Wigton Motor Club Ltd

Start Line

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Over 120 New members Join WMC!

Over 120 new members joined Wigton Motor Club at the Classic and Motorsport Show on August 17th. This was a result of the membership drive which included admission to the Show where over 700 classic and motorsport cars were on display. Despite showery weather the attendance was good, although not as good as last year.

Many thanks got to all the members who helped set the field up on Friday and marshalled on Sunday.

The winner of the MG class which was one of the featured marques this year.

JLT MSA Club of the Year

Diary

Club events over the next month or so

September Pub Run

Wednesday, September 3rd

Starts at the Mockerkin layby on the A5086 at 7.00 p.m.

Roughly 40 miles long and finishing a the Blackbeck Inn near Egremont

To enter ring Robin Bell on 01900 822409 or bell@surfree.co.uk

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

We have pleasure in welcoming over 100 new members this month as a result of the membership drive at the Cumbria Classic & Motorsport Show last month. This was the brainchild of treasurer Paul and it certainly worked. Our membership is now well over 700 which is probably unique for a voluntary run motor club in the UK.

The challenge is now to get these new members involved in our activities so that they enjoy being and continue to be members.

The fact that WMC continues to be successful with a flourishing membership I think is because we have been willing to change and adapt to interests and circumstances. Over the years that I have been involved we have seen several different disciplines of motorsport rise in popularity and then wane due to circumstances beyond our control, but we have moved on and provided a full programme of events

For many years the monthly club night was the centre of what we did, members got together over a pint to discuss events past and in the future. Film nights and forums got huge turn outs. Things change, and as with many types of organisations, those type of events die out.

On the other hand we have innovated in recent years with the evening pub runs. These run from May to September with perhaps a couple lunch runs in the winter. This are proving increasing popular and are a good way of getting members together for a meal and chat about cars and events. Charles Graves' run in August finished at the Skiddaw Hotel in Keswick and had almost as many people there as we get for the awards dinner in the same room! This year we have had another innovation with a couple of midweek lunch runs. Now obviously not everyone can go on these but they did see a good turnout and with quite a few folk who do not come on the evening events.

We have also put a lot of effort into getting new organisers. The autotest training day has produced three new autotest organisers and we have new people taking on some of the touring events. Of course we could do with more! We have a very ambitious marshals' championship with some wonderful prizes to reward those who help on events. At the Classic & Motorsport Show we had around 20% of our membership helping which was great and much appreciated by all those present. The Motor Sports Association's theme for this year is "**Get Involved**" whether that is by participating or by marshalling or organising. It's all great fun with a lovely group of people!

We are always keen to hear of new ideas for new events or activities that we can organise. Drop us an email, talk to committee members or even ring us up - we want to hear from you!

GTF

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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

Cumbria Classic & Motorsport Show

Lake District Hotels LIMITED

*www.**lakedistricthotels**.net*

Cumbria Classic Show Award Winners List 2014

Award	Numb	Car	Owner
Class A 1st	4	Standard DHC	G. Southward
2nd	19	Crossley Golden Saloon	I. Ronald
3rd	12	Riley 9	J & S Smith
Class B 1st	14	Ford Zephyr	G & D Martin
2nd	2	Lagonda 2.6	K. Martin
Class C 1st	4	AC Ace Bristol	P. McNair
2nd	11	Jaguar XK 150	R. Moore
Class D 1st	4	Austin Healey Sprite	R. Graham
Class E 1st	2	Jaguar E Type	N. Atkins
Class F 1st	23	Ford Anglia	G. Wright
2nd	4	Rover 3.5	A. Clark
Class G 1st	8	Austin Sprite	B. Marshall
2nd	5	Triumph Stag	D. Purnell
3rd	4	Triumph Stag	D. Purt
Class H 1st	6	Triumph TR7 V8	D & G Martin
Class I 1st	13	Rover P6	B. Gill
2nd	4	Escort Mexico	S. Brennand
3rd	20	Hillman Avenger Tiger	M. Hetherington
Class J 1st	21	Mercedes 420 SL	M. Atkinson
2nd	10	Porsche 944	G. Bateman
Class J 3rd	7	Alfa Romeo Spider	I. Thurgood
Class K 1st	1	Triumph Acclaim	T. Hurst
2nd	10	Citroen 2CV6	G. Kendall
Class L 1st	6	Austin A35 Van	M. Robertson
2nd	3	Land Rover S11	J & W Upsall
Class M 1st	9	Haldane HD3000	A. Walsh
Class N 1st	2	AJS C5	A. Brown
Class P 1st	3	Lancia Delta HF	P. Carey
Clubs 1st		Series 1 Land Rovers	
2nd		Lotus NE Scotland	
3rd		Morris Minor	
MG	26	MG TC	D. Wallace
CAR OF THE SHOW	**23**	**Ford Anglia**	**G. Wright**

PG Tips

Ok – so I admit the Pluriel was a bad idea! I have now almost beaten my own record for the shortest time I have kept a car. Previously I had a Ford Fiesta XR2 that I kept for just 2 weeks but in fairness to the Fezza I took it in a part exchange deal and didn't actually want the car. I had the Pluriel for a bit longer but I had intended to keep it much longer and used it as my main car in that time. The problem with the Pluriel was that it was a bit of a bare car - the kids barely fitted in the back, it barely accelerated up hills, it barely did 40mpg, and you could barely hear the stereo at 60mph. The roof was brilliant though – and a lot of fun in the sunshine. The kids seemed to love it but that alone was not enough to save the old French dog. I came to the conclusion that I needed rid of it when I negotiated a move back from work at Penrith (and the joys of the Vauxhall Corsa hire car!) to Whitehaven where I would have no hire car and a 40 mile daily roundtrip to complete. We had just bought a new Skoda Yeti for Trudy (and general family transport duties) so I slipped into conversation that perhaps I should also have a new car – expecting some sort of negative response. The rather angry reply came back as something of a surprise "I have been telling you for years to buy a bloody new car – I am sick of you owning 3 or 4 cars none of which work!" All of this proves 2 things – that I clearly don't listen to my wife and that she is right because the fact that I don't recall her ever telling me to buy a new car proves I don't listen!

To cut a long story short I am now immersed in the murky world of PCP car purchase – deposit, 0% finance for a few years and then hand it back at the end or pay the rest. It seems everyone is at it and explains how people with seemingly limited incomes are driving round in brand new expensive cars! As a first try of this currently trendy way of buying a car I've played it safe and opted for a modest vehicle that I could probably afford to buy another way – a Skoda Citigo. Yes…another Skoda. We are soon to be a 4 Skoda family which is a bit sad but with 3 years free servicing and 0% on their new cars it's hard to beat.

Incidentally the Citigo is a cracking little car – very well specced (mine comes with heated seats, cruise control and an electric glass roof amongst other things), quiet and comfortable at motorway speeds, very roomy for such a small car and should do over 50mpg (even with my lead foot) to match it's free road tax status. It also ticks a couple of things off my car 'bucket list' – owning a brand new car….which I've never done before, and stop start technology which will also be a novelty. With a wheel at each corner the handling is good and the engine is quite lively for such a small motor. Being a petrol head I couldn't help but opt for the more powerful version of the 2 available. I just hope I like it as much as I think I do because I'm stuck with it for 3 years which is longer than I've ever owned a day to day car in my life!

Back on car TV programs again…it really seems to be feast or famine and at the moment it's feast with James May's new 'Cars of the people' program taking the classic BBC 2 Sunday evening at 8pm slot. With a bit of the humour of Top Gear but also a more serious look at some iconic cars it looks like being a great series.

I would talk about Formula 1 now because I do usually dip in and out of the season but this year I haven't seen more than a few minutes of a single race. Lewis Hamilton appears to be in with a shout of becoming champion again and there seem to have been some exciting races at times but…have you heard the engines??? It has totally ruined the sport for me! They no longer make a noise akin to the top level of motorsport and sound more like an F3 car. It has certainly taken the edge off things for me.

Peter

Brockbanks Solicitors Cross Border Speed Championship

Three Sisters - Sunday 03/08/2014

Ronnie MacGregor

With a poor weather forecast, and for most people, a trip involving torrential rain, there was a very real risk of finding Three Sisters in a damp and bedraggled state laid out before us, covered in a thin slippy film of oil and rubber. In reality, conditions were surprisingly good. A good breeze kept most of the clouds rolling overhead, and a solitary brief and very light shower was the worst the day would wield. Timing was perfectly judged, such that very few running cars, if any, could use this excuse.

With a warm and friendly welcome from the organisers, and a firm intent to push the cars through, two practice runs and a timed run before lunch, followed by a further three timed runs in the afternoon kept everybody smiling. The track seemed to have more grip on the day than memories would have suggested possible, and track departures were few and far between.

Following a recent bedroom injury, Mr Exton was forced to withdraw his entry, unable now to operated a clutch pedal. Instead he was to be seen hobbling around the paddock all day, taking the time to speak individually to each and every WMC member in attendance. This valiant and commendable effort was well received by all, but cannot have helped recovery. Angela was heard to lament that if only she had known, she would have brought her nurse's uniform. Would an offer to "rub it better" suddenly restore Dave's ability to run ? !!!

Here's a couple of hot tips for motorsport. Always leave your competition numbers on your car after an event. Statistically, sooner or later your next event will produce the same entry number. A major cost saving tip given to a Scotsman by a Yorkshireman !! Well after four seasons it has finally happened at this event, albeit only for one digit. What celebration !! Probably a good week to go out and buy half a lottery ticket !! The other tip ? . . . . . Oh yes . . . . . Vinyl adhesive grips harder and harder with time. Two weeks later and you'll need to get your hairdryer onto the removal job, something that is easier for some than for others !! So . . . . . Always take your competition numbers off straight after the event !! That's life !! . . . . . .

Never before having gelled with Three Sisters, previously up to four seconds off the pace, **Ronnie MacGregor** in Class **1D** took car and track by the scruff of the neck to follow an insanely fast Elise and gain a Second in Class award on the day with a time of **83.30** seconds. The re-united **Thornton** duo were only whiskers behind in a very tight and close battle, **Alex** on **83.58** and **Mike** on **83.74** seconds.

In Class **2A**, a solitary **Wayne Gregory** managed to beat his other three timed run times, to achieve a First in Class with a time of **91.77** seconds.

Les Golding was to be found in Class **2A** on the heels of a Westfield, and recording a best time of **83.85** seconds. Hang on a minute Les . . . . . You've just been beaten by, ... not one, ... not two, ... but three Road Cars. Yes . . . . . we would have noticed eventually, but it was very chivalrous to "fess up". Hopefully the victory dance wasn't too insufferable !!!

According to **Willy Jarman,** running in Class **3B**, "*The driver doesn't matter"*. Strange really . . . . Always thought a win was all to do with driver skill, and the lack of a win was always attributable to the car. How does this translate to fourth in a well supported class on a time of **83.98** seconds one wonders. Two places behind, **Angela Jones** could be found nursing her way round the track, wondering why there were no other cars around her in need of a wee helpful nudge in the rear. Instead, the finish line was the only assailant, dealt with effectively in **88.18** seconds. Beautifully restored and prepared, and far too nice to be thrown round a track, the Mk1 Lotus Cortina of **Ian Scott** was also to be found in this class. Holding up well against much more modern machinery, he managed to cross the line in **92.35** seconds.

Class **3C** was the domain of our turbocharged Civic, where we could see **Chris Sparks** fly across the line in **83.21** seconds to lie second in class on the day.

Super light Midget, **Frazer Graham** was to be found in Class **3D** where steady improvement through the day yielded an **82.53** second best run, and a First in Class on the day. Originally entered with the road cars, **Chris** "The Rebel" **Harris** now has a new event rule. Never take your front number plate off (in order to fit your timing strut) and place it in your boot all ready and waiting to smile straight in the face of your friendly scrutineer. Well of course a road car must have a number plate on the front apparently, and *"rules is rules"*, but rather than capitulate, heels dug deep, and a class bump ensued. Interesting to see our mild mannered Chris transform into a ranting rabied rebel, charging defiantly across the line in **85.98** seconds, and utilising punctuation that would belie a true gentleman !!

Class **3G** on this day was home to our Rocket Ship "Hosson Bouler", piloted by **Mark Purdham**. Always quick, and sometimes stunningly so, an FTD was narrowly missed to Eve Whitehead's single seater. Having to be content with second fastest overall on the day, a First in Class therefore unavoidable in an incredibly brief **73.46** seconds. Class followers, **Darren Coleman** was no sluggard, quietly crossing the line on **76.58** seconds. But look !! . . . . . even quieter, in stealth

mode, brother **Gareth Coleman** is closing that gap this year as never before. Look over your shoulder, he's right there in full view on **79.77** seconds today.

Class **3H** found another father and son pairing fielding their very nice MK Indy. Could this be another interesting and closely fought battlefield, with son **Keiron Bowness** leading this family class on **74.64** seconds, and father **Paul Bowness** not so far behind on **75.94** seconds.

Yesteryear's exhibits were displayed in Class **6A**, where a post shower Rainbow provided the perfect backdrop for **Angus Buchan**, starring as Bungle with Jeffrey, making this venue look like child's play in a Zippy **92.53** seconds.

Perhaps the best Three Sisters we have come across in years. Good weather, reasonably good traction, good company, good competition. A well run event with good throughput and a good number of runs. How could you fail to go home happy ? Another good representation by WMC members, with half a dozen or so gongs collected. Another event over, ... What's next ? . . . . . The long haul trek to Anglesey !!

Would you like to help run events?

Speed events need MSA licenced officials to run them, such as Clerks of the Course, Scrutineers, Stewards, Time Keepers and Championship Co-ordinators. The MSA run modular training programmes which involve acting as an assistant in the category you are interested in and attendance at a couple of training days. Normally it takes two years to complete the training
The Club will support anyone interested in taking up these vital roles.

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

Branthwaite Autotest

There were two big plus points about the annual Autotest at Branthwaite organised by Willie Jarman and Angela Jones. 1. Willie was not taking part/winning. 2. Angela was not taking part/winning.

On to the tests – 8 in total, each run twice, 16 in total, that's a lot! However the slick organisation, marshalling and timing got us through quickly. Two tests were run in parallel, Mini v Midget, 2009 BMW v 1934 Austin 7 etc. Hence it was easy to look across at your competitor, look back to your own route and be completely disorientated. I managed to keep the Puma on course until I allegedly struck two cones in a much too clever flick whilst exiting the garage. I admit to clipping- read demolished- one cone, unlike 'Steady Edwin' Cook who we think last hit a cone in 1983.

James Thompson had his usual jovial, micky taking, out to win, attitude. Talking of mickey taking, Chris and John Hunter had their (accepted on every event) mechanical failure. They swopped cars at least once from the little Austin 7 to the comical looking Tucker Nipper Special.

I didn't witness too many wrong tests on the day although Roger Pope was spotted trying to make tests 2 and 7 into one! He was one of a few others showing off their new £28 winter tyres. Trevor Brough's scrapyard specials are not good enough for these serious competitors.

There are now several father and son crews. Personally I would have avoided this due to the potential embarrassment of son beating father. Steve Palmer had to take this in his stride, beaten by up and coming son Jack. Rob Messenger claimed First Junior and went on to pip his father in the hill climb. John Sloan claimed first RWD, no doubt due to the improving navigation skills of wife Marion and their practice on the LDC!

The declared winner was of course James followed by Edwin and myself.

The rest of the field was turned into a sort of adult theme park. Try your hand and eye co- ordination with Willies mini digger, and place a tennis ball on top of a cone in the shortest possible time? Also that well known Workington driving skills test (stunt) of reversing over a very long plank without falling off whilst your mirrors are disabled!

If that wasn't enough, we then moved on to the 'Hill Climb'. I understand Fellside Auto club are good at this sort of thing. Take a steep grassy banking, lay out pairs of poles numbered 12 – 1 snaking a course to the top. None of us had a Cannon or a Wasp or other such specialist vehicle. So it was left to Minis, Fiestas, Corsas, a Marlin, the Nipper and Keith Thomas in the fiddle braked trials car. James was again in an exuberant mood when he managed to get to the top in 56 seconds, he was almost as deflated as his tyres when I equalled him! Chris Hunter got the loudest applause for his 'weight shifting' efforts to bounce the Nipper up the hill. (I can assure you the NSPCC do not need to be informed of this!)

The award ceremony was about to begin when Megan Iveson found she had oil on her jeans derriere, most likely from one of her own family's many vehicles. Various offers were made to check the viscosity of the oil etc….but moving on….. .we finished by collecting our chocolate trophies and some headed off to the farmhouse for tea and buns.

For the odd soul reading this that wasn't at this great event, it costs £12. As my wife reminded me, I recently, spent more than that on 'a bent metal thing' from Demon Tweeks!

Steve Fishwick

Waterless Coolants

David Rushton has passed on this article which may be of interest.

Many concerns have been raised to us in recent months regarding the effectiveness of Waterless coolants and the inherent dangers they may possess. We have spent some time researching the product and would like to make all our customers aware of our findings.
Waterless products are 100% glycol, some are 100% propylene glycol, and others are a mix of propylene glycol and ethylene glycol. They are slippery when spilled or leaked onto tarmac. Assuming a baseline friction co-efficient reference of 1.00 for dry pavement, the friction co-efficient of water is 0.65. The friction co-efficient of Waterless products is 0.16, four times less than water. Some race circuits in America are now prohibiting the use of engine coolant that contains ANY glycol due to this fact.
The other and more pressing reason that Waterless products are prohibited at race circuits is that they are flammable. With flash points in the range of 110-130°C if the Waterless coolant were released at or above the flash point, it could ignite. Coolant temperatures can be observed in this range during actual operating conditions, making this a real risk. Reports have also been made of damage caused by glycol coolant fuelled fires, in some instances, destroying whole cars and resulting in thousands of pounds worth of damage.
The NHRA rule change regarding glycol coolants was the result of a terrible fire where the competitor was using Waterless coolant in his car. The engine pushed a head gasket and the coolant caught fire which came under the seat resulting in a cockpit fire. Glycol coolants are now prohibited in the NHRA. In another case the Motorsport South Africa ASN prohibited the use of glycol on safety grounds "In the case of both cars and motorcycles, the use of glycol-based coolant additives is prohibited."
In addition, the operational downside is the decreased ability to transfer heat compared to water based coolants. Waterless coolant should never be advised in applications where heat issues are apparent, Waterless coolants will only compound this problem as they lack the necessary heat transfer properties to provide a solution.
Although the product is a very good corrosion inhibitor, it will not adequately protect an engine when overheating. The Waterless coolants cannot transfer heat as efficiently as water, thus causing an engine to run hotter. The engine will continue to run hot until a critical component fails as the boiling point is so high.

To summarize:

Engines can run 45-60°C hotter (at the cylinder heads) with Waterless products.
Stabilized coolant temps are increased by 15-25°C, versus straight water with Water Wetter.
Specific heat capacity of Waterless products ranges from 0.64 to 0.68, or about half that of water.
Engine octane requirement is increased by 5-7 numbers reducing engine horsepower by 4-5%.
Viscosity is 3-4 times higher than what OEM water pumps are rated to accommodate.
Coolant flow rate through radiator tubes is reduced by 20-25% due to the higher viscosity.
Race circuits are starting to prohibit Waterless products because they are flammable and cause a slippery surface hazard when leaked.
When speaking to a classic car specialist recently the subject of Waterless coolants was brought up.A Waterless coolant manufacturer had given them product sponsorship ahead of classic Le Mans 2012, in FP1 the car stopped on track with smoke billowing out of bonnet. On closer inspection the coolant had plasticized and warped the head, the coolant then passed through the head gasket hydraulic locking cylinder one. The damaged cause was very costly and ended the team's weekend early, it is not a product they would recommend or use again.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

A big thank you to all the entrants on this year's Rose and Thistle Challenge held on the Saturday before the Dalemain Show. There were 73 entries of which 71 started and the non starters were good enough to let me know in good time. There was a great mix of cars and top of the popularity polls were MG and Sprite with 20, followed way back (numerically) by Jaguar with 7, Mercedes on 6, Reliant Scimitar and Mazda MX5 with 5 each, Porsche on 3, TVR, Ford, Triumph, Morris, Bentley Mini, and TVR all on 2. Singletons were Rolls Royce, Austin Healey, AC, VW, Hillman, Teal Bugatti, Colt, Toyota, Lotus, Gilburn, Morgan, Haldane, Alfa Romeo and Aston Martin. What a great selection of cherished cars and the majority were to appear the following day at the Dalemain Show. These cars are clearly used as they should be and not wrapped up in cotton wool waiting for a dry sunny day.

Cumbrian motorsport lost a legend at the end of June when Frank Davies passed on in his mid '80s. He was a man of many talents – principally rallying, rock climbing and ocean sailing. After a call from Bob Redhead, Frank's erstwhile regular navigator I joined in the humanist funeral proceedings in the old English garden at Frank and Kate's home near Grange. There were representatives from the three sports round which Franks sporting life had revolved and over a pleasant lunch many a yarn was told. Frank and Bob were one of Lakelands most successful crews of the '60s and '70s and I was fortunate to have navigated for Frank on occasions in the late '60s his Escort Twin Cam and again in the early days of Classic rallying in the '90s in Frank's Mk1 Lotus Cortina and TR4. He was an early member of the NRCC - Northern Rally Competitors Club founded for those competitors seeking entries to a wide selection of Northern and Scottish events.

The dreadful events of the Jim Clark Rally earlier this year will still be fresh in our memories while the investigations and enquiries continue. Some good news is that Keith McLeary has recently returned home after an eleven week stay in hospital – nine days of which were spent in a coma. He had been spectating with friends when a competing car had a steering failure and left the road resulting in the first of two bad accidents that day. I visited Keith at home last week and was pleased to find him cheerful and positive although he is still some way off being back to full health. We had a couple of hours reminiscing about the rallies of the '70s and '80s when Keith was at the peak of his driving prowess. He reminded me that we only did two rallies together but managed to win them both. Keith is a very talented driver but alas one of those who did not make it into the big time. Who knows where he would have gone with the right machinery and backing. We wish him a swift recovery to full health.

Browsing through past events entry lists and results I was struck by the number of companies and clubs who as entrants supported drivers on relatively local events. For instance on the CSCC Keswick Rally in February 1973, 18 cars had entrants other than the driver. Names such as County Garage, Neshams Of Teeside, Myers and Bowman, WK Wilson, Robsons of Consett, McNally Engineering, Myers and Bowman, Huntingdons of Wigton, Racing Services Ltd, Road and Track, Stan Wharton, Wingrove Motor Company, BAMA, Dealer Team Vauxhall, NE Tyre Supplies, Wylam Motors, Chase Hotel and J R Close ltd. Bearing in mind the event was a proper road rally and not a stage event, whatever did we do to lose all that good will or are those entrants still out there supporting drivers but not getting any publicity?

A small number of enthusiastic retirees braved the wet conditions which prevailed for the Lunch run organised by Stuart and Linda Turnbull stating at Dobbies and finishing after 50 miles or so at the Blacksmiths at Talkin where we were joined by

a stage event, whatever did we do to lose all that good will or are those entrants still out there supporting drivers but not getting any publicity?
A small number of enthusiastic retirees braved the wet conditions which prevailed for the Lunch run organised by Stuart and Linda Turnbull stating at Dobbies and finishing after 50 miles or so at the Blacksmiths at Talkin where we were joined by Graeme Forrester and Paul and Jacqui Gilligan. We had an interesting run along some quiet streams, or were they roads, as far north as Bewcastle and then south to Lanercost and over the A69 to Talkin for lunch. You don't have to be of a certain age to take part in these runs or even have a classic car, your regular steed will do nicely and they are enjoyable sociable events. There may be an opportunity to fit in another this year in the Autumn?

You may recall I mentioned a couple of months ago John Taylor's unbroken 50 years of service to the Scottish Rally. As a token of his loyalty the organisers presented him with a Quaich at the event prize giving, a picture of which is attached. We look forward to John joining us again next year on the Lake District Classic as club steward - seventy nine and still going strong.

Ron

Marshals' Post

There are just four months to go in the marshals championship and all those great prizes to be won!

We would like your help with the following events:

October 5th: **Kames Classic Sprint** a the Kames circuit. Sign on for 0945. Marshals get a lunch and a contribution to fuel. Should be finished by 15.30. Contact Graeme Forrester: (gtfmg@yahoo.co.uk) or 01900 825642

October 19th: **Solway Historic Rally** in west Cumbria. Sign on at Rowrah circuit at 09.30. Various venues on west Cumbria. Marshals draw and a meal at the end of the event. Contact Steve Palmer: palmer_s13@sky.com

Gates Tyres Northern Historic Rally Awards

Solway Autumn Classic Weekend
October 18th/19th

Copeland Canter

Saturday

An afternoon touring event in west Cumbria including afternoon tea,

Solway Historic Rally and Targa Rally

Sunday

Based at the Rowrah Kart Circuit this event has 14 tests in a 70 mile route.

The **Historic Rally** is for pre 84 cars and the **Targa Rally** is the same event for modern cars (post 84).

There is no road time in the event and results are based on the total times and penalties on the special tests.

Regulations and entry forms ar eon the website. Any crew that are complete novices can claim one of the three free places on the event.

There are two other events in September:

September 7th: **Wearside Classic** based at the Nissan factory in Sunderland (DAC)

September 21st: **Doonhamer Classic** based around Dumfries (SoSCC)

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.

4629 Alan Walsh & family – Carlisle
4633 Stephen Andres – Penrith
4639 Alan Turner – Workington
4642 Trevor Musson – Longtown
4648 Lee Alderson & Family – Alston
4654 Mike Lightfoot – Carlisle
4656 Chris Hodgson & Family – Carlisle
4663 Neil Beresford & Fam – Keswick
4667 Paul Davies & Fam – Ormskirk
4671 Garry Robinson & Fam – Wigton
4678 Michael Gibson & Fam – Seascale
4686 Eric Hetherington - & Fam – Wigton
4690 Rod Longley & fam – Kendal
4695 Glyn Jones - Appleby
4702 Mike Turnbull & Fam – Wigton
4708 Richard Cuckson – Brampton
4712 Alister Lynn – Annan
4714 Mike Little – Carlisle
4719 Dr Tyrone Castles & Fam – Penrith
4725 David Mcdonald & Fam – Carlisle
4730 Roger Murdie & Fam – Darlington
4734 Nigel Hepburn – Carlisle
4739 Martin Dentice & Fam - Penrith

4632 Tim Blacker – Carlisle
4635 Paul Hutchinson & Family – Penrith
4641 Kevin Hamilton – Livingston
4646 Jeff Chadwick Morecambe
4652 Paul Price & Family– Lamplugh
4655n Stewart Bradshaw & Family - Millom
4661 Kath Leck & Fam – Cockermouth
4665 David Jackson & fam – Penrith
4669 Jonathon Underwood & Fam – Brampton
4676 Charles Chamberlain & Fam – Wigton
4680 Michael Keown & Fam – Morley
4688James Fee & Fam – Whitehaven
4692 Steve Crooks & Fam – No address
4697 Trevor Reynolds & fam – Wigton
4705 Edwin Taylor & Fam – Appleby
4709 George Gate & Fam – Embleton
4713 John Proctor – Kendal
4715 George Binns & Fam – Blackpool
4724 David Quainton – Keswick
4728 Andrew Sharpe & Fam – Darbyshire
4731 Richard Harker & Fam – Darlington
4735 Philip Sampson & Fam – Shap

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.

Classic Car Insurance

By **HAGERTY**

The Club has an arrangement with Hagerty Insurance that if you insure with them they will pay your future years' membership fee when it comes up for renewal.
All you have to do is to ring them and quote your club membership number.
Hagerty are the only insurance firm that only insures classic cars.

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844 824 1135 and don't forget to mention your club when you do!

The 2014 Rose and Thistle Challenge.

As August approaches, WMC members and many classic motoring enthusiasts turn their thoughts to the big August week end – Saturday's Rose and Thistle Challenge and Sunday's expanding Classic Vehicle Show.

2014 is no exception, entries already submitted and an eager wait for the "runner and riders" list from Ron. Saturday dawns – decisions – hood up or down? Weather at almost 600 feet above sea level in Lamplugh is "iffy" but never mind when just round the corner past Mockerkin Tarn it's always dry and bright! Hood down and off to Dobbies Garden Centre near Carlisle for the start. Café tables well occupied, groups with shoulders hunched, familiar faces peering into wads of paper, where are we going, how many miles, where will lunch be, what time are we off??

Once again, a great turn out of classic cars spanning the years from 1930 to 2013. Seventy three entries in total and only two failing to make the start. No 1 again is Brian Cook with the beautiful big Bentley, so good to see him here yet again and Peter McNair with the much fancied AC Bristol but so much of the pleasure is meeting up with our fellow Cumbrian colleagues and friends; many with cars owned for a good number of years, others trying a new "marque" and some going back in years for something more elderly and sedate, in some instances. On entering the café, you could sit at any table with whoever was there, enjoy a friendly conversation along with the bacon or sausage buttie and coffee and feel completely comfortable and at ease looking forward to the day's drive – such is the camaraderie amongst this group of people.

The crack has to stop and the day's action begins – there has been a shower but very slight! Event sticker on the car and off at 1029 – hood still down! Signpost directions point to Dalston, Rosley,

Wigton, Caldbeck, even Keswick without ever getting there. Ron's experience and route planning dexterity leads us on to narrow country roads, some with weeds and grass growing down the middle skirting those places named above. But wait, away from the high hedges and stone walls we pass through Sandale and the full vista of the Solway opens up in front of us with our lunch stop on the other side. Now to the flat lands on the Solway coast, Anthorn, Cardurnock – "close the gate" and past the remnants of the old Solway Railway Viaduct at Bowness on Solway on which Annan residents walked over on Sundays to have a pint or two in the village pubs when their "locals" in Annan weren't allowed to open!

Onward through Port Carlisle, Burgh by Sands and thence via the new(ish) Carlisle by pass to Rockcliffe and behind the Metal Bridge pub on the remnant of the old A74 now non motorway to Gretna, missing Annan to our lunch stop at the Powfoot Golf Hotel. Seventy plus cars create a healthy body of people and for everyone to enjoy the pleasant lunch that was served meant eating and moving thus allowing later starters to have seats and their lunch – not a problem at all, just a bit of common sense and courtesy.

The shorter route "home" took us past Hoddam Castle, a lunch stop on a previous R and T event and then towards Lockerbie, Ecclefechan and Eaglesfield to Langholm. The latter stretch to Langholm was a driver's treat – clear open road; (had Ron blocked traffic from the opposite direction?) Twists, sweeping bends and quick straight sections, the scenery wasn't bad either. No need for fuel in Langholm (rare for the Sprite) then towards Penton, Easton, Cliff and the A689 to the finish at Houghton Hall Garden Centre. A table with fellow enthusiasts not spoken to earlier in the day for a crack and to enjoy a fine cuppa with an even better scone, jam and cream just to put the closing touches to another very enjoyable Rose and Thistle Challenge.

Events like these don't just happen, so may I take the liberty and pleasure on behalf of all the entrants to express much appreciation and thanks to Ron and Christine plus Chris and to John, Lynda and Andrew; we have all had a most enjoyable day as a result of their endeavours, we thank them very much.

Almost forgot, we did arrive back home with the hood down in the sticky drizzle, almost 200 miles covered amongst great company and some more “new” roads added to the memory bank.

Bob Marshall

Rally Torque

News from Road & Stage

More Photos from the Rose & Thistle Challenge

Autojumble

Buy, Sell, Exchange, Give!

Free to members

MG Midget MKIII. 1968 model with wire wheels (knock on's). Totally restored in 1988.

Its a good running car, with a fast road engine, 1293cc and it has a rollbar, badge bar and it is has an alloy rocker cover. With inch and a quarter SU carbs with pancake filters. Badges included.

Never been off the road, since the re-build.

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Barn storage: £50 per quarter. Ring Graeme on 01900 825642. 1 space available.

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new supply just arrived and held at last years price.
£12 including post and packaging.
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Peter Mellor 01543 492722

A date for your diary!

Annual Awards Dinner

Saturday, January 17th 2015

At the Skiddaw Hotel, Keswick

Inside the Industry

Paul Gilligan keeps us up to date

This month I'm going to concentrate on the biggest burning motoring issues I see at present, those that begin with D.

Driverless Cars

Many club members may think these a dreadful idea. We're all motoring enthusiasts aren't we, so by definition we enjoy driving. Yes of course we do, but I don't think there's a single one of us who ALWAYS enjoys driving. Through the Lakes on a quiet summer evening with the hood down would be a YES! Round the M25 at 5pm on Wednesday afternoon where it recently took me 90 minutes to do 10 miles a definite NO! As human beings we look for the good times not the bad. So once the technology is available we'll choose the driverless car for the drives we don't want to do, and the one we drive for the ones we do.

There are several powerful arguments in favour of driverless cars apart from our own wishes.

They are safer. I recently saw an interview with the genius (and he is apparently) who is in charge of the development of Google's driverless car. His main motivation is safety. "All human accidents are caused by the same thing, human neglect caused by lack of attention or lack of skill. Robots are never inattentive."

They will reduce traffic. Automated driverless cars can drive much closer together and because they will be "perfectly" driven they will use less fuel.

In cities they will be perfect for car-sharing, again leading to less cars. Given that in cities on average around 95% of the cars are parked at any one time, this has to make sense.

They reduce boredom and enable people to be more productive. Say you employ 10 salespeople and they average 25000 business miles a year. So that's around 10 hours a week each or 20-25% of their working time. Time when other than chatting on their hands free phone (which may shortly be illegal) they can do nothing productive. Wouldn't you rather have them in a driverless car (which would use less fuel and not have accidents) working for those 10 hours a week? As well as arriving fresh for that important appointment?

I can only speak personally. If I'm doing a long business trip now I try very hard to go by train. There's no joy for me in motorways having racked up hundreds of thousands of motorway miles already. On the train I can work, email, telephone, read, eat, sleep as required. Maybe I'm getting old.

Of course driverless cars are only the start. Google are already working on riderless motorbikes to deliver items (like takeaway food or parcels) and collect passengers. Once the technology is proven we can move on to driverless vans, buses, and trucks. The unemployment consequences are horrendous, but both for safety and harsh economics there are powerful arguments. Wouldn't we all be pleased to see all those white vans driven perfectly and politely with proper regard for other road users? I very roughly estimate that if Eddie Stobart Ltd have 1000 trucks they will have a driver wage bill of at least £40M a year if they single shift the trucks, £80M if they double shift.

In a perverse way the introduction of driverless cars will probably see an increase in "pleasure" motoring. If you haven't "driven" much all week it's likely you'll be keen on a nice drive at the weekend. So I'm surprising myself and after a lot of thought I can't wait!

Diesel Cars

For a long time high mileage drivers have been buying nothing but diesel cars. Now many are questioning whether this is right or not. Firstly there's the difference in price per litre I mentioned a month or two ago. Then there's the fact that petrol engine technology has advanced enormously (much faster than diesel) in the past few years, so the mpg gap has narrowed. Most of all the extra pollution produced by diesel engines which has recently become the subject of much publicity. Older diesel cars are facing big daily surcharges to enter London's Low Emission

Zone, and it's likely similar zones are coming in other UK cities. However there is time to prepare. The London scheme won't start until 2020 and will surcharge the diesels that don't comply with Euro 6 rules, and petrol cars registered before end of 2005. In practical terms this means cars will be 5-15 years old, but I see it as the start of a trend. Diesels are being seen as polluting whether or not that be the case.

In addition diesel engines cost more to manufacture, and that is reflected in the price of the cars. If diesel is seen as "dirty" the value of used diesel cars may drop. Already if you buy a Golf 1.6 TDi "Bluemotion" you pay £1215 more than the standard diesel model. You'll have to drive nearly 100,000miles to recover that cost.

I said petrol technology is advancing. Hyundai have just announced they are about to start road testing a radical new petrol engine that should combine diesel levels of low end torque and economy and petrol low emissions. Target is to cut mpg by 37% compared to the current Hyundai petrol engine.

For any car buyer choosing the most economical buy is not easy. I do this when advising fleets, and I can promise you it's not easy even with a fairly complex spreadsheet which gave me a severe headache to develop. This is a discussion, like the driverless car above, that we'll be having until long after I've finished writing this column!

DREAD – The Biggest is Car Recalls

Staying with the D Words this is the one that keeps the top industry suits awake at night. As I've reported before Toyota had a nightmare a few years ago with cars that accelerated themselves. Then GM recently had the problem that enabled airbags to be de-activated while the car was still driving. GM are facing a warranty bill of $2.5 BILLION, and goodness knows what in law suits to cover "at least" 12-15 deaths. In the litigious US that won't come cheap!

The bills are enormous because technology is shared over so many different models produced by the same manufacturer now share components. The part that caused the problem for GM was a faulty ignition switch. Over 11 years this same switch was installed in 20 million cars. Chevrolets, Pontiacs, Saturns, GMs, Cadillacs etc. VW Group build VWs (obviously), Audis, SEATs, & Skodas on the Golf MQB platform. All share many components. Like ignition switches (which in this case are OK). Adding all the badges up VW build a mere 4 million cars a year on this platform. All with largely the same components. So if one of these components is wrong there isn't a big problem. There's a MASSIVE problem.

Unfortunately as the electronics of cars in particular become more complex the opportunities for things to go wrong increase. Previously if VW got a simple component wrong on the Passat it was only a simple one and wouldn't affect other models. Now it's VERY different.

Discounts

I couldn't write a column concentrating on the D word without using this one. Put it this way they are not going down! The industry continues to build more cars than can be sold, and then there is only one solution. It used to be the simple "Stack 'Em High and Sell 'Em Cheap!" Now it's more likely to be a cheap finance plan, free servicing, extended warranty, free extras and so on. The list is endless but the reality is new cars have (relative to average wages) never been so cheap. I understand that is of little interest to classic enthusiast, but new cars are now a value for money jump start machine!

Dalemain

Pure chance that I have this very special D to finish on. Although I've attended for a lot of years I've only worked on the event for the last few. For the last two years it's been running the Entrance Gate, collecting the money etc. Not just me you understand, it takes 12 or more people to run the gate all day. And the Security Dog to guard the money!

I have to say that I've only recently come to appreciate the scale of the Dalemain operation. I woke on the Sunday morning early to the thought that today we need a lot more than 100 people, all unpaid volunteers, to also be waking up early on Sunday and performing to 100% or sometimes a bit more. And it was raining!

They did the waking up, and the performing, in what was sometimes dreadful weather, and it

said a lot about all those volunteers and the Club they belong to.

Paul Gilligan
pg@gvcontracts.co.uk

More Show Photos

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

A friend was telling me about a relative who took her daughter to an audition at a dance academy in London. All went well enough, they did get lost a bit but eventually found their way out of the metropolis and headed home, job done! Well not quite, because when her husband asked her how she'd coped with the Congestion Charge payment the lady in question realised there could very well be a problem. She rang to see what had happened and explained they'd not needed a payment for their original destination but wasn't sure if a charge had been incurred when she'd lost her bearings. The person she'd talked to said they were well aware she'd been lost as they'd observed her entering the congestion zone four times in rapid succession, but as she'd provided good entertainment they'd only be fining her for one misdemeanour.

Have you noticed how new cars on transporters are nowadays shrouded in comfort blankets? Now please don't run away with the idea that manufacturers are taking extra care of their products because they're so kind, they're actually having to cover themselves because the quality of the paint they're allowed to use thanks to European "save the planet" guidelines is so awful. This came back to mind the other day when I was parking in Whitby and saw a very large seagull relieving itself on the roof of a brand new Mercedes Benz. To make matters worse it then danced about a bit before taking off, spreading said mess far and wide. Now assuming the owner didn't get back within the next five minutes and immediately wash the car then the paint would be permanently ruined. I suppose the moral of the story is don't buy a second hand car that's spent most of it's life anywhere near the coast and always carry water and sponge in the boot in case of bird visitations.

We were at Croft for the nostalgia week-end which as usual was well attended but somewhat marred by the weather with a torrential downpour on Saturday half way through the proceedings and gale force winds on the Sunday. The Historic Clubmans cars were a treat as I'd forgotten just how purposeful these creations looked and how well they seemed to go. You can't help feeling that to sit a forty year old Mallock next to a new Mygale Formula Ford would end up with most of the spectators finding the old codger much more interesting. The same applies to lots of such comparisons I suppose, a new F1 engine looks so neat, tidy and boring whereas a V12 Maserati or H16 BRM looks so complex, almost Heath Robinson in their appearance that from my perspective you can't help spending ages gawping at them.

In closing and on yet another subject isn't it wonderful that our government has announced Britain will be a leading player in driverless car technology. Billions will be spent and the end result will join the Sinclair C5, Delorean sports car,the large passenger Hovercraft, Concorde, TSR2, some stupid train whose name I've forgotten, Blue Steak, probably wind turbines and countless other half-baked ideas our leaders consistently seem to support at our expense.

Ends
AA

What's On

WMC events and other events of interest

September

3rd	**WMC**	**Pub Run**
6th	MGCC	Anglesey Sprint (**BSCBSC**)
7th	MGCC	Anglesey Sprint (**BSCBSC**)
7th	DAC	Wearside Classic
7th	KLMC	Pendragon Stages on Warcop
13/14th	SMC	Countdown Road Rally
20th	D&DMC	Croft racing
20th	BARC	Harewood Hill climb (**BSCBSC**)
21st	BARC	Harewood Hill climb (**BSCBSC**)
21st	SoSCC	Doonhamer Classic

October

5th	**WMC**	**Kames Classic Sprint (BSCBSC)**
18th	**WMC**	**Copeland Canter Tour**
19th	**WMC**	**Solway Historic Rally & Targa**

Visit the website for all the latest news: www.wigtonmc.co.uk
On Face Book at Wigton Motor Club

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