year. Should next summer be as bad then I suspect many organisers will be forced to have a rethink, particularly those who are "commercial" rather than clubs. In the long term this may not be a bad thing as too many folk have looked on running a show as an income source rather than event for enthusiasts run by enthusiasts and ***all*** wanting to have a good time!

We will see.

GTF

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2012 - The View From The Cheap Seats

By Wiggy

February Race Retro Stoneleigh was awesome, too much to see in one day and the rally stage is pure nostalgia. I was almost tempted to ask how much this was being sold for, but then I thought it was better not to ask just in case it was affordable. Bumped into two famous families in the halls, John and Andy Graham and Rowan Atkinson and son, guess who looked like they were really enjoying themselves and no it wasn't Mr Bean!

March 2012's driving started with the West Cumbrian summer (a week in March) during which we enjoyed the Wigton MC track day at West Cumbria Kart Club's circuit at Rowrah. Hard compound tyres were the order of the day and much lappery was enjoyed. It also marked the only time we saw Mr Garforth's Skoda during the season and as he hadn't fiddled with the engine by then it appeared to run without fault. Ronnie McGregor's Honda S2000 managed to do a "Banksy" impression using the track as his canvas and Yokohama A048R's as his medium, a couple of seconds later he then did a Warhol, this time it was Honda 2 pack yellow on galvanised Armco. BMW art cars eat your heart out!

April An early April sprint at Kames on the anti clockwise direction on second hand hard compound tyres went quite well for me finishing a close second just 0.17 sec behind the class winner in a very racy Vauxhall Nova, although the organisers got all confused and gave me the class win on the day (despite my incredulity) only to be rightly demoted the next day, but I had a class winners trophy so those at home thought I'd won...

May The end of May was very memorable for me with cucumber sandwiches at a garden party at Buckingham Palace, Kate Middleton asked me why I was there and I just said a lifetime's service to the motorsport industry. Well it was better than saying I was only there as my wife had no option than to take a spouse or partner. Kate then chatted about speed events and was keen to know if Avon still make the ACB10 in A33 compound .

June The next memorable event was York MC's Teeside Sprint at Middlesbrough which took place on the Diamond Jubilee weekend. For once the weather was good as was the turnout of Wigton MC members. Whilst Kev Hamilton spent the night before ensconced in his Alhambra, Ronnie Mac had the pleasure of the Teeside Hilton, strangely neither had anything stolen! The Teeside track is very challenging with elevation changes, meaty kerbs and the only proper banked 180 degree bend other than at Rockingham. Keeping up your speed through the last chicane before the 180 degree corner seemed to be crucial and despite Willie Jarman's best efforts and the finest soft compound Michelin slicks, he couldn't quite catch me, but the margin was miniscule, but hey that's what you get for "DRIVING LIKE A GIRL", needless to say Willie left me for dead everywhere else during the year!

The Barbon National event in mid June was almost a wash out, but as usual the craic overcame the weather and the Liverpool MC Clerk of the Course showed that he must be from Toxteth as the rain didn't bother him and off we went on the first practice run. However by then loads of the hero's had packed up and gone home for fear of the precipitation. I managed to go quite quickly and was in the top five

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times on the first practice run. It went downhill from then on with me "DRIVING LIKE A GIRL" until the last wettish timed run where I went faster than my dry efforts.

The fantastically brutally twisty and dangerous High Auldgirth Hillclimb near Dumfries was promised as a replacement for the now too rough Ingliston Sprint, unfortunately the optimism of the organising club exceeded the amount of Armco and new tarmac that was required to placate the MSA, fingers crossed it will run in 2013.

July National Motorsport Week -Thanks to the generosity of Malcolm Wilson we had Ott Tanak and Matt Wilson who brought along a brand new Fiesta WRC to St Cuthberts Primary School in Wigton. The car was about to head off to Italy to a private collector to join the other couple of M Sport WRC cars he has in his collection. The children knew nothing about rallying, but they all got to sit in it and play with all the controls, the look on their faces when Matt fired the car up was priceless. Hopefully we have raised awareness of our club and rallying, which wouldn't be difficult bearing the total lack of media coverage these

days. Ott Tanak was a very quiet lad, having just wrecked a Fiesta WRC the weekend before and was just overseeing the build of a new one at M Sport. However once we started chatting it was clear he had an excellent knowledge of group B and beyond and we had a very enlightening/amusing discussion about the drivers of certain French WRC cars.

August Next trip out was to Three Sisters on 5th August, a class win for me, but not much fun understeering around on road tyres, the guys in the North West don't allow the stickier semi competition tyres we can run in the road going classes in the Wigton and Scottish speed championships as they are too scared their cars will roll over at the first corner due to the excessive amounts of grip. Oh yes and apparently they are too expensive – if you're worried about expense motor sport isn't for you. The highlight was the red flag marshal abandoning his flag and going to push a stricken car in a dangerous position whilst his "unemployed" colleagues stood rooted to the spot and another car approached at top speed oblivious to the red flag now lying amongst the daisies.

Our Classic car Show at Dalemain saw a good turnout of clubman competition cars, including Nicky Porter's super rare Mercedes SL rally car. Unfortunately the rain in the afternoon meant that my efforts on the autotest were somewhat pathetic, not helped by my usual choice of hard compound tarmac rally tyres. My embarrassment was doubled when I saw my mate Mike Little of Mike Little Preparation watching from behind the barriers, he didn't think that I would ever have been much competition to Carlos Sainz (one of his drivers in the Sierra Cosworth era). Although he was impressed with my fake C Sainz and L Moya signatures (in indelible marker pen) on Dave Exton's E bay MR2, with hindsight my artwork probably doubled the value.

September I missed Forrestburn due to holidays on the isle of Bute, where a Kames Refugee Subaru (T500 SUB) seemed to spend every evening driving at very low speed around the island, but making loads of noise . The return journey took me past Kames (I never realised there was a petrol station to the west of Muirkirk...as well as a full size replica of Camp Bastion or is that the Caravan Park?) and then straight down to Llandow Circuit, south west of Cardiff to drive my brother's brand new Caterham Supersport.

For those that haven't driven to Llandow from Kames, the highlights were :- theA470Newtown – Llandridnod Wells, Gilbern Motors in Llantrisant (sadly just a cheap used car dealer), a school called Y Pant (!) at Pontyclun and then a late tea in a pub in Llantwit Major.

The evening's accommodation was a Halfords (?!?) tent at Llandow Caravan Park next to Llandow circuit, my first camping experience since a very damp and windy night at Knockhill before the last Wigton MC sprint in 2007 or 2008. That had mentally scarred me, but several pints of lager, an air bed and an Alpinestars race suit for a pillow would ensure a good night's sleep...er no, about 20 minutes and then at 6AM all the Caterham dullards started discussing camber angles. Is this what it's like camping at all motorsports events? The one saving grace was alfresco breakfast and the brand new toilet block.

We were split up into experience groups, so I lied and went for the complete novice group and after managing to squeeze myself into the Tillet seat was quite surprised at overtaking about 6 cars on my first run. Shortly after I had my first and only spin of the day (which to my shame is on you-tube – but at least I was trying... to go sideways).

My brother got bored after one run so I managed many many laps and went through a couple of tanks of fuel, but no tyres due to the featherweight nature of these cars. Being a front wheel drive fan, I have to say the acceleration, adjustability, everlasting brakes, flames on the downchange and CRACK on an upchange of the Caterham were truly addictive.

The facilities at Llandow were superb, with the best cafe I've seen at any circuit, excellent wash/ toilet facilities (with coconut hand cleaner.. nice), a proper briefing room, offices, control tower and warning lights system. Next stop Kames on Sunday 20th September for the Wigton MC sprint.

October ..Loads of fun at our Classic Weekend in October, with the Solway rally, tour and Jubilee Jaunt.

From The Top

Notes from the September committee meeting:

The Club is looking at repairing, updating or replacing our current Wharton rally timers.
Dream Rides for BBC Children in Need was discussed.
Plans for a major event for our 90th anniversary are being looked at.
The Club's archives are to be catalogued and place in the county archives.
We are looking at offering payment by direct debit for membership.
Reports were received for the Rose & Thistle and Classic Show.
Plans for autosolos in 2013 were discussed, new venues and dates that do not clash are important.
The awarding dinner will take place in late January or early February.
The November committee will do a full de-brief of the Classic Show
Ideas are welcomed for social events over the winter.

Event Reports

Forrestburn Hill Climb

Ronnie MacGregor Reports

The fifth WMC speed event of the year approached with a "not too optimistic" weather forecast. Having had a tremendous amount of rain through the night, and further early morning rain, things were not looking good. This must surely be one of the wettest summers on record. Still raining at early morning departure, thankfully this had ceased by arrival time at Forrestburn. But would it desist ?

Forrestburn is a tremendous track, perhaps one of the more complex challenges of the season, great fun, and yet a few people have commented that the venue *"is not that popular"*. Hard to understand . . . . . . or just urban myth ?

One of the problems that is evident, is of running water across the track after rainfall. There are two or three bands just after the start, and a more serious band just before the first hairpin. Some recent effort has been made to alleviate this, with trenches dug on either side of the track in an attempt to form a soak-away. Two problems. It looks as though the trenches have been filled with "Type 1" (which is designed to be compacted into a hard base) rather than with large chips or round pebbles better suited to drainage, and without an exit point any pit is simply going to fill to capacity, and then overspill with no improvement in the overall situation. A new exit drain really needs to moled under the track to provide a long term solution. On the day, a garden hose siphon had been set up at the hairpin, and this was in full flow until it had to be removed to allow the cars to run.

With a pretty good turnout of Wigton members, it was good to see Dave Exton competing again. His reborn MR2, complete with replacement head and various other associated "swapped" MR2 bits, had made its debut the previous weekend on the superb "Competition Stand" of Mr Wiggins at the Dalemain Show. As is usual, the car was finally ready close to midnight the night before, when Dave was suddenly distraught to discover, literally at the eleventh hour, that one of his pop-up headlights now refused to retreat. *"No time to fix it now !! It will just have to stay up !!"* Mr Wiggins had large white display boards at the show, and a jumbo black magic marker. He was keen to create a couple of banner placards, but it is difficult to understand why he declined to label the MR2 with one of the various suggestions including the word "winker" !!!

First practice run was slippery, although the track was mostly dry. Low temperatures and hints of moss in the tar were not helping the grip. Second practice saw grass and mud debris at a couple of points, with a conscious immediate lift-off required when stumbling upon the bright orange derrière of a marshal departing the track with brush in hand. A number of cars had discovered "insufficient grip", and this served as a stark reminder not to get too carried away !! With a hint of warmth by lunchtime, the first timed run saw the best conditions for most. Second timed runs were underway when the rain made an unwelcome return. Cars numbered less than mid teens were fortunate, but thereafter it was a return to wet conditions, with a fair number of the later cars deciding not to take their second run.

And so to the results . . . . . .
Lone Wigton representative in class A01, Robert Iveson improved by seven seconds over the day to return a **60.59** second time. This is less than 5 seconds off the new class record set that same day, and a commendable result.

In class A02, in his Toyota MR2 "Saloon Car", having had some navigational difficulty on his second timed run, (a momentary confusion between an MR2 and a Ride-on Lawn Mower), it was the first timed run that gave Dave Sextant a **57.14** second time slotting him into second place in our R2 class. Alex *"I*

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might move pretty fast, but my Dad's had more practise" Thornton was well and truly trounced. A whopping 0.69 second Thornton generation gap, with times of Fast Dad **57.48** and Slow Son **58.17** seconds. Second desperate timed run efforts for Alex didn't help with a run time sufficient to have included a tea break !!! Was there mention of frivolity after the bottom hairpin ??? !!! Kevin Hamilton was not having a good time, and spent a portion of the day hiding under his car. He was finally persuaded to come back out, but despite the best efforts of the Wigton Club Pit Lane Support Crew, the car was still jumping out of gear unpredictably, and a final run result of **58.63** was the best on offer.

This, of course, brings us to the Forrestburn Spot the Differences Competition. Check out the two pictures at the top of this article if you will. One of these pictures is the engine bay of a reputedly *"Bog Standard . . . Honest Guv"* Japanese import, road going Honda Integra, and the other is a highly developed, very modified, non road going Honda Integra. Two questions. Can you tell which is which ? Secondly, can you spot 10 differences between the two ? Answers on the obligatory used £20 note next event please !!

Lone A03 contender Richard Shaw peaked in practice, but still produced a **64.33** first timed run. He may have been one of the first cars to experience rain on the final run.

In class A05 Les Golding brought his Caterham 7 home in **59.00** and amazingly was only a second slower at the start of the rain, last run.

Having entered class A08, and despite approval to run in the Lowland Championship as an A08 car, Ronnie MacGregor found himself bumped into A06 with no warning or communication, being left to discover for himself that he was now up against Caterhams and Westfields. Four seconds behind the slowest car, bottom of the pile it was to be. Annoyingly, his time of **57.02** was good enough to have earned a second in class award had he remained in A08. His children no doubt took considerable delight in reminding him that *"Life's **not** fair . . . . . Get used to it !!!"*

In class B2, Worried Willy's **56.65** was only 0.37 seconds faster than relative newcomer Ronnie, and that's a whole new class of Worry for Willie !!! However this was still 11.59 seconds faster than Mr J's leisurely first practice run. Sight seeing tour ? . . . . . Did something happen that has not been confessed to ??? !!! Angela's performance seems to have waned a little this time out, and with a **62.93** it seems that the boys are well and truly back on top !!

In class B4, Chris Boyd brought his lovely camouflage coloured Sylva Riot Bingley Special home in a very quick **48.03** seconds, followed by Harry Moody's mobile climbing frame, cruising in at **52.81** seconds.

Melvyn Hartley was on form, sliding his rear around on the bends as usual, to produce a very quick **49.25** in class B6, with Angus Buchan's Tar Planer doing its best to re-profile the top hairpin on every run, and in so doing, gaining a **52.50** second time in class C1.

Roy Munro, class C4 in his single seater, was rewarded with a stunning **45.38** to give him not only first in class on the day, but third best time of the day.

In the antiques divisions, Colin Sutherland, class H20, romped home with a spring chicken like **57.23** despite complaining of spending a lot of time at the start line. It is unclear whether this was before or after the green light !! Class H22 saw Peter Keen amble his heavyweight home in **62.97** seconds.

So . . . . Forrestburn !! What a cracking track !! What a great day !! Weather held up not too badly. A fair number of track departure incidents, a badly stone walled Midget (bottom wall), a well whacked Single Seater (top wall). No injuries, and nothing other than grass cutting excursions affecting but a few Wigton members. Who would like to see the addition of a June Forrestburn date to the menu for next year ? Do I hear a resounding "Yes" ?? . . . . . Brilliant !!

So what's next ? . . . . . Hound on down to Harewood !!!

RED MIST

no longer young but still angry!

Now, by the time you read this memories of our Olympic and Paralympic success may well just be distant ones. I also write this with no knowledge of how the whole Paralympic "equivalency" row with Mr Pistorious has been resolved, if indeed it actually has/was. Us motorsport types are well versed in things being equal and being legislated and scrutineered to keep things being equal, then it's up to us to then take this legislation and make it bend as far as humanly practicable whilst being within the said rules. It's in our blood and it's why we have governing bodies and rule makers and it's supposed to mean that we have within the heavily defined class structures, a level playing field.

We accept that there will be discrepancies and that certain things will favour certain solutions. Putting the same 1275 engine into a Mini will not have the same effect as the same engine in a Midget. It's a "some you win, some you lose" situation, "horses for courses". In able bodied athletics, in most cases, your chassis will reflect which discipline you will be successful in. There are no class rules, it is in effect an open formula in which as long as you don't use octane boosters or moveable aerodynamic devices you can compete in the same events as the big boys, its effectively results based.

Yes in athletics I have done the same tracks as some of the top boys, no national circuits in athletics, you get access to the same equipment as Usain Bolt. The difference is of course that I would be insane if I thought I may be able to challenge the likes of Mr Bolt on an equal footing. You see we have a different chassis, whereas Mr Bolt, even before his undoubted talent and youth is taken into account, has a chassis more attuned to sprinting than my specialist sport of sitting on the toilet reading car magazines (I have read literally thousands more than Mr Bolt, thousands). We are used to legally modifying our equipment, because that's a key difference. In motorsport, it's been a relatively recent development to tune the nut behind the wheel. I remember the story of a younger Russell Brookes diligently going around his works supported Escort with a drill, subtly lightening the whole car (of course laying off the beer may ultimately have saved more weight). I realise the benefits of diet, training conditions etc, but I also know that putting Nitrous Oxide and a turbo onto a 1962 Volvo PV 544 will only fling it off into the scenery with more velocity!

Now if this young Brazilian guy Olivera, has pushed the rules to their logical extent and beaten Mr Pistorious then I can appreciate his ire, however, surely it shows Mr Pistorious to have holes in his preparation. I can't imagine Messers Coppuck, Hayes, Davenport, Ferrari, Murray, Chapman or Newey missing such a fundamental way to raise their performance levels (they of course did regularly, but they responded well and all have made jumps in design and rule bending that has shaped our sport)

Once you introduce any sort of outside influence in a sport you shift the goal posts, as a young athlete I was convinced a set of specialist throwing shoes would allow me to gain an advantage, they did, just as a decent set of spikes made my abilities on the track appear less toilet based, whether this was more psychological or not, it did help. But if this Mr Olivera has effectively pulled a flanker and raised his final drive ratio with these overlong blades, then yes something needs to be done, whether it's too allow Mr Pistorious to improve his gearing or reduce Mr Oliveras, it needs to be sorted. However they have to be careful, because if they then start to outpace able bodied athletes then another can of worms is opened, because as much as people's minds have been opened to these great athletes, if they start

beating even middle ranked able bodied athletes, then the whole unfair advantage thing will explode. Rather like it did when the recently deceased Mr Bugalski did when he beat a lot of also ran WRC guys in a 2wd Citroen Xsara a few years back.

Mr Pistorious has been painted as a bad loser, and I have a certain sympathy with it being viewed this way, he was beaten both on and off the track and to my mind the error was his, the level of professionalism that he has applied to himself has been further elevated by those who have not spent the last four years just idly sitting around waiting to be beaten.

The Paralympics has been thrust into the limelight, it's still a relatively young event, its developing all the time and things are serious. Be under no illusions that this is a serious sport and every bit as cut throat as any other major event, there's big money, sponsorship, acclaim and expectation. Over 2 million spectators will see the game's first hand. They need to get their act together quickly to sort out any bad press and react quickly to any athlete who gains a non-chassis related advantage.

Then the likes of Mr Pistorious will have less reason to doubt he may well have been beaten by the better athlete. Being prepared is the best option, that's why Mr Whitmarsh from McLaren towers has already been mumbling about running his new V6 turbo against older V8's come the new dawn in F1, maybe he was watching the Paralympics whilst waiting to see how Mr Hamiltons loyalty was going to pan out…..FFS!

Alan the fowl mouthed fox.

Books For Sale

Title	Author	Publisher	Date	Condition	Cost	Price
Walking Guide to Scottish Borders and SW Highlands		Marshall Cavendish	1995	Excellent	£ 8.99	£ 5.00
In the Driving Seat (A century of motoring in Scotland)	Jack Webster	Glasgow RCH	?	Excellent	£ 16.99	£ 8.00
Stirling Moss's Great Drives in the Lakes & Dales	Stirling Moss	Little Brown	1993	Excellent	£ 20.00	£ 10.00
Flywheel - Memories of the open road	Muhlberg Motor Club	Frazer Stewart	1987	Excellent	£ 12.95	£ 5.00
A Life with HWM	Fred Hobbs	Haynes	1990	Excellent	£ 15.95	£ 8.00
The Chequered Flag (100 years of racing)	Ivan Rednall	Smart	1993	Excellent	£ 30.00	£ 10.00
Morgan (first and last of the real sports cars)	G H Bowden	Haynes	1986	Excellent	£ 22.00	£ 12.00
Thirty Years with Motor Sport	Bill Boddy	Grenville		Excellent	£ 14.90	£ 7.00
David's Diary of 1998	David Coulthard	S &S	1998	Excellent	£ 25.00	£ 5.00
Pirelli Album of Motor Racing Heroes	John Surtees	Pirelli	1992	Excellent	£ 14.99	£ 7.00
Classic Cars 1945 to 1975	Martin Buckley	Select		Excellent	£ 20.00	£ 7.00
The BRM Story	Louise Stanley	Parrish	1966	Good	£ 1.50	£ 4.00

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Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Steve Entwistle has a lot to answer for. After the Lake District Classic in July he told me he was writing a book on Club and National Rallies in the 1960s and did I have any records from way back then. He had spotted that I wasn't exactly in the first flush of youth so I won't take offence as long as he doesn't ask about the 1938 RAC. I was still at school when his decade dawned and remember 'borrowing' a Physics exercise book to record my events with the first one being the 750 MC John Peel Rally on the 16th/17th July 1960 although I had sat in as third man on previous rallies. As I was an impecunious motorist after I had passed my test in late 1960 the navigator's role suited me and enabled me to get involved early on at little expense. Rallies weren't the only branch of motorsport I dabbled in as Sporting Trials in Austin 7s were a strong discipline in the 750MC and that included sorties up both Skiddaw in 1960 and Ben Nevis in 1962.

The Physics book diary recorded all my events From July 1960 until the end of 1967 during which time I took part in 113 rallies with 18 different drivers but I was remiss in recording the outcome of only 104 including 3 non starts. Of those there were 14 wins, 9 seconds and 11 third places. So in retrospect, achieving a 'podium' on about one third of the recorded events it was a fairly satisfying period with better yet to come. The 22 retirements told a story with perhaps half a dozen being down to some kind of accident or off and the balance probably mechanical and only two or three I can recall being down to 'mal de navigator'. Although Minis were available throughout this period it was not the natural choice for competition until the arrival of the Cooper in 1962 to be followed by the 1071S, the 1275S and the 970S. Power as they say corrupts, the more you get, the more you want, and so it was with Minis where you had in the 850 a nimble chassis, economical engine with not much power output and handling capable of much more. As the more powerful engines came along so those who could afford to advanced upwards progressing through the ranks until they arrived at a full house 1293S with strengthened drive train and works suspension. Regrettably much development was carried out by competitors in a steep learning curve, and brakes, suspension and drive shafts were all improved in time but many cars ended a night's competition due to failure of such components. During the same period in 31 of the rallies I navigated for Robin Murray, 25 with Irving Oglanby, 18 John Butterworth and 13 Malcolm Wright. I only wish my records were as comprehensive for the 45 years which followed.

As I write this David Agnew has entered the South of Scotland Car Club 'Doonhamer Rally' on 23rd September with me navigating in the Porsche 911. As you will know, dear reader, I dwell a little too much in the past but couldn't help but hark back to the first time I did this event as a night rally which was on 29th Feb/1st March 1964 with Irving Oglanby from Wigton. We were in his red Mini Cooper (no white roof) 1258BB and finished second on that occasion behind the Mini 850 of Alf Sewell/Laurie Lancaster both crews from the 750MC. I was able to relate this to Roland Proudlock the organiser of the Doonhamer and also told him about the Ayrshire Rally organised by the SoSCC in the '60s, which I did on three occasions. The SoSCC has an interesting history section on their web site with records going back to 1951.

As competition tastes change there is an increasing interest in using much older cars for long distance endurance events. The '50s and '60s has been the most popular period for sourcing cars to use on events of several days duration with the perception being that pre-war and vintage cars were more suitable for touring and shows. But now there are more events on which these older cars can be used in competition. Inevitably the more desirable, performance vintage cars are increasing

dramatically in value and the demand is such that asking prices are becoming incredible. The ERA Peking to Paris event has already attracted 84 such cars entered for its 4th modern running next summer, after beginning with the 100th Anniversary run in 1997 and then again in 2007 and 2010. The Flying Scotsman – also from the ERA -runs for the 5th time next April for pre 1941 cars and already has 93 entries for the three day event. Now HERO has announced the 1000 Mile Trial round the UK in June 2013 and again this is for pre-war cars only. As you can imagine these trials attract more WO Bentleys than you could shake a shooting stick at, I wonder if Kirk or David need a map man?
Ron

Welcome to the following new members:

We have pleasure in welcoming the following new members to the Club and we hope that you all enjoy our events and social activities.

John Crozier of Cockermouth
John Lang of Keswick
Gerald Braithwaite of Stainton
Geoff and Isabel Fergusan of Wetheral
Duncan and Fiona Petty of Aspatria
Douglas and Dominic Park and Angela Sherwen of St Bees
Steven Bowditch of Carlisle
Stephen and Allyson Irving of Cleator
Alistair Jackson of Gamblesby
Simon Butterworth of Bury
Dave and Dawn Garner of Brigham
Richard Norman of Workington CA
Joanne & Tim Tinniswood of Wigton
Ian and Jack Webster of Carlisle

For most of you this will be your first magazine and we hope that you enjoy it and that you will take part in many of our activities

Adverts

W-I-D-E Wheels
Set of 4, Steel, professionally made. Diameter 13 in; 4-stud 3.75in (Classic Triumph and others) pcd; rim width 2 *14in. 2*10.5in. Good condition but need repaint, suit Hotrod, Grasstrack, Sprint etc.? £50 01228 576408

MG TF135. Grey. 46,000 miles. Excellent condition. Lady owner. Pleasure use only. £3,500 o.n.o. Ring Graeme on 01900 825642

1973 MGB GT AUTOMATIC FOR SALE.
Rare completely original, superb condition, full history. Award winner last three years at Dalemain. Will consider all offers. Contact Ian Strang TEL 01228 599867
Email jagv12@live.com

TJ services (GB) LTD

Classic Column

- In the current "**Cumbria Life**" there is a great feature on the Classic Show and the MGB 50 display by Malcolm Bobbitt featuring Robert Little and John Harris amongst others.

- At the time of writing the **Christmas Cracker Run** is 25% full. Don't miss the fun way to end the year!

- Monday evenings on C5 sees "**Classic Car Rescue**" - features a variety of restoration projects done by a couple of "wide boys" you wouldn't want to buy a car from, but mildly entertaining.

- Meanwhile BBC4 has a programme on "The Golden Age of the British Sports Car" in the **Timeshift** series. It's scheduled to go out during the week starting October 8th.

- The **Classic Motor Show** takes place at the NEC from November 16th to 18th. Admission includes the Live Action Stage and the Classic Motor Cycle Show.

- We are looking for themes for the **2013 Cumbria Classic Show** - marques, anniversaries etc? Please let us have any ideas.

- I have in front of me a set of regulations for the **1978 Solway Stages**, then a multi venues stage rally on the airfields and tracks on north Cumbria. The entry fee was £16. The winner got prize money of £40 and class winners got £15. Times change!

- We are talking to BBC Radio Cumbria about doing a feature for "**Children In Need**" based on "Dream Rides" where listeners will bid for a ride in a classic or competition car. If you would like to offer a ride please give me a ring on 01900 825642.

- HERO & CRA are now working together following a decline in entries for their events.

Memories of the Cumbria Classic Car Show 2012

Insurance News

Retail Motor Law (RML) has welcomed today's announcement by the Office of Fair Trading (OFT) that it is referring the UK's private motor insurance market to the Competition Commission.

In December 2011, the OFT announced it was launching a market study to establish 'the facts and reasons behind recent reported increases in private motor insurance premiums'.

In May 2012, it announced a 'provisional decision' to refer the issue to the Competition Commission, citing 'evidence that insurers compete in a dysfunctional way that may push up premiums for drivers by £225 million a year'. The full market study is available on the OFT website.

Today, 28 September 2012, the OFT confirmed that it is to pass the matter to the Competition Commission.

Andrew Moody, managing director of RML, commented: "I applaud the OFT for making this bold move – it is good news for small businesses and consumers. May's provisional announcement was a clear signpost but now the industry knows where it stands. The Competition Commission has strong and wide ranging powers, so it will be very interesting to see what happens next.

"I recently spent two years compiling a report on what I saw as questionable practices within the UK vehicle refinishing industry, specifically the agreements that certain paint manufacturers and distributors enter into with insurance and accident management companies. It is hard to escape the conclusion that some major operators are throwing their weight around, inflating prices to the detriment of smaller companies and, ultimately, increasing costs to the motoring public via higher premiums.

"I submitted the report to the OFT and believe it played a key part in them passing this to the Competition Commission. A specialist competition barrister who has seen it said it raised 'serious competition concerns'. He added that 'an agreement between a manufacturer and a distributor/retailer to fix the resale price is considered a "hardcore" violation of competition law.'

"I am currently working on the best way to put people in the picture about what is going on in the motor insurance market. Both consumers and those involved in the trade will be staggered at what I have uncovered."

Kames Classic Sprint

Sadly we all had a wasted journey due to the amount of water pouring onto the track from the golf course. A tremendous effort was made by organisers, marshals and competitors to move it but all in vain; but thanks to all who worked so hard during the morning.

There was just too much water.
All competitors got their entry fees returned . The Club has lost a fair bit of money on this but really there was no option in the circumstances. Given the weather this year we are perhaps lucky to have only lost one event.
GTF

National Motorsport Week revs up for 2013

The dates for next summer's National Motorsport Week have been announced. Now entering its third year of joint-promotion by the two leading bodies in UK motor sport – the Motor Sports Association (MSA) and Motorsport Industry Association (MIA) – National Motorsport Week 2013 will run from 29 June to 7 July 2013.

The high profile week will again include the country's premier motor sport event, the 2013 Santander Formula One British Grand Prix at Silverstone and underline the UK's world leading position within the sport. All eight UK-based F1 teams supported this year's National Motorsport Week with 13 times Grand Prix winner David Coulthard and Nick Fry, Chief Executive Officer of Mercedes AMG Petronas Formula One, appointed as official spokesmen.

As well as celebrating the UK's on-going global success at the highest levels, National Motorsport Week also puts the spotlight onto grass roots activities and events, encouraging more people to get involved whether as a competitor, volunteer, spectator, engineer or other career profession. "We are delighted to receive widespread support from across the motor sport community, from all UK-based F1 teams right down to the grass roots through our registered clubs," said MSA Chief Executive Colin Hilton.

"This year delivered even greater media coverage, thanks to the likes of David Coulthard and Nick Fry lending their enthusiastic support, so the challenge is to keep the momentum going and make next year's celebration better still. I would urge all motor clubs to pencil the date into their diaries and start thinking about how they might be able to use National Motorsport Week 2013 to help recruit new members." National Motorsport Week 2012 started with the world-famous Goodwood Festival of Speed and culminated with local team Red Bull Racing winning the British Grand Prix at Silverstone. In between it included just about everything from MPs competing on an F1 simulator in the Palace of Westminster to local motor clubs organising special taster events for complete novices, as well as hugely popular open days at many of the country's top motor sport businesses.

"Literally hundreds of UK motor sport companies welcomed school children, their parents and career advisors to visit their premises during National Motorsport Week 2012, demonstrating to them the job opportunities available from a career in motor sport," said Chris Aylett, CEO of the MIA. "During NMW, we announced our first six MIA 'Motorsport STEM Ambassadors' who will now promote the importance to young people studying STEM subjects, for a career in motor sport engineering."

"MIA once again awarded £500 to the MSA Club who created the most imaginative and fruitful promotion to attract new membership during NMW. The winners will be announced at Autosport International 2013 and the award continues for NMW 2013. The entire motor sport community continues to get together to promote our great sport and business to the public at large."

MG Cumbria

The Famous Christmas Cracker Run

Sunday, December 2nd

70 mile tour in the North lakes finishing with lunch and a visit to the Keswick Traditional Christmas Fayre.

Open to MG and other fine cars.

Regs on the WMC website.

The EU Threat to Modified Cars

STATEMENT FROM FBHVC

When the European Parliament Historic Vehicle Group (EPHVG) met in May, Szabolcs Schmidt the head of the EC Road Safety Unit, mentioned that proposals for revisions to the Roadworthiness Testing Directive, following a 2010 consultation, were expected 'in the summer'. In July, the European Commission published the detail which turned out to be a proposal to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Directive.

The draft of the new Directive has implications for all motorists, not just historic vehicle owners. Amongst other things, the draft includes requirements to test all trailers (which in turn implies a registration system) and requires tests to make reference to a vehicle's original 'technical characteristics'. The meaning of this expression is not defined. National governments are granted the right to make their own testing arrangements for 'vehicles of historic interest'. A vehicle of historic interest is then defined as one that

- Was manufactured more than 30 years ago
- Is maintained by use of replacement parts which reproduce the historic components of the vehicle
- Has not sustained in the technical characteristics of its main components such as engine, brakes, steering or suspension; and
- Has not been changed in its appearance.

FBHVC considers this definition to be unworkable and completely unacceptable. FBHVC also rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the age of the vehicle. Modifications, alterations and improvements are all part of the history of motor vehicles and the older the vehicle, the more likely it is that it will have been altered at some stage.

At present the basic tenet of a UK MoT test is that it is one of mechanical fitness. There is no database of original specifications for UK vehicles, so testing to original 'technical characteristics' is simply pie-in-the-sky.

Earlier this month, the Department for Transport asked stakeholders for comment on the proposals. FBHVC will be responding formally to this request when further analysis of the detailed proposals has been completed. FBHVC will be discussing the implications of the proposal with the international organisation, FIVA, and through them with the EPHVG group as well as with the All Party Parliamentary Historic Vehicle Group in the UK.

It should be remembered that this is still just a proposal. It has to have approval by each EU member country before it is adopted. Some media commentary on this topic has tended towards the 'we're doomed' end of the scale. It is certainly a serious issue and FBHVC is treating it accordingly.

Basicially this means that any car, old or new, would have to go through an further test if it was in any way modified.
Seems like a good way of getting votes for UKIP to me!
GTF

Solway Historic Rally, October 21st

Marshals needed.
All marshal get either a lunch or dinner

Ring Graeme on 01900 82562 or email gtfmg@hotmail.co.uk

Inside the Industry

Paul Gilligan keeps us up to date

Battle For September Sales

Featuring the second plate change of the year September is the second largest sales month after March, and the last "big" month before the seasonal drop as Autumn turns to Winter. Manufacturers understand that this is really the last chance to clear stocks in volume to avoid carrying unsold cars for months ahead, and to rescue what might be disappointing numbers for the year so far. Certainly there are some pretty dramatic efforts being made. On Tuesday of last week one of my favourite Audi dealers sent me a list of 20 new cars on which Audi were offering "special" terms, i.e. big discounts. Only 48 hours later the same dealer sent me a "revised" list, now 100 cars not 20! Then I got detail of 100 BMW 3 Series registered but unsold from a dealer who obviously had their reasons. Mercedes are very much joining the party and BMW this week have offered the £70000 640 Coupe on a 2 year lease for a total payment of just over £10000 + VAT – just unreal. Needless to say the national stock of 640s has melted, but they will return to a BMW forecourt near you in a couple of years' time, at what price I wonder?

This is just what the so-called "prestige" manufacturers are doing, those lower down the food chain are fighting hard against the fact that it is now so cheap to drive an upmarket badge. It will be very interesting to see how September pans out. Certainly there will be some staggering bargains in the last week of the month.

Once again one of the most interesting battles will be Audi v BMW. Audi have never outsold BM in the UK, but at the end of August were nearly 4000 units ahead with BMW still having to sell off the 3500 cars registered as Olympic transport, most of which must go to a buyer who would otherwise have bought a new car. As mentioned above both are giving it both barrels and I'm sure will do for the rest of the year. Whilst I think Audi will win this year, the real winners will be the buyers who get a bargain!

Big Car Bargains

Whilst I refer to lease bargains above, I recently was asked to source a Jaguar XJ saloon for a buyer who was simply going to pay for the car. Whilst a fabulous car the new XJ has really been designed for the markets of China and North America where big saloons are much in demand, and has struggled in the UK where most potential buyers simply find it too big and expensive, and prefer the very attractive XF.

My customer was happy with a "near-new" car and I was able to find him a 9 month old car that had belonged to Jaguar themselves and been used on their "VIP Demonstration Programme". Perhaps Jaguar are a touch short of VIPs just now because in the 9 months the car had only covered 2800 miles. A LWB model fitted with every conceivable option. Would you believe heated and powered REAR seats with a "massage" function? Retail price over £78000 my man was delighted to drive away for £30000 less than that. That's a depreciation of over £10 per mile.

Where Are Alfa Romeo Heading?

Last year Alfa were making great progress in the UK, sales 65% up on an admittedly disappointing 2010. This year the situation has reversed with sales back down by 35%. Alfa are a big casualty of the Fiat decision to cut back on new model replacement that I mentioned last month. Only 2 models, Mito and Giulietta are now offered and new models to strengthen the range are not expected until 2015 or later. Recently the leading trade journal commented that there was no sound financial reason for any motor dealer to retain the franchise, and it would be left to the enthusiast dealers to hold on probably suffering losses in the meantime.

Hopefully the situation is better than that, because otherwise many will give up the franchise and then who will sell the new products (which look very promising from what we can see) when they eventually arrive?

Vauxhall Take a Brave Decision

Overproduction is the curse of the industry as I've mentioned many times before. Yet nobody seems to want to stop making new cars even if there's nobody too keen to buy them. Peugeot have announced plans as I've mentioned to close a large factory in France which has unleashed a political storm. Vauxhall have now announced that they are to suspend production at their Liverpool factory for one week this month to help "control stocks". Perhaps the first of many such decisions?

I have to say I'm not a great Vauxhall fan. The Insignia is a fine car and I think a very good-looking one, but when the true ownership cost is the same or more than an Audi A4, BMW 3 Series, or Mercedes C Class what chance does it have? However Vauxhall have just released details of a new car which looks just great. It's their new rival to Mini. The car is sadly saddled with the "interesting" title "Vauxhall Adam". Even worse the 3 trim levels are "Jam", "Glam", and "Slam". Perhaps I'm getting old but I think they could have done better? However the car is hopefully good enough to overcome the nametag. Take a look, it's like no Vauxhall I've seen in years.

USA To Save Fuel

Still the home of the gas-guzzler, the US Government recently announced new regulations that would see the average car sold new in America in 2025 achieve 54.5 mpg. Given that their gallons are smaller than ours that equates to a pretty impressive 65.4 mpg. These regulations however are based on cars tested under laboratory conditions, and the 54.5 is reckoned to mean about 36 miles per US gallon (43.2 UK) in real life. The US industry is up in arms, saying that the technology needed will add $3000 to the price of an average car meaning millions of buyers will be forced out of the new car market. What nonsense, Europe is full of fuel-efficient diesel and petrol cars that achieve an awful lot more than 43mpg in real life. That's now, not in 2025.

So what's all the fuss about? Well it is election year across the pond.

Other Business

Turning away from this troubled industry for a few moments (what a relief):

GTF asked last month how old a car had to be to be regarded as a "Classic" and welcomed at Dalemain and similar events. My own view is that we're not talking about Pebble Beach or Goodwood here. I would much prefer us to use the word "Interesting" not "Classic". If someone had brought a brand new Ferrari to Dalemain, or a prototype of the next MX5, that would have added to the enjoyment of the event for most. In fact someone did bring a new model Porsche Boxster, and I found it very interesting to inspect it parked next to a previous model example. So that's my vote anyway.

To end on a sad note, as I write this a couple of weeks before publication it's the weekend of Rally GB. I've just about noticed. The smallest entry for years, about 30 cars I understand. Hardly any mentions in the national press (anyone remember when it used to be sponsored by the Sun?), only goes to Wales, I could go on and on. I don't know what's gone wrong with International Rallying, and neither it seems does anyone else. All I do know is that I'm very glad I saw the days when the RAC Rally covered the UK for several days, took 240 entries and turned others away, was featured in national newspapers and every night on prime time TV, and attracted literally millions of spectators.

Paul Gilligan
pg@gvcontracts.co.uk

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

I was reading somewhere recently that if the EU gets its way then it'll become almost impossible to modify your car and still get it through an MOT test. Now we're not looking at massive changes here, apparently fitting alloy wheels, a different stereo or even a tow bar which deviate from factory specification could result in having to go through individual vehicle approval tests. Presumably all these would have to be passed and all necessary paperwork in place before an MOT test could even be contemplated. God help anyone with a stage rally prepared BDA Escort or similar!

On the subject of Historic rallying, it certainly seems as though the top end of the sport is getting into a real mess with a lot of falling out and alternative championships being proposed. Now I haven't been involved personally for a number of years but you could see problems on the horizon when I gave up and as usual money was at the root of what was going on.

The late nineties were pretty easy-going, cars came on trailers, but other than that you got the impression it was a championship run by enthusiasts for enthusiasts most of whom looked after their own cars. There were one or two David Sutton Cortinas but generally speaking it was all pretty low key. Now by 2005 "rent a drive" Escorts seemed the way most people were going. Firstly a lot of these cars were brand new and second they were more developed and quicker that works cars ever were in their heyday. Having said that they were still cheaper to run than modern WRC cars and so people who would have been doing national events gravitated to Historics, and unfortunately their professional, no expense spared, stretch the regs to the limit and beyond attitudes have caused angst and upset for all concerned.

I recently looked at a BHRC event entry list and I think there were only three survivors from when I was taking part. All the B class cars (pre 68) had vanished and the whole event looked more or less and Escort owners club outing with an occasional Porsches thrown in to break up the monotony. Apparently they're now considering letting in more modern machinery which I would imagine will cost even more to run and common sense tells you it won't be very long before Mark 1 WRC Focuses are historic vehicles. Madness!

I've just been looking at the entry list for the 1999 Woodpecker, the variety of cars entered is unbelievable ranging from Jaguar Mark2 and A35 right up to Tigers and Healey 3000. It was good fun to do and a lot more interesting to spectate on. The spirit of the event was healthy and it certainly wasn't a win at all costs modern event for ld cars. We really do seem to have lost our way somewhere along the line.

And finally, I've just been watching the Italian GP and found the rack as interesting as the race, same goes for the old bits of Spa. hen you look at these venues, steeped in history, and compare them to he modern Tilke tracks you can't help feeling us oldies have enjoyed your motoring and motorsport at the best of times.

Ends

AA

caterite
• foodservice •

What's On

WMC events and other events we are invited to

October

6th	CCC	Colin McRae Stages
7th	WhDMC	Shaw Trophy Historic Rally
12-14	MCC	Tour of Mull Rally
20th	**WMC**	**Jubilee Jaunt**
21st	**WMC**	**Solway Historic Rally** (TJSNHRA)
27th	H&DMC	Hexham Historic Rally

November

4th	KLMC	Devils Own Classic Rally
4th	T&DMC	Cheviot Stages
4th		Penrith Autojumble
4th	MDMC	Malton Forest Rally
10th	VSCC	Lakeland Trial
8-11	CRA	Rally of the Tests
16-18		National Classic Car Show at the NEC
23-25	DeLMC	RAC Rally

December

1st	FDMC	Grizedale Stages
1- 4	HERO	Le JOG

Visit the website for all the latest news
Forum Log in: wigtonmc. Password: marshals
News Blog: http://wigtonmc.wordpress.com/
Please only phone club officials between 19.00 and 21.00 in the evening.