

Wigton Motor Club Ltd

Start Line

Issue: 09/13

www.wigtonmc.co.uk

September 2013

Fantastic Show



Over 600 cars on the showground, thousands of spectators, the sun shone, lots of autotest activity, interesting cars in the arena, all made for a wonderful 25th Cumbria Classic & Motorsport Show.

It was the first time for five years that we have not had at least some rain during the event and

the good weather certainly brought out the best crowds we have seen for some time.

The car of the Show was the Aston Martin DB5 pictured above but there were some other fine cars on display including the very rare Crossley Golden Saloon. The traders and food suppliers reported a good day as well and many of the entrants and spectators said our show was by far the best car show they had attended.

The Year of the Volunteer

Diary

Club events over the next month or so

September Pub Run

Wednesday, September 4th

Starts at Millstone Moor lay-by on the A595 (2 miles east of Cockermonth)

Ring the Hunters on 01946 830373 (leave a message)

Finishes at Branthwaite with food at £6 per person

Autumn Autotest

Sunday September 15th

At Maryport

Entries by Sept 12th to

David Wiggins on 016973 49488 or michellewiggins137@btinternet.com

WIGTON MOTOR CLUB LTD

Officials

President:	Stuart Turnbull		
Vice Pres.	Stan Glaister, Ron Palmer & David Turnbull,		
Chairman	Jim O'Neill	01768 870236	elizabeth-oneill@sky.com
Vice Chair	Graeme Mactavish	016973 44542	graeme@pcxinternet.com
Sec/Editor	Graeme Forrester	01900 825642	gtfmg@yahoo.co.uk
Treasurer	Paul Gilligan	07785 293 222	pg@gvcontracts.co.uk
Memb. Sec.	Liz O'Neill	01768 870236	elizabeth-oneill@sky.com
Social Sec.:	David Agnew	01946 841455	DAVIDWAGNEW@aol.com
Child Protect.	Alan Jackson	01900 828428	bigwalk1@gmail.com

COMMITTEE MEMBERS

John Graham	01228 534483	
Lynda Graham.	01228 534483	
Andrew Graham	01228 534483	andy-lake3rec@hotmail.co.uk
Ron Palmer	01228 575153	ronpalmer777@hotmail.com
Charles Graves	01768 776551	charles.graves@armathwaite-hall.com
David Wiggins	016973 49488	michellewiggins137@btinternet.com
Peter Garforth	016973 21762	petergarforth@btinternet.com
Chris Leece	01768 867576	chris_lowtherview@yahoo.co.uk
Stuart Turnbull	01228711276	
David Rushton	01900 824831	derdar@talktalk.net
Roger Pope	01900 827181	rcpope@btinternet.com

Talking Point

Topical comment from the world of motoring

I was discussing cars with my three year old grandson recently while looking at Classic & Sports Car. He could quickly identify all the Ferraris for sale on the simple basis that they were (nearly) all red. He lives just around the corner from the Aston Martin Sales & Heritage Centre where there is a fine display of at least a dozen new Astons lined up. It struck me that they were generally pretty boring non descript colours, greys, silvers, a dark orange and black. I must say the black one looks quite dramatic but there was not one in the iconic Aston green or any bright colours that would fit such a superb looking car.

The trouble is that all cars now seem to come in some very undistinguished colours. Look at any car park and it's a variation of grey, silver, white and shades of black. Have car designers lost their imagination when it comes to colour? Actually when you look at the colour options for any of the main stream manufacturers you will see they have quite a number of paint colours for each range but a lot are very similar. Do customers not want bright and cheerful colours? Well perhaps not. There is a theory that the colour of cars, and other consumer items vary according to the state of the economy. If things are good we get bright colours and dull colours if things are not so good. A bit like fashion, colours get brighter and skirts get shorter when there is a feel good factor and vice versa.

It may be that the first buyer of a car is not that bothered about the colour of the car. With so many cars going to the fleet and company car sector perhaps the driver actually has no say or no interest? Or is it that we are no so disinterested in cars that they are bought like a "white good" purely to provide a function and looks and colour are a consideration well down the line?

There is a safety issue as well perhaps. Grey and silver cars are less easy to see in adverse weather than a bright red, green, yellow or blue car. That reminds me of the history of telephone vans. Back in the fifties the Post Office Telephone vans were a shade of dark green. Someone then decided that so they could be seen when parked at the side of the road they should be painted yellow so as to be visible in bad weather. So far so good. Then they were rebranded as BT and all vans were painted corporate pale grey - the colour of fog!

I would like to finish with a big thank you to all who helped out over the Classic Weekend. The organising committee work tirelessly for the best part of six months getting things arranged and the work level builds up to almost full time in the week before the Show and we had folk on the showground on Friday and Saturday as well as Sunday.

Thank you all

GTF



**Editor: Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth,
Cumbria, CA13 0QP. 01900 825642**

Email: gtfmg@yahoo.co.uk

The opinions expressed in this issue of Start Line are those of the contributors and not necessarily those of the Club

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Classic Column

News from the Classic Scene

A big thank you to all officials, marshals and any one who helped in any way to put on such a great Classic weekend not only from those of us who entered cars in the various events but a number of people came up to me and said what a great day it had been. One of the people included a former producer of the BBC's Antique Roadshow who now lives near Penrith but had never ever been to the show and brought Grandad, wife, himself and the two children and they all really enjoyed the day and were very impressed with the organisation of the whole event.

Its because of this show that has gone on now for 25 years and others in the area that so many people have become interested in restoring a car and saving them from the scrap yard and the results were there to be seen on Sunday in particular.

Once again a big thank you to all who helped in any way and keep up the good work.

Keith Thomas.

Cars - concourse - conceit and over competitiveness

What an interesting time the Classic Weekend was; rain of biblical proportions on Saturday for the Rose and Thistle, then despite our worries a warm, sunny, and **dry** day for the show. Now the gate monies have been counted, the field cleared and Rose and Thistle competitors have dried out we can look forward to an even bigger, better, and **dryer** Classic Weekend in 2014.

Driving south after the show I fell to musing about the contrasting days and the attitudes of owners to their cars. Priceless vintage Bentleys, game Fords, and sporty Rileys from the 1930s were out on the Rose and Thistle while lesser cars were cosseted in dry garages awaiting their day in the sun at the show.

I take my MG along to the show to support the club in the belief that a large contingent of even mundane cars will bring in the paying public, likewise I do the R&T for fun but also see it as a little pre-publicity for the show. I don't vote for '*best in class*' and would be disappointed if others voted for me; cars are to be driven, if they look nice so much the better, if they go well then its what we hope for.

In my group at the show there were squadrons of B's and C's plus outstanding examples of Marcos' 1970s coupe and a stunning Lancia Beta HPE: which car was voted best in class?

You've guessed an MG, the car is undeniably wonderfully '*prepared*', I asked the owner how it had been going in the last year; 150 miles including driving to two shows and to collect an MoT pass certificate didn't leave too much room for wear and tear. Interestingly the Lancia would have covered a similar distance on the round trip to the show; Rose and Thistle entrants did 140 miles plus their journeys to and from the start / finish points.

At this point Graeme will be thinking '*well you organise it if you think you can do better*', others might be thinking there's an element of sour grapes. Well here's a suggestion, could we not ask class entrants to be a little less coy about how they use their cars and the annual mileage; change the proposition to '*which car would you most like to take home*' and add a reminder to the judging slips to consider rarity, the effort required to keep the model on the road, not the quality of the tyre shine job – and while we're at it discourage polishing and pampering at the show.

The logo for Lake District Hotels Limited features a green wavy line above the text 'Lake District Hotels' in a blue script font, with 'LIMITED' in a smaller blue sans-serif font below it.

www.lakedistricthotels.net

Grumpy old man perhaps but peer pressure seemed to work a couple of years ago; there's been no reappearance of gazebos to protect recently restored cars and oh - *how did they manage to keep it over the car en route to the show!*

John Harris

We thought your show was really great and well run. We've not been before but we will be coming next year. There were so many cars to see and things going on. We would like to see more racing and rally cars please. Some of the car club stands did have rather a lot of modern cars on display though.

Paul Nixon

The Cumbria Classic Show is by far the best car show in the North because not only are there nice cars and nice people, you have a lot happening; it's not just a lot cars parked in the field. I've come for many of the 25 years and hope to continue to do so. Keep up the good work!

John Field

I am sending this email to say how much we enjoyed your classic car event, we all enjoyed watching the autotests! The boys were really pleased to sit in the Fiesta WRC and the way that your members told them all about their racing cars. One suggestion though, perhaps make a limit, like some other shows, of cars having to be 25 years old to enter. There were some cars on the Mercedes and Jaguar displays that were quite new and not very interesting.

Mark Johnstone



Cumbria Classic Show 2013

Award Winners List

Class A	1st	16	Crossley Golden Saloon	I Ronald
	2nd	24	Ford Model A	D Knotts
	3rd	6	MG M Type	S. Willcox
Class B	1st	13	Ford Zephyr	G & D Martin
	2nd	15	Citroen Light 15	N. Davidson
Class C	1st	3	Jowett Jupiter	B. Swindlehurst
	2nd	12	MG A Roadster	M. Roberts
Class D	1st	1	Sunbeam Alpine	M. Harrington
	2nd	4	MG B Roadster	R. Armstrong
Class E	1st	2	Alfa Romeo	A. Pilling
Class F	1st	4	Ford Cortina	J. Scott
	2nd	11	Jaguar Mk2	M. Nixon
	3rd	25	Mini Cooper S	G. Braithwaite
Class G	1st	5	Porsche Targa 911	P. Herzberg
	2nd	19	MG Midget	K. Noon
	3rd	8	Triumph Stag	D. Purnell
Class H	1st	2	MG B GT	J. Nelson
Class I	1st	26	Innocenti Mini Cooper	M. Wise
	2nd	12	Ford escort Mexico	S. Brennand
	3rd	4	Rover P6	A. King
Class J	1st	8	Maserati	L. Cowley
	2nd	13	Jaguar XJS	M. Thompson
Class K	1st	16	Triumph Acclaim	T. Hurst
	2nd	31	Ford Orion	T. Hill
	3rd	25	Ford Capri 2.8	S. Handley
Class L	1st	4	Austin Pick Up	R. Nichol
	2nd	25	Austin A35	M. Robertson
	3rd	20	Land Rover S1	D. D. Biott
Class M	1st	8	Grinall Scorpion	M. Mosten
Class N	1st	2	Triumph Thunderbird	L. Dargue
	2nd	3	AJS C18	A. Brown
Class P	1st	6	Lancia Delta HF	P. Carey
Clubs	1st		Land Rover Series 1	
	2nd		Solway Jaguar	
Aston Martin		3	Aston Martin DB5	M. Riley
Imp		5	Hillman Imp	G & D Martin
Toyota		14	Toyota Celica	H. Wade
Morris		7	Morris traveller	S. McFee
CAR OF THE SHOW			Aston Martin DB5	M. Riley

PG Tips

So there I was looking at another Skoda Estelle on Ebay with no brakes, MOT or tax. Having had a glass or 2 of wine I managed to resist the temptation to bid there and then, but it kept calling out to me over the next few days, so I started asking the seller questions and with a minute to go I bid and won it. The car is a 105 LUX – I think LUX is meant to stand for luxury, but this is not luxury as you or I know it, but luxury in a 1960s classic car way – except this car was built in 1988. It features such luxuries as a wing mirror on each side of the car, a heated rear screen, 2 fog lights, intermittent wiper and er.....that's it as far as I can see. It is a jump up from the 105 L which had none of the above things or even the 105S which had no carpets (rubber floors!) and no ashtray....what did all the Czech smokers do back in the day I wonder!?



The car was in Blackpool and to say communication with the seller wasn't good is an understatement. It never fails to amaze me that some people selling things on Ebay make so little effort to sort out the sales of their items. After the car finished it took him 2 days to get back to me to try and arrange collection and even then he seemed indifferent and disinterested. Having agreed a day and set off on the journey I realized my sat nav had failed to save the postcode of where I was going so I text him asking for it. He failed to answer, only asking if I had set off. 2 further texts received no reply and as I entered Blackpool I rang him and he provided it, but admitted to have ignored my texts!

The car itself was in a small garage at the TA centre and had sticky brakes which made it hard to get out. It did start and run which made it easy enough to get onto the trailer and away we went...except not very quickly because the trailer I had borrowed had fixed chocks that meant the Skoda wouldn't go on far enough to put all that rear engine weight over the axles. Anything above 55mph and it started wagging like an old caravan (I probably should have reversed it on with hindsight but by the time I realized how bad it was I was on the motorway)! Still, it probably saved me petrol money and made for a relaxed journey home. At the moment I am trying to get the old girl's brakes working. So far the magic of Ebay has provided a set of new discs, 2 rear brake cylinders and brake pads for £35. Whatever did we do before Ebay?! Not that I've driven the car anywhere other than round my garage block – but first impressions are of a couch like ride and an engine that sounds like a sewing machine, but very smooth. It's a far cry from Snotty which bellows into life and has a rock hard ride. When it was new it had a whopping 46bhp and being the LUX model means it was also probably the slowest Estelle made so I am not expecting to do any fast journeys in it, but it will be fun and my intention is to actually make some money on the thing when I sell it on – something I have never ever managed in the 58 cars I have owned so far (although my Fiat Stilo Abarth sold for the same as I bought it 9 months previously, so it came quite close). Hopefully by next month's column I will be talking about how it drives on the road....I have fingers and toes crossed whilst touching wood.

For the record I have named it Ugly due to its UUG number plate – sad I know!

Finally I would like to say how good the latest series of Top Gear has been compared to the last one. No it's not a serious motoring program (as other columnists have pointed out whilst moaning about it more than once !) but it does have some fantastic shots of some beautiful cars and I have laughed an awful lot, in particular at the Hover van episode and the caravan tow car feature. I can't imagine wanting to watch a serious motoring program a great deal because I have no interest in how a collection of modern family/city/estate cars drive or how they compare to each other. It's fair to say that the reason why there aren't such programs on TV is that I am not alone on this one.

Brockbanks Solicitors Cross Border Speed Championship

We are now heading for the final few rounds of the championship with the double header at Anglesey and then Harewood and our own event at Kames.

W	6	MGCC	Anglesey	Aug 31st	Sat
W	7	MGCC	Anglesey	Sept 1st	Sun
E	8	BARC	Harewood	Sept 22nd	Sun
S	9	WMC	Kames	Oct 6 th	Sun

Please remember to claim your marshalling points **before** Kames!

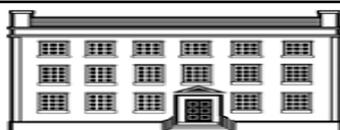


Angela and Willie took part in the double header British Sprint Championship round at Knockhill.

It was very wet for one of the days!



They got to use the pit garages with the big boys!



**Brockbanks
Solicitors**

Whitehaven, Cockermouth, Maryport, Workington and Keswick (as Oglethorpe & Broatch)

Even more finally – did anyone watch the ITV4 coverage of the Goodwood Festival of Speed? You'd have been forgiven for thinking it wasn't even about cars until the program was half over...it seems to be getting worse every year. At least their coverage of the top 10 shootout was good at the end.

Absolutely the last thing is to mention how excellent the show was yesterday – good weather, great food, good crack and Snotty performed faultlessly. Same can't be said for Ugly....but more of that next month.

Peter

Adverts

Peugeot 205 GTi - 1.6 – First registered May 1986 - only 27 years old. Taxed until February 2014, MOT until 3rd February 2014. Colour – Yellow (Galio fly, Positano?) with Red bits.

Prepared as a Peugeot 205 GTi Challenge forest rally car and has a current MSA Competition Log Book – Category 1 Stage Rally issued March 2012.

Specification includes :- Motor Drive black GRP/composite seats certificated and valid until July 2016. Five point TRS Red seat harnesses valid until 2016. Lifeline Zero 2000 plumbed in and hand held extinguisher system. Safety Devices roll cage with door bars to Drawing K5. LMS 3 spoke st/ wheel. Adjustable platform front suspension. Full underbody protection. Sump and tank guards. Includes new spares, 2 drive shafts alloy radiator. Spare forest tyres and alloys plus road wheels and tyres. Condition is sound and strong. Cosmetically a little frayed round the edges.

Suitable for many motorsport disciplines but needs a younger driver. Enquiries Ron Palmer 01228 575153 or e-mail ronpalmer777@hotmail.com



2 windscreens for sale. a) Morris 8 1935; b) MG Midget age uncertain. In good condition. Edinburgh area. Details and photos can be supplied. Telephone: 01875 821611

Lots of MG B parts, new and second hand. Also Midget straight cut gears and casing. Water Wetter, 20/50 classic oil, 10/40 semi synthetic, electric and safety stickers. Ring Graeme on 01900 825642

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Rose and Thistle



After all the wonderful sunny days we have had this summer the Met Office chose to release the accumulated rainfall on the Saturday of The Rose and Thistle. Not only did it fall down but it was blown horizontal so even those of the soft top brigade who thought they had waterproof hoods were confounded and many a crew were damp through to the skin by lunch time let alone the finish. And as for the hardy souls who travelled without hood or side screens well they now qualify for the Scouting 'Outdoorcampinginallweathers' badge.

The entry listed 59 cars of which 54 made the start at Rheged where Chris Leece sent them on their way.

The Bentley boys were all deep in conversation and had to have a gee up to get them going apart from Robert and Di in the Derby saloon which needed a shove to burst into life. Unfortunately the clutch was threatening trouble so they shortly turned about and headed for home only to reappear at lunch in a modern reincarnation with the same badge. The road south along Ullswater and over Kirkstone Pass was awash with those in open top cars really suffering and Brian Cook turned for home hereabouts with zero vision from his aero screens and goggles. At lower levels the wind moderated somewhat but the rain continued unabated. After Staveley where a handful of entries from the Southern Lakes joined proceedings the route went via Strawberry Bank and down towards Windermere where on a clearer day the views would have been magnificent. Heading west for a while the route turned south past Holker Hall and Cark before heading north. In Cartmel some of the field found ambiguity in the instructions with the Priory signs but all eventually gathered up and after cresting Tow Tops and managing the downhill hairpins we headed through Witherslack to Levens. Going left at the lights in Milnthorpe crews refuelled at



Crooklands before lunch at the all new Cafe Ambio within the North West Auctions site by Junction 38 M6. Whilst the crews with the open topped cars sat and steamed gently we all enjoyed hot beef rolls (with a vegetarian option) and chips.



Good hearty fare for such a day.

A couple of the MGBs had a small coming together but all was made up although Jon Davidson lost the trunk lid from his Model A which was transported back to the finish by Andrew, Lynda and John in the sweep car. Roger Frank and his near neighbour Graham Curtis had forsaken their respective Teal Bugatti and Jensen Interceptor for the relative comfort of a Mini Cooper and a very nice early 3 door Range Rover. We

reckon Graham has shares in BP as all his cars run in the 10mpg bracket – on a good day.

Poorly operating wipers were becoming a big problem for some and among those taking a more direct route home after lunch through the monsoon like conditions were Kirk and Alannah in the '25 Bentley, David and Helen Bolton's MGB and David and Mary in the '37 Riley Adelphi. Stuart and Linda went the whole way top down (please rephrase this) in the Healey 100 as did Peter and Jan in the AC Ace although they suffered 'mal d'electricues' and were rescued by their pal Tony Wilson in the reliable 'B'. After much wire twiddling they got sparks and headed for home in kangaroo fashion. Joe and Hazel Norman were able to keep the water level down in the E-type by opening the doors from time to time while Phillip Thompson being an Ambleside man had his Clubman prepared for the worst and sailed merrily on. Graham Gash and Alan Tyson enjoyed the Cartmel area so much they took time out for an excursion past the racecourse and being last into lunch almost went hungry as I was considering seconds. It has to be said that the modern cars did better in the water than the



oldies which is only to be expected and Rob Grant's new Morgan Plus 4 masquerading as a '60s model sailed along, bow wave and all, without incident.

Photographs were taken by Phil James phil@pro-rally.co.uk and the conditions can be confirmed on his photo gallery.

Although afternoon tea and cakes were promised at the Lowther Castle finish the inevitable scones ap-

peared – groan - but they were at least fresh out of the oven. Lots of cheery faces at the finish were at least rewarded with a fine dry day when they appeared at Dalemain on Sunday.

Old Steam Engines

Some of you who read my piece last month in Utterances were interested in the Mallard type A5 steam engines. You may know that all six remaining examples are going to appear for a last farewell at Shildon National Rail Museum near Darlington in February. I am thinking of organising a run across and lunch followed by a museum visit for anyone interested but not in our classics as the weather can be very inclement in February with salt aplenty on the roads. Anyone interested in such a day out please get in touch and I will sort it all out. There are no admission costs only lunch and a spot of fuel and we can car share.

E-mail me or call on 01228 575153 to register your interest.

Ron

RED MIST

no longer young but still angry!

I am lacking inspiration, direction and purpose and I am not sure what it is. Having recently had a change of career which at the moment isn't bringing the financial rewards or opportunities my psyche is used to after a lifetime of 9-5 ish drudgery, I am gradually re-inventing my lifestyle to embrace this enormous change.

It's about enjoying life, something we all strive for and then find we waste so much time trying to achieve it that life sort ofpasses us by in its pursuit.

I have been watching the recent BBC series, Motor Racing at the BBC (seems I am not the only one who lacks inspiration!) That Petrol Emotion (a sub title tacked on by someone who obviously thought it their one and only chance to get their fave indie bands name on telly!)

Whilst this dumbed down sketchy and often chronologically challenged series has its flaws, like all these BBC clips shows, it's a great outlet for the obscure. Those of us who have spent our lives soaking up motoring minutia can sit there and shout out the correct answers and berate the factual inconsistencies, just like the old days of watching F1 with Murray Walker.

But it did highlight the "live for today" nature of life back then, true of the similar music themed programmes that set the BBC down this cheap but fascinating route of programming. They both make a change from the modern idiom of factual programming, which is to fill a full hour but half of it is to recap every ten minutes what the previous ten minutes was about, this would even irritate an Alzheimer's sufferer! (which it does, I asked him)

On one programme you have Jackie Stewart retiring before he found that tank of high octane with his name on it, the music one has Ringo Starr talking about opening a ladies hairdressing salon when the Beatles career would be over (he was working on 1966!)

A career in motor sport or music, certainly at the pointy end was unheard of or expected, now we have career paths for our younger generations, an expectation that if you do the homework and tick the right boxes that you will progress up the ladder.

Whilst I think such sources of help are great, neither is my attitude one of envy at their chances. It certainly should unearth more talent than leaving it to fate, I do feel it does negate one of the traits that can't be taught.

Talent is only part of the deal, they say you need to put the work in, but it's not as simple as that, you need a dogged passion, a single minded selfish desire that burns, a tenacity and a skin as thick as the underside of an old Volvo.

You can't teach that, I know, I certainly lacked it when it came to motorsport, I had a choice to make and financially it didn't make sense to me, conversely back then I was a fair to middling club athlete, I had the tenacity, the drive and the passion, but unfortunately I didn't have the talent, I over achieved, but a younger club mate had all the talent, he was a natural, but his passion was in having a middle class lifestyle and that was his passion, so he got the education and job to achieve that. A bigger passion for me was to have a family, that's what took preference over my musical, acting, writing, motorsport and athletic careers, and you know I have done really well at it.

But you get to a time in your life when things change, your passions change, my family is grown and yes there does seem to be a multi stranded bungee attached to the kids, but I am sure I have a knife somewhere in the garage in my underused tool set!

I have the advantage you see, my name wasn't Rindt, Cevert, Williamson, Birrel, Brise, Villeneuve, Hill, Bellof, Clark, McLaren, Levegh, O'Dor, Ratzenberger, Schlessor, Senna, De Angelis, Lovell, Anderson, Bettega, Toivenen, Surtees, Warwick, Peterson, Pryce, Bandini.....

I achieved something most of these guys didn't, arthritis, I know I am a relative youngster (being 50

by the time you read this) but I am alive and bloody well happy to be. I have the opportunity to now have another career, or as is the fashion these days (like in Victorian times) to have a multi stranded career.

So at last I learn what the above all must have known all along, that you have to live life to the full, to the max, one day at a time, as if this is your last day, you could be run down by a bus (unlikely where I live) you could be struck by lightning (would rather take my chances with a bus!) you could drop down dead, etc etc etc.

Whether I am successful isn't the point either, it's the journey isn't it? I am sure each and every success from all our past heroes was a surprise to them; they didn't have a career path. Could it be I have lost that fear that was debilitating when I was younger, that fear of failure, that fear of giving up everything for a dream?

Because that's the price for success isn't it, you have to be single minded, and there we have the difference between me and the yooof, they may crave the trappings of success in their chosen career, me I just want the experience of doing it, it's where I belong, I did very well bluffing my way for over 30 years in a variety of normal jobs, I never once really knew what I was doing, I often couldn't understand where the promotions came from!

So now the financial imperative is taken out the equation (ah wit, I will use that line again sometime) I have the freedom to just enjoy life, the only fly in the ointment is the lack of motorsport opportunity (cash). That does need cash and this my friends is possibly the reason for my intended path. I am concentrating on an acting and writing path (stop giggling in the cheap seats). But have you noticed how many minor celebs get into the pit lane? Have you seen how many cars that chef James Martin has? The lad has taste, now I don't want the fame, I really love acting and writing, it's not a choice, it's like my music, it's a need.

But if I keep working at it, then that will diminish the talent factor, swing it my way, I can do the 90% perspiration bit, then someday I may get invited on some obscure TV programme to fiddle with cars, I don't care how rubbish it is, I can sit around and talk about cars all day (possibly why I am "resting"), in fact I do, I always swing the conversation around to cars, hmmmmm Goodwood passes, British GP, Top Gear....well it's a plan isn't it!....FFS!

Alan the Fowl mouthed Fox

A couple of rarities from the Show



Gates Tyres Northern Historic Rally Awards

1	March	24th	Devils Own Rally	KLMC	Completed
2	May	4/5 th	Berwick Classic	BDMC	Completed
3	July	7 th	Lake District Classic	WMC	Completed
4	September	1 st	Durham Dales Classic	DAC	regs available
5	September	22 nd	Doonhamer Classic	SoSCC	regs available
6	October	20 th	Solway Historic	WMC	regs available



Photos by Tony North

GATES Auto Services
 more than **TYRES**




Cumbria Classic & Motorsport Show Report

The 25th Cumbria Classic Weekend proved to be one of the best yet. The Rose and Thistle Challenge on the Saturday endured heavy rain for part of the event which started at the Rheged Discovery Centre and took the 60 crews on a 140 mile tour into south Cumbria and Lancashire before finishing at Lowther Castle.

Sunday saw the Cumbria Classic & Motor Sport Show at Dalemain Mansion. The weather was much improved with dry and sunny weather welcoming over 600 cars and large crowds.

Wigton Motor Club were celebrating their ninetieth anniversary with a display of competition cars covering that age range from a 1923 Bentley to a 2013 Ford Fiesta WRC car from M Sport. The Club were actively promoting “Go Motorsport” and ran a grass autotest with passenger rides and also the opportunity for cars owners to have ago themselves. The best time was by Chris Bell of Penrith in a Mini who won an award and free membership to Wigton Motor Club.

There was also a world first in a De Lorean taking part in an autotest!

There was also the largest display of rally Toyotas ever seen in the UK which was organised by Toyota rally expert John Midgley. There were also feature displays of Morris, Imp and Aston Martin.

The Show uses self judging in the classes and then all the award winners are brought to the arena where the owners who then vote for Car of the Show which this year went to the Aston Martin DB5 of M. Riley.

A huge thanks has to go to the 60 or so marshals who made the whole thing go so smoothly.



Classic Show Photos



Crossley Golden Saloon



MG TC





Branthwaite Grass Autotest July 21st

Results

1 st	Robert Iveson	
2 nd	Andrew Graham	
=	Andrew Thomas	
4 th	Tom Hall	
5 th	Edwin Cook	
6 th	Brian Iveson	
7 th	Chris Hunter	
8 th	Jack Palmer	(1 st Junior)
=	Stephen Palmer	
10 th	Steve Fishwick	
11 th	Eileen Horsfall	(1 st Lady)
12 th	Peter Masters	
13 th	Ron Palmer	
=	Martin Jarman	
15 th	John Hunter	
16 th	Judith Jarman	
17 th	Dave Smith	
18 th	Nick Smith	
19 th	Alan Smith	
20 th	Charles Graves	
	Keith Thomas	Retired
	Roger Pope	Retired
	James Mawby	Retired
Quiz Winner	Charles Graves	
Digger Competition	Jim	



The Branthwaite auto test organised by Willie Jarman and Angela Jones was a great success and a tremendous amount of effort went into organising it by a great many people from several different motor clubs which was great to see and particular thanks must go to Andrew Jarman and his family for use of several fields on their farm and the use tractors, quad bikes and machinery to transport equipment.

A number of tests were laid out some side by side and some started simultaneously to give things even more excitement, a chance to drive a mini digger and a thought provoking quiz devised by Roger Fisher on top of the tests kept people busy and a grass hill climb for those that wished to tackle it for a separate award was set up in an adjacent field and after the event an invitation to go to Willies house across the road for homemade cakes and refreshments was accepted by most and very enjoyable it was too.

A number of new members took part and some competitors travelled over from Durham and really felt it one of the best events they had ever done and I totally agree.

My son Andrew and I got out his SRB sporting trials car which hadn't been used for a year or two but after going well initially it developed clutch problems which turned out to be the old seals in the slave cylinder leaking fluid which meant banging it in to gear on the start line and doing the same when reversing out of the garage on one of the tests or alternatively switching the engine off and starting it up in gear. As this wasn't too kind on the car I retired and Andrew soldiered on with the car as best he could, not an ideal way to treat a car but it worked and he ended up joint 2nd but only a few seconds covered the first five places it was so close but that somehow felt it was worth the abuse. New hydraulic cylinders were on order the very next day.

It was great to see several youngsters having a go, some marshalling and some just very interested and

watching as well as several older people who had turned up to spectate and the atmosphere and the general enthusiasm bodes well for the future of motorsport in this area and it goes to show that lots of fun can be had without spending a fortune.

A study of the results shows how competitive old style Mini variants are even today. Hopefully somebody will fill in some more facts as I missed lots of things trying to sort out the clutch faults.

Well done and thanks for a great event.

Keith Thomas

Winner's Report

Sunday morning before the autotest I replaced the rear brakes in the mini, did a quick levels check and loaded it on the trailer. A quick hours trip over the A66 and the weather seemed even better than it had been at home. We were amongst the first to get signed on and have a wander around the tests. There was then the usual banter under the gazebo followed by the drivers briefing.

Tests 1 & 2 were the same and set off side by side, which was good fun but could catch you out if you looked across to see how the other was doing. Test 3 was a nice long open test with a drive into a parking space avoiding the tennis ball on the cone, then reverse out and aim for the top corner of the field followed by a bit of slalom and a spin to the finish. Test 4 consisted of 3 figure of 8's linked together and a full circle to the finish. Each test was run twice but after the first batch the mini was running very hot so as dad handed in the times I quickly took the bonnet off! The effects were very noticeable and soon the temperature was almost normal. After the second batch of tests, tests 1&2 were joined together and tests 3&4 were joined together. These tests were my favorites of the day, -nice and long -which meant you could get a really nice flow going.

Once everyone had finished there was a quiz whilst the results were being sorted. As the awards were presented I wasn't expecting to have won anything, so was very surprised when my name was called but I think I need more practice at the winners speech. After all was packed up Willie invited everyone back to his house for much needed drinks and ice creams. So a big thanks to Willie and Angela for organizing a cracking event and thanks to the marshals that make it all possible

Robert Iveson



Inside the Industry

Paul Gilligan keeps us up to date

UK Car Sales Surge, European Sales Bounce Off The Bottom At Last?

I won't bore you with all the details of July UK car sales, suffice it to say sales were almost 13% up on last July. Audi sold more than 25% more than BMW and are now about 10% ahead of their rivals YTD. Mercedes continue to make more progress than either, so it should be a 3 way fight by 2015 as Merc predicted last year. The big battle is about to commence with September being the second biggest monthly market in the year.

Meanwhile there was a hint of hope that European sales are beginning to recover. In July sales in total were almost 5% up on last July, although the YTD figures are still well down. Ford, BMW, and Mercedes are doing best of the big boys, VW (surprisingly) are down and Opel Vauxhall doing very badly (see below).

Depreciation

Most people who buy new or near-new cars know that the biggest cost of ownership is depreciation, the loss in value from the price you buy at and the price you sell at a few years later. Of recent years the rate at which manufacturers replace models has increased. While consumers demand the latest technology these shortened product life cycles are increasing depreciation rates as cars become "old" more quickly. The original Ford Fiesta was introduced in 1976 and continued largely unchanged until 1983. The 2008 Fiesta was replaced in 2012. Similarly the original Golf was introduced in 1974 and replaced in 1983. Golf model changes are now about every 4 years as well.

A recent industry analysis of varying car depreciation rates showed clearly that those which are update more frequently depreciate more quickly, all other things being equal. There is, as they say, no such thing as a free lunch!

BBC Industry Analysis

On August 4th BBC Broadcast a programme "Das Auto: The Germans, Their Cars And Us". This purported to be a serious analysis of the rise of the German car industry since 1945 and the decline of the UK industry in the same period. The BBC managed to carry out their "serious" report concentrating almost exclusively on what was Austin and Morris, became BMC, became British Leyland, became nationalised, became Rover, became part of BMW, became bought by the infamous "Gang of Four", became bankrupt, became Chinese.

There was a fleeting mention of Ford (who have actually been market leaders for most of the period since 1945), and the Beeb felt no need to mention Vauxhall or Rootes became Talbot became Chrysler became Peugeot at all!

The programme quite fairly accused BL of having poor management I once met Donald, later Lord Stokes, their Chief Exec. He didn't have the faintest idea what happened at dealer level, laughable. However in the 1960s and beyond I would contend Ford had BRILLIANT management, and that is why they were able to move from being a poor second to BL in sales to being way ahead. Ford were run by Sales & Marketing, Product Planning, and nobody dared ignore the dreaded bean counters in Finance. BL were run by engineers, in particular the brilliant Alec Issigonis, who designed the wonderful Mini (BL Finance analysis was so poor they lost money on every one!) after the Mini Alex was BL God, and they made and tried to sell whatever he designed.

The very same evening Top Gear (of which I'm not often a fan) quite rightly paid tribute to the record volumes of cars coming out of UK factories just now. OK these are largely foreign-owned but they pay thousands of British employees and suppliers every month. TG also managed to mention that one third of the Ford diesel car engines sold in the WORLD are made in the UK. And that of the 22 cars that line up on the F1 grid every couple of weeks 16 are made in the UK.

Just another example of the BBC using OUR money to unfairly run the country down.

Lotus Revival?

It was recently announced that Lotus felt they were “ready” to work on new products, and 45 specialist engineers are being recruited. Currently production is down to not much more than 1000 units a year, so we shall see. I would advise against holding your breath on this one!

Watch Out There's a Lib Dem About

I have no intention of straying into politics. Some of my best friends are Lib Dems. OK ONE of them. However I was concerned that the LDs have recently proposed a policy that will only allow electric, hybrids, or hydrogen powered cars on UK roads by 2040. That may seem a long way away, and many of us are confident of not being around to witness it, but if you think about it the cars being bought in 10 years time may be illegal before they have reached the end of their working life. All the problems associated with zero emission cars like cost, range, infrastructure for re fuelling and recharging and so on will need to be solved by 2030, because nobody will buy a petrol or diesel much after that.

As far as enjoying your classic cars is concerned, don't bank on an exemption!

Where Will You Buy Your Next New Car?

I have written about this before. Some research has just been published showing that 31% of UK buyers under 35 years old are happy to purchase a new car online, and 28% of those over 35. BMW are about to launch their new electric car range, the i3. You will be able to buy one over the internet it is said. Most customers will lease not buy. Many will arrange a test drive at their home or office. Many will NEVER visit a dealership.

What price all those multi-million pound showrooms the manufacturers have forced their dealers to build in recent years by 2025 I wonder? And quite frankly dealer standards are often dreadful. I have to be careful because as many of you know I was one. Now I'm on the other side of the fence seeking cars and vans from dealers for my customers. So many dealers don't respond, or respond so slowly. This week I got an enquiry for a new Bentley, a mere £160k. I e-mailed 10 Bentley dealers giving them 24 hours to respond (which is what the client had given me). 5 responded in time, 1 was late, 4 didn't bother. The internet isn't like that, it always responds.

Old Question:

“Why don't car salesmen spend time in the morning standing around looking through the showroom window scratching various parts of their bodies?”

Answer:

“Because if they did they would have nothing to do in the afternoon.”

By the way the discount I eventually negotiated on the Bentley was amazing, even I won't detail here!

GM Europe

I've written about the problems of Vauxhall/Opel before. Of course Ford Europe has similar problems but seems to be climbing out of the mire. Not so GM. As mentioned above their sales are falling across Europe whilst Ford's are rising. Problem is that consumers are just not *excited* by the products. The cars are often good, and better ones are said to be coming, but if there is no strong desire for the brands GM are back to selling to the rental industry and other big fleets at big discounts that leave no profit.

GM Europe has racked up \$14 BILLION in losses over the last 12 years. However it would cost a one-off \$13 BILLION to close it. Better to struggle on one analyst suggests as no GM CEO is going to write off that much in one year, they would rather take a loss of approaching \$2 BILLION EVERY year.

However the US is the home of country music, and as Kenny Rogers said:

“You gotta know when to hold 'em, know when to fold 'em, know when to walk away.”

Anyone in Detroit fancy a game of cards?

Paul Gilligan

pg@gvcontracts.co.uk



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

I've had a couple of days at Croft recently, first for the BARC meeting in early July and second for the nostalgia event in early August, both very entertaining, but yet again it's the historic cars that seem to pull in the crowds rather than the more modern stuff. In some ways it's an unfair comparison in my mind as the latter event included the military vehicle enthusiasts and also the classic car exhibitors so there were obviously a lot more people drawn to the circuit.

What I find a bit depressing with modern racing is that there simply doesn't seem to be the variety and imagination I so much enjoyed in the past. There was a really good turn-out of Renault single seaters in July but they're all the same just different paint jobs. Think back to even a clubbie Formula Ford race in years gone by there'd be Lotus, Merlyn, PRS, Royale, Van Damien, Crossle etc., all different. Modsports were brilliant as were saloons, F 5000 Beetles, space-frame Minis, Jaguar engine Anglias, cars with character like "Run Baby Run" Brodies' Escort or "The Purple People Eater" Anglia of Les Nash. Think of all the plastic Skoda shells draped over Formula 2 or, sports racing chassis not to mention all the "Bertha" Vauxhalls or the simply outrageous cars like the Cortina V8 built by Doc Merfield or the Niven Reivers Escort.

All amazing creations and all just as interesting standing in the paddock "with their clothes off" as they were blasting round the track. If you compare the above with a modern day Kumho BMW entry then I'm sorry, but most of the modern stuff is one big yawn. They are all unmistakably road cars no doubt subtly modified and in many cases very quick, but dear oh dear, it really is only the cage and fancy paint that separates them from a similar car in an Asda parking space as far as I'm concerned. This is true for so much modern racing whether it be Formula 4, Clios, Fiestas, Minis, Porsches, Ginettas etc. They do say variety is the spice of life after all but in motorsport one makes racing rules.

Returning to Croft the best car to look at the modern meeting had to be, ironically, a distinctly ancient Elan, no doubt much loved and deeply understood by its owner it was a masterpiece of individuality and with the plastic body off it was virtually impossible to say what it was pretending to be. Brilliant and very quick with it.

At the historic meeting two cars stood out as far as I was concerned simply because they're so beautiful. I first saw Brabham BT 28's in the 60's, likewise the Chevron B 8. Now I haven't seen either "in the flesh" so to speak for many years, but there they were simply as superb as ever and not dated one ounce. If I had the scratch I'd have one of each and when I was too old to drive them I'd keep them as pieces of art. Forget Hepworth or Moore if you want truly wonderful form look no further than the creations of Bennett and Tauranac.

Ends
AA

What's On

WMC events and other events of interest

September

1st	DAC	Durham Dales Historic Rally (GTNHRA)
4th	WMC	September Pub Run
7/8	D&DMC	Motor Racing at Croft
8th	TDMC	Lindisfarne Stages on Otterburn
13-15		Goodwood Revival Race Meeting
14/15	SMC	Countdown Road Rally
15th	WMC	Autotest at Maryport
21/22	BARC	Hill Climb at Harewood (BSCBSC on Sunday)
21/22	BARC	Motor Racing at Croft
22nd	KLMC	Pendragon Stages on Warcop Ranges
22nd	SoSCC	Doonhamer Classic Rally (GTNHRA)
27/28	TAC	Trackrod Rally (BRC)

October

6th	WMC	Kames Sprint (BSCBSC)
11-13th	MCC	Mull Rally
19th	WMC	Copeland Canter Touring Assembly
20th	WMC	Solway Historic Rally & Targa and Tour

Visit the website for all the latest news

Forum Log in: wigtonmc. Password: marshals

Please only phone club officials between 19.00 and 21.00 in the evening.

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