

**Wigton Motor Club Ltd**

# **Start Line**

**Issue: 02/16**

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

**February 2016**

## **Slipping and Sliding!**

Winter autotest at Maryport



# **Motor Sport for All**

# Diary

Club events over the next month or so

**Film & Quiz Night**  
**Bar**  
**7.30 Wednesday, Feb 10th**

**At**  
**Gilcrux Village Hall**

**White Heather Historic & Targa Tests**  
**March 3rd**  
**Kirkbride Airfield**

## **WIGTON MOTOR CLUB LTD**

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# Talking Point

## Topical comment from the world of motoring

I am absolutely delighted to announce that John Graham has been awarded a **Certificate of Commendation** for his efforts as a Motorsport Volunteer by the MSA. John has been involved for some forty years or so and has given his time tirelessly despite a disability.

Many of you will know John with one of his many hats on but may well be unaware of the many other hats on his hat stand! If you come to the Classic and Motorsport Show then you will know him as the entries secretary for the individual entries for many years.

If you do the historic rallies John will often do the pre event scrutiny and also closing car accompanied by Lynda. However many will not be ware of his work on stage rally recovery along with son Andrew who travel all over the UK to stage events to tow stricken cars out of stages.

John, Lynda and sometimes Andrew also help out with some of the classic runs by doing a sweeper car and helping anyone who has broken down.

This is a tremendous contribution to not just to WMC but the sport as a whole. Next time you see John, says thanks!

As we say regularly, motorsport cannot take place without volunteer organisers and marshals. A club, whether it be a motor club or any other sort, is a group of people brought together by a common interest and all contributing to the events and activities that it promotes. We need people like John who get pleasure from working behind the scenes on events but equally anyone in the club can get enjoyment from contributing in different ways whether it be running a small event, helping run a bigger event or marshalling on one.

There are other ways you could help, for example we are looking for sponsor(s) for the Classic Show and advertisers for the Show Programme and also for Startline.

Our Club is a great community and this winter we are making a real effort to provide club nights that you will really want to come to and enjoy the craic and banter with fellow enthusiasts. Come along and enjoy yourself!

GTF



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# Classic Column

## News from the Classic Scene

There are our new markers for the Cumbria Classic and Motorsport Show. They will replace the wooden pegs and cards we have used so far which took a lot of time each year to write and several back breaking hours to peg out the field on the Friday! Our team who help setting up will be delighted.



### Membership Queries

If you have any queries re memberships, renewals or lost membership cards please do not contact committee members but contact Jaime directly.

t:07760 570547

e:[Jaime@jhbookkeepingervices.co.uk](mailto:Jaime@jhbookkeepingervices.co.uk)

## 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.**

Simon riley 6 – Cockermouth

**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.**

# PG Tips

Happy New Year and happy new Skoda parts too. The parts for Snotty's new engine arrived on Christmas Eve delivered from a sleigh by a big man with a white beard...or it might just have been DHL, I was so excited at the time I can't remember exactly. Since then I have not achieved a great deal with it, because the lovely new crank is not compatible with several parts of the old Skoda engine. This has involved buying a variety of seals, bearings and sundry items to make it fit. The main problem with this is that I have found each incompatible item one at a time – and waiting for parts deliveries between each new find.

This has all been exasperated by the fact that no one else in the UK has done the conversion before and my contact in the Czech Republic reassures me that I definitely have everything to complete the engine every time I find a new problem! The latest problem is the crank which is 2mm narrower than all the other cranks from that family of engine – so from 1964 up until 1999 the crank pulley was the same fitment, as was the bolt. Then, in their wisdom, Skoda changed it for the last few years of the engine's life. You can't see the crank is narrower, it looks exactly the same, until you try and fit the timing chain gear and the pulley. So now I need a new pulley, timing cog and the pulley machined to accept an old fashioned v belt. I can see it's going to be the usual last minute rush to get everything ready for the Isle of Man event in April....I really must then try not to break it or take it off the road for major works again!

One interesting thing that I have found out is exactly how long the old Skoda pushrod engine was made for. I previously thought it went out of production in 2001, however I've since found out it soldiered on until 2007 in a van called a Praktik (Skoda Roomster without windows if you know what one of those is!) sold in 'developing' markets. So 1964 – 2007....can anyone think of an engine made for longer? VW even fitted it to the Lupo for a few years in the late 1990s and early 2000s. So many people with little or no knowledge think that VW came along, took over Skoda (who were crap!) and started with a clean sheet, whereas in reality VW helped modernise what was there and used existing Skoda products for many years. These days Skoda usually fare better than VW in surveys and reliability studies whilst VW drag Skoda down with emissions scandals!

I am now hard at work preparing the Felicia for the Northern Classic Trial on February 20<sup>th</sup>....I say hard at work – I mean I've bought a new fuel filter which I am working up to fitting and I have already fitted a 2<sup>nd</sup> hand coil pack. The replacement coil pack seems to have cured the misfire that undoubtedly prevented me winning the festive autotest (cough) – however the car hasn't run smoothly since I ran out of petrol back in the middle of December so with any luck the fuel filter will fix everything and I will move on to glory in the trial. Glory is perhaps a bit strong....perhaps – not a total disaster - is nearer to the truth. Either way I am very much looking forward to the event, if anyone fancies a cheap day's motorsport it is brilliant.

Wigton MC have an invite from Fellside and you don't even need a competition licence or any safety equipment beyond a small fire extinguisher to enter the clubman event. You need to add a method of easily towing your car out of a bog should you get stuck and you need tyres from the national classic trials association list...which is a lot broader than the MSA tarmac event lists 1a, 1b and 1c and includes remoulds and even some brands of oriental ditch finding bargain tyre too.

Prior to the Northern trial I am putting on a film and quiz night at Gilcrux village hall on February 10<sup>th</sup>. The quiz is going to be interactive and fun....not much of it will be me droning out questions from a sheet and there will be a prize for the winner(s). Film wise I think there is a good selection that will keep motoring fans of all ages happy. The bar will be open from 7.15pm I hope to see lots of you there.

Of course before even that there is the annual dinner which I will also be at – I will try and keep any speech I may have to make short and to the point so we're not still there at 1am.

Peter

# Three Autotests in a Week

## Wigton MC Christmas Autotest, Maryport, Mon 28 Dec

Always worth the long drive over. Luckily the main roads were clear, but lots of minor roads were still blocked after all the rain. A full entry of 30 made for some stiff competition. The field was a mixture of classic cars and moderns. Three tests were set out on the huge derelict factory site. The tests were very simple and flowed very well. Can't be too tight for historic cars. The weather was much better than the last time here a month earlier, which was under water.

Had a pleasant lunch break, with soup and rolls provided. The ladies had all done some baking. The cakes were delicious. Worth going over for that on its own.

It was good to watch cars like TR4 's, Midgets, Mini Coopers, MG GT's being thrown around. I seemed to be doing well, especially after my main rivals lost their brakes. A Corsa and a Puma. Don't know where I finished as I had to leave early as was losing power steering fluid quite quickly. Stopped at garage in town to get fluid and top up before driving home. Managed to remove sump guard when got home and tighten up a loose connector.

## Cummins Autotest, Durham Auto Club, Wed 30th Dec

Durham's annual Christmas bash. We were rather unfortunate with the weather this time. That seemed to keep the numbers down. Only 13 drivers this time. This meant we got lots of tests in. Not sure how many, but it was lots. Mark Thornton did a superb job with the tests. Not too hard and not too easy, but very enjoyable to drive. Felt sorry for the poor marshals, but the two Tonys and Tricia did a sterling job in the gale force wind and rain.

There was battle at the front with Mark, Mark and Tom fighting it out in the Scamp, MX5 and Mini. You still can't beat a Mini though. Tom taking the trophy in the end. Graham Nicholson beat me in the FWD class in his ex Stu Leighton Puma, despite having hand brake problems. Stu never made it in his new Puma as his alternator had packed in.

## Plum Pudding Autotest, Seaton Carew, Hartlepool MC, Sun 3rd Jan

This ran with a full entry of about 30 cars. We were blessed with reasonable weather, for Seaton. It is normally cold and wet here. Two test areas were set out. One fast and open. One tighter and resembling an ice rink as it was covered in water and sand. Brilliant, just how we like it. I was having brain fade and found it very hard to learn the tight test. It sank in in the end, with much brain overheating.

We were privileged to have some excellent drivers here. Three Drift car drivers entered. They were fantastic to watch. Poetry in motion. don't know about noise testing though. Don't think Croft would let them compete. Great to see flames being shot across the car park. Although Mark in his Chevette and John in the Escort were faster and also brill to watch. Paul Swift, Tom Hall, Phillip Mayne and several other Minis were as fast as ever, battling it up at the front. They lacked power on the long test, but more than made up for it on the tight test.

I was having a battle in the FWD class up against, Puma's, Corsas, Micras, Polo's. Coming home in 2nd after Steve in his stripped out Corsa. Nearly caught him when he forgot to top up his 4 L petrol tank and ran out of petrol on one test. We did not laugh much.

Another great day out. Big thanks to Stu and his team. Rod ( Whitby) Tony, Tricia (MG club) and all the Hartlepool marshals,

You might wonder who won. Silly question. You try beating Paul in an Irish Mini.

Peter Masters



## 2016!.....but what happened to 2015?

I would like to think someone missed me while I was gone?.....me, I haven't written for a while..yes I used to quite often...no I'm not trying to sell you anything.....oh f\*\*^%\$^&

Anyway yes, 2015! It dawned with such promise, a new car, a championship to enter (first time!), me and motorsport were in love again, on our last event, me and Lynn had won our class!, yeah we missed the last part of 2014, but, 2015, a year to push on!.....Of course real life has a way of pushing on itself and without a reverse charge call to those of you in the cheap seats for an "awwwww" it's safe to say that other things took priority, so good riddance 2015, don't let the door hit you on the way out before I kick you squarely up the.....

In the North West you have had your own late 2015 challenges and as I type listening to the incessant rain whipping over the car covers on the drive on this slightly less puddley side of the pennines I can only thank Senna that we live on a hill and in the East! My sincerest apologies go out to any of those affected, as someone from the North East, I naturally assume it's our fault, I don't read the papers, I just assume that's what they said!

It's been quite frustrating reading recent Startlines, sometimes weeks after delivery, and even then only having time for a cursory curse (is that what you do flicking through a PDF?) it seems we missed a lot of fun and believe me we seriously missed it!

So motorsport became a bit of an armchair pursuit...and how depressing that was, I seriously cannot recall anything about the 2015 F1 championship that excited me, what should have been a fantastic year for UK motorsport, sort of didn't capture anything in the imagination stakes! Was it just me?.....I thought not!

In a year dominated by politics of some sort, the F1 politics were a bit...PC! And as we are now in the off season, we should really be in its most exciting phase, remember when the unveiling of the new cars was an event? What new shapes were we going to see? What new innovation? Who would be saying what about whom? tyres, engines, sponsors, drivers....ooooh it was great

The RAC was cancelled and that other thing, the Welsh one....well, who won? did it actually run?

Motorsport no longer figures in the mainstream...that's the decision the Beeb took, in this fractured twitteresque world we now move in. So it's time for motorsport to take back its minority mantle, if the media have fallen out of love with motorsport and all the energy drink companies with their embarrassing and sexist marketing all nick off, can we have our sport back?

While I wait for the whole football cash bubble to burst (30 odd years now, it's not looking good, fools and their cash are easily parted) the greed that followed what we will one day see as a golden age is still there in motorsport, but its greed in a shrinking market, Bernie is in charge of something that has moved on while he was settling his divorce, the masses are still there but only through globalisation, the actual interest in top level glamour motorsport is in decline, look at ticket sales, sponsors and broadcasting....all sloped off to other cheaper forms of sport, or more lucrative avenues of advertising, or dare I say it, something more entertaining.

Yet we still have teams, suppliers, organisers, and regulators ignoring the fact that economics have a massive effect or participation on every level, some seem unable to reduce budgets whilst keeping their ego's intact, they call it professional, but in reality it's just stuff and nonsense.

Wigton MC are pro-active in encouraging people to take part for fun, with no expectation of reward, this will resonate with the perpetually empty wallets of us old enough to remember a time before live GP's..or indeed any GP's on the TV.

Us old farts aren't the future, but neither are the fans who took the bait after us, those who bought into Mansell, Damon, Senna, Mcree, Burns, Sainz, Clelands, Hoys, Subarus, McLaren's, Evo's and Integrales,

The TAG Heuer, mugs and Top Gear. That whole bubble has been burst by the oversized wing of a sideways drifting 3 series!

The present generation of slightly struggling not quite as bright as they were or as young things are as out of step, yet the next generation of motorsport fans want and need something we don't understand, this playstation generation want what excites them and it's not right that we force them into our dated vision, it's like forcing them to listen to Showaddywaddy when yeah, they can see some value in Tom Jones, but only because he has some fleeting relevance in their hyperspeed lives....sticking a battery in the back of a racing car is a conceit that mirrors why our generation are like those before, we need to stop telling the next ones what to do, how to dream and we need to stop limiting their imaginations and desires so we can exploit it, or even just keep up with it and understand them!

Because I see that as the fundamental thing missing, the competition, what race and rally teams need is real competition, not incremental tinker regs, it's not a career path with incremental shuffles towards the coffin.

The manufacturers need the game (as it is now, it's not a sport, this is a game we are all part of) to show the world they are working for a better future....so they are manipulating the rules to create this marketing "thingy" that has zero to do with "the sport"

A small diversion, my road car is an Audi, years ago, when they came into rallying and destroyed my sport, I detested them...then one wet night I had a go of a Quattro and was smitten at its relevance to wet British roads...anyhow, just like Ford, who still do this very well, Audi are the masters of the incremental refining process, my current car, when first released in 2000, was OK, but by the time of the final tweak before replacement for the 2004 model year, I was hooked, nice body kit, most powerful engine, best standard kit.....and they have done it to me again...with a current model...now why couldn't they just make it right first time?...because they are marketing a car, not selling me their best shot...marketing you see, incremental exploitation.

So when the bubble bursts, there will be casualties, but not probably like the cuts to Local Authorities or mine closures/steel works etc ...but then the sport may return, if the legislators concentrate on that?

So what's the proposal?, well I look to the Financial Services sector for inspiration, after all it wasn't run as a business, it was run as a sport.

De-regulation promotes risk, danger and innovation.....a less transparent sport will be allowed to have failures (the choice to compete is always ours) and with less resources (in those regulatory roles), then possibly cheating will increase (we are the only sport that legislates against organised cheating, or engineering as we call it) which always brings a bit of frisson to the table and who knows, maybe the people who made this sport great, the manufacturer..nope, the oil com....nope,....the watch mak...nope, the fag mak...nope...the competitors and the fans, maybe they will love this sport for what it should be, they will be infected, heady on the risk and excitement, they may well be able to afford it by blagging their Dads car like Russell Brookes did and build up to a new cycle that will attract the money again, but until that happens we may have years of quality motorsport, with engines and tyres and fun.....anyone agree or am I just a disillusioned old git living in the wrong past! FFS!

Alan the fowl mouthed

# Elderly Utterances

## The Voice of Experience!

Ron Palmer has his say

Writers block usually sets in at this time of year. It's not caused by an excess of festive alcohol as we are on the wagon this month, at least until Awards Night when we may try the odd glass. There has been a lack of motoring action as I write this although there will be an Autotest at Maryport before this is published so I may as well resort to the Palmer archive in the meantime and go back to the happenings of 1966 - fifty years ago.

Our competition year began with the Cumberland Sporting Car Club's Keswick Rally on 5<sup>th</sup>/6<sup>th</sup> February which Robin and I won ahead of Irving Oglanby/John Taylor, Geoff Cook /Denis Bowes and Mike Telford/ Stuart Leitch. Geoff Cook was a well known competitor from Consett, well travelled and successful in his Sunbeam Rapier so we were well pleased with our win. Over the next couple of months we did a few events including the Fylde MSG Shunpiker Rally in North Wales before entering the 22<sup>nd</sup> (my 3<sup>rd</sup>) RSAC Scottish International Rally which ran from 30<sup>th</sup> May until 4<sup>th</sup> June.

Pre event documentation and scrutineering took place on Sunday with the ceremonial start from outside the palatial RSAC HQ at Blythswood Square at 8am on Monday. Competitors arrived at Grantown on Spey at 2.30pm on Tuesday some 30 hours later having covered 884 miles of which 186 were on 40 special stages, a challenging start to the event.

After a further three days of competition the rally finished on Friday afternoon at Steps, Glasgow before a black tie dinner and awards presentation back at Blythswood Square. Awards parties at the RSAC usually developed into rather enjoyable rowdy affairs no doubt helped along by the service crews of the multiple Cumberland entries. This particular party however was a bridge too far for the gentlemen of the RSAC and from 1967 'The Scottish' and its awards party finished at Grantown on Spey or Aviemore.

The entry numbered 100 cars headed up by Roger Clark / Brian Melia in the works Lotus Cortina followed by Tony Fall/ Mike Wood Cooper S, Lars-Ingvar Yitterbring Cooper S, Jerry Larsson SAAB Sport, Rosemary Smith Hillman Imp and Andrew Cowan also Imp mounted. Of the Cumbrian entrants Mike Telford/Peter Handy was at 18, Irving Oglanby/John Taylor at 32, Brian Mitton/Gavin Waugh at 40, Robin Murray/me at 42, Malcolm Wright/George Rice at 86 and Les Todd/Peter Oddie at 98.

Tony Fall/Mike Wood won that year although Roger Clark won 'The Scottish' for Ford five times between 1964 and 1975. Perhaps Jim Porter's absence from the co-driver's seat in 1966 contributed to Roger not winning that year. We were top local crew finishing 7<sup>th</sup> overall with Irving/John winning their class. Both cars plus that of Mike Telford were members of the winning Treadfast Tyres team.

The entry fee was sixteen guineas (£16.80p) for five days rallying over 1700 miles of which 323 miles were run in the forests over 64 special stages. Incredible value for money.

In that year local club members bought from the Graham and Roberts showroom in Botchergate Carlisle or Dias in Lowther Street in no fewer than four new Mini Cooper or Cooper 'S' to enter in rallies – Malcolm Wright, Les Todd (who owned his 'S' until only a few years ago), Mike Telford and Alf Sewell all bought new cars. Add a couple of spotlights and a sump shield and away you go. All of the Cumbrian crews drove Minis on that event. We can talk about the good old days as far as rallies are concerned - this confirms it and we shall never see the like again.



Ron



OFFICIAL PROGRAMME

PRICE 1/-

# international SCOTTISH RALLY

SPONSORED BY LOMBANK

30 May-3 June 1966



# Autocar

FIRST AWAY AND ALWAYS AHEAD · FRIDAY 2s.

## LIST OF ENTRIES

(In order of start)

Car No.	Driver/Entrant	Co-Driver	Class	Car
1	R. Clark	B. Melia	8	Ford Lotus Cortina
2	(Ford Motor Co. Ltd.)			
3	R. A. Fall	J. M. Wood	7	Mini Cooper 'S'
4	Lars-Ingvar Ytterbring	R. Hakansson	7	Mini Cooper 'S'
5	J. Larsson	L. Lundblad	7	Saab Sport
4	Miss Rosemary Smith	Miss V. Domleo	10	Hillman Imp
	(Rootes Group)			
6	A. Cowan	D. Barrow	10	Hillman Imp
	(Rootes Group)			
7	P. Bolton	A. N. Other	5	Fiat 2300
8	I. D. Lewis	R. Turvey	10	Hillman Imp
	(Rootes Group)			
9	J. C. Tordoff	N. Thomas	8	Ford Cortina G.T
10	W. Logan Morrison	J. Syer	4	Rover '2000'
11	M. Gibbs	D. Tucker	8	Ford Cortina G.T
	(Race proved by Willment)			
12	N. Harvey	J. Thomas	7	Austin Cooper 'S'
13	Major E. F. E. Moorat	B. Crawley	8	Ford Cortina G.T.
14	P. Burch	G. Jones	10	Hillman Imp
15	R. A. Clift	R. B. Spokes	3	Ford Lotus Cortina
16	J. D. L. Melvin	H. Wilson	10	Hillman Imp
17	G. King	G. Marlow	3	Ford Lotus Cortina
18	M. J. Telford	P. Handy	1	Morris Cooper
19	Miss M. Mackenzie	Miss C. Wright	10	Hillman Imp
20	B. I. Stevens	S. J. Bate	7	N.S.U. Prinz 1000
21	Major F. W. Preston	Major B. J. K. Broderick	9	Rover 3 litre
	(B.A.M.A.)			
22	J. T. Evans	W. M. Evans	10	Hillman Imp
23	F. P. P. Johnston	A. Frazer	7	Morris Cooper 'S'
24	M. White	P. McIntosh	3	Ford Cortina G.T.
25	N. T. Smith	I. Turkington	7	Mini Cooper 'S'
26	D. Pollard	T. Baines	10	Hillman Super Imp
27	N. Rowe	S. Turner	10	Hillman Imp
28	C. M. Malkin	G. Robson	10	Hillman Imp
29	M. Hinde	N. V. Davies	1	Simca
30	M. E. Thomas	B. Hughes	7	Austin Cooper 'S'
31	J. W. McInnes	Dr. S. S. I. Parker	8	Morris Cooper 'S'
32	I. Oglanby	J. A. Taylor	2	Morris Cooper
	(Treadfast Tyres Ltd.)			
33	W. A. Fritchey	J. S. Gordon	7	Austin Cooper
34	A. McCracken	A. Evangelisti	10	Singer Chamois
35	W. H. Syer	A. Jack	7	Morris Cooper
36	A. J. Jasper	A. B. Wills	7	Austin Cooper 'S'
37	W. D. Taylor	K. I. MacIver	7	Austin Cooper 'S'
38	A. J. Matson	M. W. Kingsland	1	N.S.U. 1000 L.S.
39	J. E. Cotton	Miss S. Kay	8	Peugeot 404
40	B. F. Mitton	G. G. Waugh	7	Morris Cooper 'S'
41	Graham Birrell	Gerry Birrell	7	Singer Chamois
	(Claud Hamilton (Motors) Ltd.)			
42	R. J. Murray	R. J. Palmer	7	Austin Cooper
	(Treadfast Tyres Ltd.)			
43	H. A. Skelton	E. M. Lindsay-Jones	10	Hillman Imp
44	D. S. F. Thompson	D. J. K. Stephenson	2	Vauxhall Viva
45	K. D. Power	L. Evans	7	Austin Cooper 'S'
46	J. P. Wheatley	A. W. Raylor	8	Lotus Cortina
47	Bill Mackay	S. McGillivray	8	Ford Cortina G.T.



### The winning Mini Cooper S

# Gates Tyres Northern Historic Rally Awards

## Rounds

1.	March	5th	White Heather Historic	WMC
2.	March	19th	Hexham Historic	H&DMC
3.	April/May	30th/1st	Berwick Classic	BDMC
4.	July	3rd	Lake District Classic	WMC
5.	July	24 <sup>th</sup>	Rowrah based event	WMC (name tbc)
6.	August	14th	Blue Streak Classic	SMC
7.	Sept	18th	Doonhamer Classic	SoSCC
8.	October	16th	Solway Autumn Classic	WMC

Regs for the first two round are now available and places for round 1 are in short supply. Registration forms for the series are on the website.

## White Heather Historic & Targa Tests

March 3rd  
Kirkbride Airfield

**This is a brand new event based on Kirkbride Airfield. It will use the test areas used on the Solway plus a couple of other venues just outside the airfield. In total we hope to run 24 tests and by limiting the entry to just 40 cars it will make for a slick event.**

**The entry fee includes coffee, lunch and a meal at the finish. There are both Historic and Targa sections so demand for places will be high.**

**Marshals are needed so please contact Stephen Palmer on [palmer\\_s13@sky.com](mailto:palmer_s13@sky.com). They will get a meal at the finish**



# BYGONES

## Anecdotes

The Mini was so revolutionary when it appeared that there quickly became a small industry of building Mini based GT cars using the Mini's wonderful road holding along with the lower wait of the new cars. The Ogle Mini was perhaps the best made and designed but in racing the Mini Marcos and Mini Jem were the most popular. They were very similar in many ways and looks and that is no surprise in that they stemmed from the same car.



The unique Mini DART (which stands for Dizzy Addicott Racing Team) was built by aviation and motor sport legend, Desmond 'Dizzy' Addicott, in 1963. Dizzy raced between 1955 and 1964 and was known as one of the real characters of the racing world at the time. He was also a test pilot for Vickers, testing planes such as the Jet Provost and the Vickers Vimy. Later on in his career, he became an air display pilot and flew planes in a number of films, including *The Dirty Dozen* and *Mosquito Squadron*.

The DART was based on a Morris Mini Van, bought by Dizzy for just £5, which he chose due to its longer wheelbase and is more stable at speed than a saloon. Dizzy proceeded to apply his knowledge of aerodynamics to streamline the car, and worked with Formula One driver Paul Emery to bring the project to life. After testing it at the wind tunnel in Weybridge, the pair took the completed car to the 1964 Racing Car Show, where it caught the attention of Jem Marsh of Marcos Engineering fame.

Jem suggested that the DART should be manufactured as a fibreglass monocoque, but a disagreement between Dizzy and Jem over the quality of the fibreglass shells that had gone into production meant that only one true DART currently exists today. Dizzy subsequently sold the design of the DART to Jeremy Delmar-Morgan, who developed the car into the Mini Jem. Meanwhile, Jem Marsh took the rejected fibreglass shells and used these to create the Mini Marcos.

Both the Mini Jem and the Mini Marcos were popular kit cars until the mid-90s. The Mini Marcos set four British land speed records, no doubt thanks to Addicott's expertise. However, the DART itself disappeared into obscurity, until Stefan Wray discovered it on eBay in 2008. It was fully restored and raced at Goodwood in 2009.

The Mini Jem project and sold on a few times and was bought by then WMC members and competitor Malcolm Fell and a few cars were built in Barrow. He used a Mini Jem on a few WMC events. Malcolm is now chair of the Cumbria Kart Racing Club

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# Hagerty's Classic Car Market Predictions for 2016

By: John Mayhead

At the end of every year, we always ask ourselves the same question: what do we think will happen in the next twelve months in the UK classic car world? Here are Hagerty's predictions for 2016.

## **The gap between top-flight classics and the rest will increase.**

We've already seen this: while the Hagerty Price Guide shows a general calming of the classic car market at the end of 2015, sale prices of the most expensive classics (over £5m) have continued upwards. They are now being treated more as works of art: provenance and certification is key. Just as the gap between the rich and poor is growing, and so the market seems to be separating.

## **Manufacturers' heritage operations will increase.**

Jaguar, Porsche and Mercedes-Benz are leading the way with heritage operations. They have realised that there is money to be made from their back catalogue, and it could even help them sell modern cars. Others will surely catch on. We expect to see more 're-releases' in 2016, following Jaguar's success with the Lightweight E-Type.

## **The main market will slow and some values will fall.**

The overall market will continue to grow but (other than the top end) most increases will be at a slower rate. The Hagerty Classic Index showed a rise of 2.8% in the last quarter of 2015, and although things will probably pick up a little in the Spring, we're predicting a rise of about 4% in Q1 2016. Rising prices saw some models flood the market: post Enzo era Ferraris are a good example. We think this will drive prices down- watch Testarossa values over the next few months.

## **'Bargain' cars will increase most.**

They are still there: Jensen Interceptors are surely undervalued, and we've been saying Maseratis are worth more than they achieve for ages. At the moment advertised values vary wildly. Surely 2016 will be the year that the market works out how to properly value these cars?

## **The term 'classic car' will continue to become more ambiguous.**

Gone are the days when a classic car was something over 40 years old. Now people consider all sorts of vehicles a 'classic' whatever the age. Hagerty like the term 'cherished cars' for this reason: if you drive it infrequently (not as a daily driver), keep it properly protected and love your vehicle, then we're interested, whether the car was built in 1900 or 1999. We're now tracking the Aston Martin DB7 and the Porsche 911 (996) in the [Hagerty Price Guide](#)- the goalposts are changing.

## **Fewer speculators, more enthusiasts.**

We're hearing that some lenders are worried about the loans they have given against the value of classics. In short, they don't really know the true value of the cars. Also with interest rates rising in the US and values fluctuating, suddenly borrowing money against a classic car for investment purposes doesn't seem the sure thing it once was. Fewer speculators and more enthusiasts mean a more stable market- we like that.

## **Insuring your classic through a general insurer will become more expensive**

We're told that 60% of classic cars in the UK are covered under standard car insurance policies. Classic vehicles are such a complex area, with originality and provenance making such a difference to value, that these companies tend to weight their risk against the worst-case scenario, and their premiums are consequently high. By specialising only in [classic car insurance](#), and with our own Hagerty Price Guide to support us, we're able to understand that risk much better than most, and our premiums are consequently much more sensible.

So those are Hagerty's predictions for 2016. Do you agree, or do you think we've missed something? What do you think will happen to the UK classic car market in 2016?

# Rally Torque

News from Road & Stage



WRC coverage is now on C5 rather than ITV4 and seems to have a slot at 7pm on Monday. The downside is that it's the same production company. I can't put my finger on quite what's wrong but it seems "detached" and lacking in atmosphere. I suspect it is generic film coverage and then the commentary is dubbed in the studio later.

It looks quite encouraging for the new M Sport drivers while Elfyn dominated WRC2 and got in the top ten.

Hard luck on Kris Meeke who was doing so well until he hit a rock and smashed the gearbox.

Elfyn along with Max Vatanen will be running M Sport Fiestas in the British Rally Championship this year which is back after a year being reprofiled. It will be interesting to see how many entries the BRC gets after some lean years this century.

# Autojumble

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## Owen Jaguar

Known as the Owen Jaguar, the car was built in 1958 by Freddie Owen, a traditional coach builder whose family firm was forced out of its London Oxford Street base due to the blitz in 1940.

Following the war, Owen worked closely with the racing departments at BRM and Jaguar and in 1959 he developed and built the Owen Jaguar – an individual car that saw a 3.4 litre Jaguar engine mounted on his own space

frame chassis and housed under an aluminium body that he also designed himself.

Preceding the world famous E-Type Jaguar by two years, the Owen Jaguar went on to be campaigned throughout the 1960s and 70s by a host of leading racers, including the legendary driver and motorsport historian Alec Francis Rivers-Fletcher.

The car was then absorbed into two private collections for the next thirty years. It was first held by a collector in Belgium, who raced it a couple of times, before it was purchased by renowned record producer Pete Waterman, who is famous for being the musical talent behind a huge amount of number one acts, including Kylie Minogue, Rick Astley and Donna Summer.

The car remained in Waterman's extensive collection of Jaguars and Ferraris for two decades and despite only driving it for approximately 100 miles in 20 years, he not only restored the car fully, but also ensured it was fully serviced every year.

Waterman then sold it on to former Le Mans driver Neil Cunningham who drove it in two one-hour races at Silverstone, before current owner Peter Newman bought it from him the day after the second race.

A seasoned competitor, Newman has raced a huge number of cars and motorcycles over the years and jumped at the chance to buy the Owen Jaguar when the chance arose seven years ago.

The Owen Jaguar will be competing in the Chateau Impney Hill Climb on July 9/10th



# Inside the Industry

Paul Gilligan keeps us up to date

## Record UK Car Sales (?) For 2015

It was no great surprise that a very strong December (over 8% up on last December) brought total UK new car registrations for 2015 to a record of over 2.6M. Of course a lot of the December activity was the registration of cars that were not actually sold as manufacturers and dealers strove to achieve those all important sales targets.

As predicted last month (law of averages, even I'm right occasionally!) BMW pulled all the stops out to beat Audi to be top German prestige manufacturer in the UK. At the end of September Audi were about 9000 registrations or over 6% ahead of BMW. Just take a look at these numbers of registrations for the last 3 months of the year:

October Audi 13,182 – BMW 13,938

November Audi 11,083 – BMW 11,963

December Audi 9,144 – BMW 17,181

So BMW ended up about 700 cars or 0.5% ahead for the year. Finely judged! And of course BMW dealers are entering the new year awash with pre registered unsold cars, bargains for the discerning buyer.

Behind these two Mercedes continued their steady progress, almost 17% up on 2014 and I wouldn't bet against them catching at least one of their German rivals this year. They didn't seem to pre register a lot in December, and have started January with some very aggressive pricing, as have Audi. BMW meanwhile have to clear all those unsold cars registered in December so will inevitably start the year behind.

Other winners were Jaguar (30% up due to the new XE), and their twin Land Rover (18% up, new Discovery Sport). Several manufacturers whose sales had dropped badly in recent years started to come back from the intensive care ward, like Renault up 14%, Mazda + 20%, Mitsubishi + 44%, and Subaru +24%. Impressive numbers but from very low bases in all these cases. New starter Ssangyong more than doubled sales and with more new products arriving looks likely to continue in that vein.

Big losers were most from the VW Group, particularly SEAT down 11%, Skoda down 1% and VW up only 4%, all in a market up by over 6%. FIAT Group fared badly to with Fiat themselves down 4% and Alfa down 8%. Abarth was up by 67%, but tiny numbers, and Maserati + 20%, which shows what a diesel engine can do for an executive car. Alfa is down to registering about 50 cars per dealer for the year, which once you deduct demonstrators, courtesy cars, the inevitable pre registrations, and the cars registered by Alfa UK for staff and demonstrators leaves precious few actual sales for each of around 100 dealers. The promised wave of new Alfa products can't come a moment too soon for their troubled dealers.

## Exciting New Cars For 2016

There are two drugs in the motor industry, new products and money. Although given some of the new cars that have been signed off by various chief executives over the years, you'd be forgiven for assuming that certain other drugs circulate in manufacturers' boardrooms.

Returning to the first two drugs, they are of course inextricably linked. New products cost fortunes to develop, but if successful make even larger fortunes in profits. And 2016 looks like being a bumper year. Here is my choice of ten of the prominent new kids on the block:

Focus RS. 345 bhp, 4WD, 0-62 in 4.7 seconds, 165 mph (in a Focus!), £29000. Handles like a RWD apparently and can allegedly out drift a BMW M2. One rag describes it as being like the result of a one night stand involving a Mark One RS1600 and an Escort **Cosworth**.

What's not to like? Initial allocations already sold for deliveries starting March.

**BMW M2.** See above about Focus RS. Slightly more power, slightly quicker to 62 (0.4 secs). £15000 more at £44000 though.

**Jaguar F Type SVR.** SVR is Jaguar's equivalent of BMW's Alpina or Mercedes AMG. They've turned their attention to the F Type Coupe and at the Geneva show in March Jag will launch a 575 bhp version that will pull 200 mph and put all that power down to the tarmac with 4WD. £100,000 + sadly.

**Tesla Model x** continues the dramatic progress of the US electric car maker. 7 seats, up to 750 bhp, 0-60 in 3.2 seconds, 250 miles on a charge, £65000 but big tax advantages and obviously low fuel costs.

**Bugatti Chiron.** Those members who haven't recently won the Lottery can look away now. For those who have this is the successor to the fabled Veyron. Luckily it's escaped the expense cuts VW is being forced to make after "Dieselgate", presumably because it's just about ready for sale so the vast development costs have been spent, may as well get on with it and claw some money back from the obscenely rich. Power goes up from the Veyron which was initially introduced with 1000 bhp and developed to 1200. Chiron has 1500bhp! 0-60 takes 2.3 seconds (that Focus seems VERY slow now), and top speed is 275mph, which has required unique tyres to be developed. Costs about 2M somethings. I'm not sure if that's pounds or euros, or indeed if you have to add VAT as such matters are hardly the stuff of chat at Gilligan Towers. Carefully selected existing Veyron customers have already been quietly shown the car and apparently the first year is sold out. Which will annoy me if the numbers come up tonight!

**Land Rover Discovery.** The much loved "square" Disco is being replaced at last with a new model that will pick up an aluminium monocoque to replace the ancient chassis frame with separate body design. Hundreds of kilos of weight will disappear as a result making a 4 cylinder turbo a very sensible choice.

**Bentley Bentayga.** Fails spell check every time that one! This is of course Bentley's big SUV, competes with Range Rover although about twice the price. Easy to spend £200k if you get stuck into the options list after a decent bottle of red. However what else weighs two tons and does 200mph while you sit in a drawing room that about half a dozen cows have made the ultimate sacrifice to furnish. Doubtful if even M Sport could make this into a racer.

**Maserati Levante.** Another very expensive SUV. Not 2 tons, this one is tiny compared to the Bentley. Based on the Ghibli chassis and powertrains, should be a fine drive.

**Alfa Romeo Giulia.** This is the start of Alfa's desperately needed resurgence. RWD, light-weight, great engine range. However it comes up against new or very fresh Audi A4, BMW 3 Series, Jaguar XE, and Mercedes C Class. Some opposition! And with a UK dealer network weakened by years of losses, and with manufacturer and dealers lacking expertise in corporate sales this will be a struggle however good the car is.

**Jaguar F-Pace.** This is the one I simply don't understand, but then WDIK? As we all know Jaguar and Land Rover are one company (JLR), owned by Indian conglomerate TATA. Land Rover produces a great range of SUVs from Evoque through to Range Rover. Jaguar produces sports saloons and estate cars and the F Type sports car in coupe and convertible versions. Both have a great history in producing these types of cars. Largely these two brands are now sold by the same dealer, so the customer walks into a showroom offering both. Makes sense, as they offer very different cars. However soon with F-Pace Jaguar will offer a sporting SUV. More sporting it is said than anything LR offer. Designed to compete with the Porsche Macan. So OK Jaguar aim to take a few sales off Porsche. But my guess is that about 90% of the people who buy an F-Pace will do that instead of buying an Evoque, Discovery Sport, or bottom end Range Rover Sport. Partly because that is the showroom they've walked into. So I'm saying for every 10 F-Pace Jag sell, Land Rover will lose 9 sales. Anyway it sounds a fine car,

and as I said WDIK?

I know I said 10! But I can't leave out the Ford GT. Grandson of GT40 it will race at Le Mans in June. Carbonfibre tub, carbonfibre panels, twin turbo 3.5 V8, Brembo brakes, active suspension etc etc. Rumoured to have "close to" 700 bhp, about 1200 kg, 0-62 "definitely below 3 seconds". UK price maybe around £250k, so you can have about ten for the price of a Chiron. Or you could have 8 Focus RSs instead of the one GT. Decisions, decisions.

### **The Elephant In The Room – Driverless Cars**

I know I keep coming back to this, but with good reason. This one WON'T go away, and will be upon us well before we currently imagine. And the consequences will be very far reaching for the industry. Recently the Worldwide boss of Ford said the "Driving with a steering wheel is as antiquated as riding a horse". So OK (steering wheel bit) for a small minority (like WMC members?) to do for pleasure, but not what the vast majority do, or will do, on a daily basis.

Rumour has it that Ford is soon to announce a joint venture with Google to develop driverless cars. Google is currently the leader in this field, and said to be poaching top engineers from Tesla to speed this development.

At the same time car sharing of conventional cars in cities has become more popular. Ford Credit, Ford's finance arm has recently launched a pilot programme in the US where a small "syndicate" can pool their resources to pay the deposit and monthly payments on a car they will share the use of.

Putting these two developments, driverless cars and car sharing, together is an ENORMOUS threat to the industry, both to manufacturers and dealers. Google's driverless test fleet has already covered 1.8m miles on public roads in the US, and the average of most sensible predictions is that we will see these cars generally available in 3-5 years.

One major bank has forecast that putting together driverless and car sharing will reduce the average car ownership per household in the US from 2.1 vehicles to 1.2 in time. How long is the open question? Apart from car sharing even if the car is reserved for the family it can "multi task". So it takes the main breadwinner to work, then drives itself back to the house to take the kids to school, then takes the house wife or husband to the gym, supermarket etc, repeating the process later in the day. So only one car needed where there may currently be two or more.

The result, the same forecaster believes, is that US new car sales will fall from about 11M new cars a year to less than 4M. If the same happens in the UK we go from about 2.5m to under 1M. And these new electric driverless cars will need far less maintenance than current petrols or diesels. So most dealerships will close. The multimillion pound showrooms they have been forced to build by the manufacturers they represent will be empty white elephants. Of course not all those manufacturers will survive either.

All of this won't happen overnight, or maybe even soon. But I'm really confident most of it will happen, and sooner rather than later. Classic cars will of course survive, and even increase above today's stratospheric values as I don't see Google driverless cars becoming collectors' pieces somehow?

Controversial? Well I don't want to bore you!

*Paul Gilligan*

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# Andy's Armchair

**Andy Armstrong takes an irrelevant look at motoring and motorsport**

I see that Nissan has axed it's LMP1 endurance car which only made one appearance last season when it turned up at Le Mans, turned up being the operative phrase as it didn't compete it was simply way too slow. The whole concept of the car was radical to say the least, front engined, pencil thin, narrow tyres, it was ploughing a furrow directly opposed to it's class rivals and ultimately paid the penalty of being too complex for it's own good. It's a shame really, I'd have liked to have seen it succeed simply because it was different and daring, after all's said and done if you paint the car's rivals from Toyota, Audi and Porsche all in plain white most people, myself included, would be very hard pressed to tell them apart.

You can't help wondering what such ventures cost, I suspect it must be millions, for a return of nothing but basically negative publicity. Of course it's far from the first time it's happened just think of the Cosworth built 4 wheel drive F1 car which never got to a starting grid or the original V16 BRM which roared loud enough to rupture your eardrums but whimpered pathetically when it came to racing. The Ford C100 endurance car was another casualty as was the intended replacement for the D Type Jaguar built in the 60's, tested assessed and put under the proverbial "dust sheet".

Talking of Ford I see they're entering their new GT in the GTE class of the World Endurance Championship and that Andy Priaulx is to be part of their driver set up. It's interesting that after what was basically an uninspiring season in the BTCC he's decided to move on after failing to live up to all the "hype" that accompanied his arrival at West Surrey Racing. The commentary team for ITV 4 were very keen to portray him as a past world champion who was going to come in and wipe the floor with the regulars in our British series but for much of the time he seemed somewhat out of his depth and never looked like challenging the old guard.

Continuing on the BTCC theme you've got to say that the Dave Bartrum Motorbase Fords must be starting as something of favourites for the season ahead. The car was the class of the field when it raced in the second half of last year (after missing the early races due to a lack of funds). The drivers are both proven winners with Andrew Jordan bringing a budget which should allow the team to run a decent development programme throughout the season. I'll also be interested to see how well Colin Turkington can do this year now he's accustomed to front wheel drive from "the off". Surely he'll be a very serious contender come season's end.

Finally it's 50 years since the Can Am challenge started out and there are 3 races scheduled for these cars this year at Brands Hatch, Donington and Silverstone to celebrate the anniversary. I'm definitely going to see at least one of the events and recommend you do likewise as these cars are something special. Basically massive V8 power and crude aerodynamics coupled with the stopping power of an old Transit van, refined they are not, spectacular they certainly are.

Ends  
AA

# What's On

## WMC events and other events of interest

### February

7th	S	MGC	Christmas Cracker Run
10th	W	WMC	Film Night & Quiz
20th	Sa	FAC	Northern Trial
26-28			Race Retro at Stoneleigh

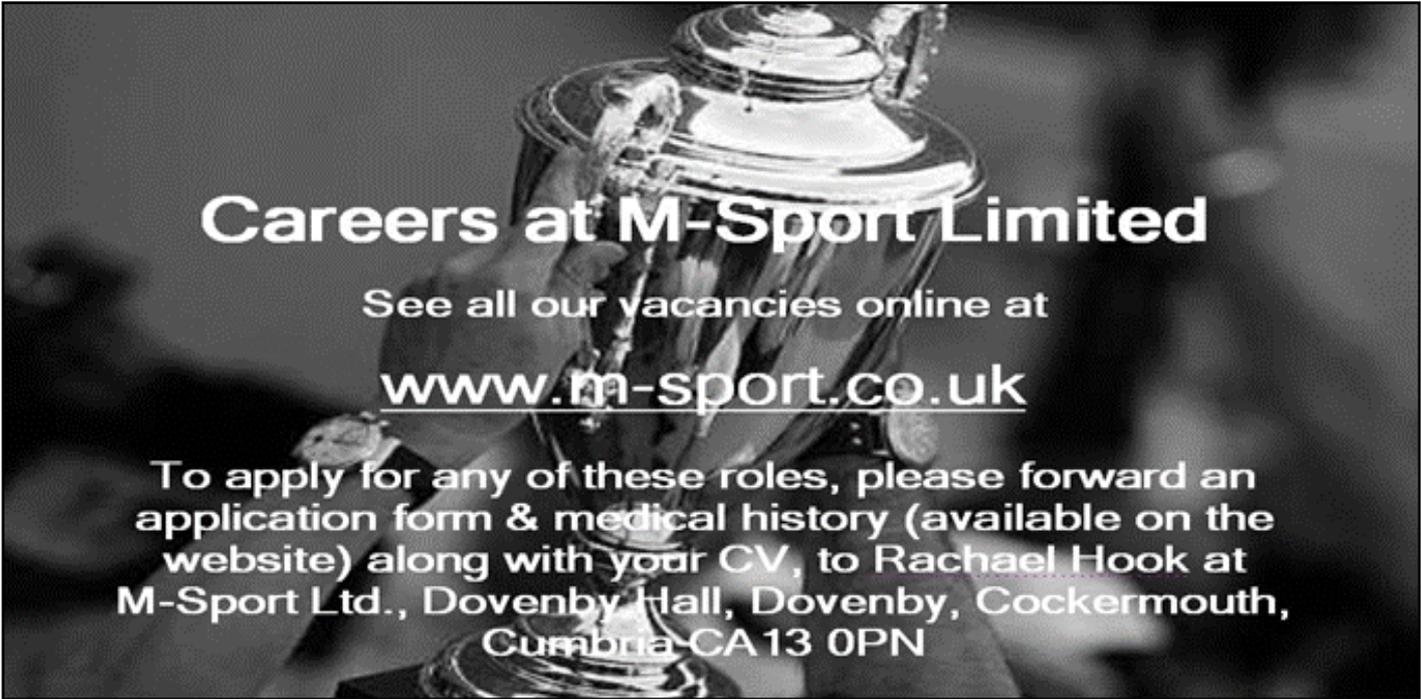
### March

5th	Sat	WMC	White Heather Historic Rally
12th	Sat	Trio	Malcolm Wilson Rally
13th	Sun	WMC	Novice & Juniors Autotest

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



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