

Wigton Motor Club Ltd

Start Line

Issue: 01/12

www.wigtonmc.co.uk

January 2012

Cariss's RAC Rally success



Stuart and Linda Cariss took their Escort Sport to a great nineteenth overall and a class win on the 2011 Roger Albert Clark Historic Rally.

Although the rally was not hit by the heavy snow of the 2010 version it was still a very tough event and many competitors fell by the wayside.

The above photo could have been taken forty years ago.....

Biggest ever issue - 28 pages!

Diary

Club events over the next month or so

Annual Awards Dinner

Saturday, January 28th

At the

Skiddaw Hotel

Keswick

Guest speaker: Stuart Turner

Tickets £28.00

**Ring David Agnew on 01946 841455 to book your place.
Blackbeck Farm, Blackbeck, Egremont, CA22 2NY**

Wine Tasting

at the Skiddaw Hotel

7pm Wednesday 22nd February

£15.00 per person including Pate and Cheese Platter

Ring Charles on 01768 776551

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Talking Point

Topical comment from the world of motoring

Well here we are at the start of yet another year. The general outlook for the economy is not good and motoring, motorsport and leisure driving always take a hit in such times. Certainly 2011 was not that good in terms of entries which declined in most disciplines, particularly for stage rallies. Stage events are very vulnerable to a drop in entries as the costs of putting an event on are high, so to keep entry fees at a reasonable level a large number of entries are needed. Indeed this issue is also starting to apply to speed events and racing where the venue hire charge can be quite large. Sadly if motorsport does not wish (or is able) to pay these amounts demanded, then there are others (corporate events, track days etc) that will. On the other hand these activities are also dropping in numbers so there may be good news if venue owners then have less demand and clubs can perhaps get them for a reasonable price.

We have always prided ourselves on having a really good magazine and in recent years we have maintained this at a time when many club magazines seem to be dying away. Our new emailed version has been well received and is certainly easier to edit and distribute to members. Those who have been involved in "stuffing" the hard copies will know what an effort that can be! Of course hard copies will be still available for those who want them.

We are actually having a purple patch in terms of contributions at the moment with a number of members sending in articles and reports which is great. Ron, Andy and Paul have been doing monthly columns for some time and I have to say the quality of articles I am able to use is really remarkable - rather better than some in the national weekly and monthly magazines I read! In fact the February edition already has four pages completed! Many thanks to all the contributors and keep them coming! It certainly makes my life easier.

Why are so many (most) modern cars ugly and why do manufacturers slavishly follow each others' designs? Take the Nissan Qashqai for example, almost as ugly as its name, I've never quite seen the point of it but plenty of folk seem to buy them. There has been a rash of similar looking (ugly) models from mainly the Asian manufacturers. The Nissan Juke is extremely odd, perhaps it should be called the "Joke"? Why can't manufacturers make cars look pleasant?

Small coupes and convertibles are equally awful, Vauxhall Tigra, Renault Wind and it's Nissan cousin, MINI, etc. How do they export to sell them? Actually Renault-Nissan seem to be making some very average cars these days. (Just heard Renault are cutting the UK range and dealership due to poor sales.)

Aren't car colours very drab at the moment - silver, grey, black and dark blue seem the most popular cars. All idea for not being seen on a dull winter's afternoon! What about some bright and cheerful colours to brighten things up?

GTF



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‘Lowland Gallop’

18th–20th May 2012



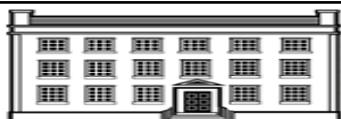
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From The Top

News from the committee

The final committee meeting before the end of the year saw lively discussion on a number of matters:

The emailed Start Line had proved very popular and our email server system was working well but did of course need accurate email addresses. It was hoped that with membership renewals coming in over the next couple of months most members will opt to have the magazine emailed to them. Hard copies would still be produced for those who did not.

Our venerable lap top had crashed a few times on recent events so it was a treat to buy a new one in the January sales.

More marshals tabards and direction arrows have been ordered.

Our financial agreement with Dalemain for the classic show is being renegotiated and various options are being considered.

The Solway Autumn Classic Weekend had been very successful. The venues had already been rebooked for 2012.

Social events: Details of the wine tasting and award dinners were discussed.

Our programme of events for 2012 was agreed. We would run slightly fewer events than in 2011. We had agreed with East Ayrshire CC that they would run the April Kames sprint as a round of both the BSCBSC and the Lowlands SC and we would do the same for the September event.

Consideration is being given to a promotional event/show in the Carlisle area.

The next meeting will be on January 18th



Marshals' Post

Marshals are required for the Northern Trial on Saturday Feb 18th at Sandale from around 13.30. This is always a fun event. Volunteers to Graeme on 01900 825642 or gtfmg@yahoo.co.uk

90 Years Up in 2013!

The Club was formed as the **Wigton & District Motor Cycle and Car Club** in 1923 so 2013 will be our ninetieth anniversary. Hopefully we can do something special to celebrate that so any ideas will be welcomed.

Jottings

- I've never had much time for 4 x 4s and really wondered how any advantage in traction can outweigh the poor fuel consumption and getting in and out amongst other things. In the past couple of winters people seemed to rush out and buy them, thinking they were the answer in adverse conditions but there seemed to be a remarkably high number that needed recovered and were involved in incidents. The issue is that they have big fat wheels and tyres, not ideal on any car. However their considerable weight and high centre of gravity does not help road holding and they are probably worse in terms of braking on ice and have lateral grip as well. While the 4x4 system may get them going forward it also means that when they get into difficulty they are going quicker! Indeed inexperienced drivers may well be lulled into thinking there is much more grip than there actually is.
- The Carlisle northern by pass has been completed for a few months and will be a huge boon to anyone getting around, or wishing to avoid, the city. The problem is that it is not open yet and won't until April when the final payment of the PFI scheme is paid. Thus extra cost and time wasted for motorists and businesses for six months or so. So much for local government efficiency!
- Due to local government cut backs grit spreaders are being sent out with the instruction not to grit unless really necessary. So they drive round all night burning up fuel! Roadside grit bins are being stocked solely with grit with no salt added.
- Renault are cutting back the models they sell in the UK with the Laguna, Espace and Wind getting the chop along with a number of dealers. Their market share has dropped dramatically in recent years, in some instances to below that of Kia. They will however start to import the budget Dacias.
- Fiat are now importing Lancias but selling them as Chevrolets. The marketing man who thought that up deserves shooting.
- Frontline are producing a limited edition brand new MG BGT LE50. It's fitted with a tuned MX5 engine and a complete Frontline suspension. While the car looks completely authentic inside and out, all the switch gear is linked to modern technology. It's based on a brand new Heritage shell and only 50 will be built. It will go 0-60 in less than 5 seconds. The cost is £50K but it's getting rave reviews and over 100 road tests have been booked.....
- The biggest cause of classic car breakdowns is ignition or fuel system problems caused by poor quality replacement parts. Rotor arms and condensers account for around 40% of failures.
- Honda and Toyota dropped all their sports and "hot hatch" versions a few years ago but are set to bring them back with new ranges on 2013. Honda's "R type" versions of their normal range will also return while Subaru will also produce a sports car based on the Toyota pan.
- In F1, the Virgin team will now be Marussia, Team Lotus will be Caterham and Renault will be Lotus. All very confusing!

End of Season Report

Barbon Hillclimb 18th June 2011

Outward journey No travellers caravans or horses near Barbon

Track Smooth no bumps, bluebells in the top paddock had all but gone

Results A bit slower than last year for me. One “result” was speed championship novice Ronnie McGregor pulling a local farm lass who was well impressed by his physique whilst changing out of his Nomex. (She was a dab hand at single handedly hauling straw bales onto a trailer). Watch out next year Ronnie!

Catering Pasties and cakes from Broughton Village Bakery in Broughton in Furness, not cheap but very classy.

Toilets Blue, clean and plentiful

Homeward journey A wee bit of a grass autotest with Dave The Destroyer Exton on the way out of the empty paddock. Not too messy even with the oil cap just sitting on the cam cover all day and all the way home.....

British Grand Prix Friday 8th July 2011

After missing out on a freebie to the Monaco GP this year, the boat was well and truly pushed out by the purchase of two tickets for the grand total of £50 (for one adult and one child) for the Friday practice day. “Honestly son, the cars look the same, they sound the same and you can’t tell they aren’t racing and besides which they are on track for 3 hours rather than the 2 hours on race day”... er well he didn’t believe me and the rain cut down the track time by a third....

Outward journey Brilliant 4hr run down on the Thursday night to the Travelodge in Northampton (£19 for two of us booked in advance!).

Track No queues on the way in on Friday morning, very close car parking, less than 5 minute walk to the Luffield Grandstand. Quite wet at times and very cold, think Knockhill on a bad day. Highlight of the day was watching the last 10 mins of second practice down at track level on the entry into a damp Copse.THE NOISE!

Results Only money spent at the circuit was 2 Red Bull beanies at £50... ouch. Thank god for pocket money.

Catering Lots of really high quality catering on site and very reasonably priced, however as to be expected we’d stocked up at Asda and M&S on the way.

Toilets Very very few toilets and I can only compare them with the facilities at Forrestburn in 2009 (i.e. a grotty garden shed) but with 10 minute queues.

Homeward journey Ok till Birmingham, then the usual 2hour Friday night M5/M6 jam.

Trotters Autotest 14th July 2011

A superb venue, with spectacular views, lots of varied entries, hope all the people who missed this event don’t come next year as this really is a hidden gem in the Wigton MC calendar.

Outward journey A beautiful evening, didn’t recognise Mark Fisher with the Scoobies outside the Greyhound at Bothel, but I think they heard me go past.

Tracks Not really entering into the true spirit of an autotest, slightly damp grass and supersoft dung created a green Chamonix ice racing track for me. I don’t think I’ve ever been so sideways over such large distances, dancing on ice.

Results Er think I was definitely stuck at the bottom of the timesheets.

Catering I think there may have been a Llama spit roast after I’d gone home.

Toilets Only complaint - the cows obviously haven’t been toilet trained.

Homeward journey 12 miles on the rev limiter and then an hour with the jet wash (at 10pm = happy neighbours).

British Sprint Championship (Kames)

Outward journey Only 3 cars on the M74 early on a July Sunday morning, no trucks to race with.

The A70 to Muirkirk was closed for resurfacing as even the stagecoaches and pit ponies couldn't traverse the craters. So we had to travel north up the A74 and then to Kilmarnock, Cumnock? and then due south on the B something to Muirkirk. Again another hidden gem, brand new smooth surface, with rolling dips, crests curves just like Nurburgring on the X Box ..until it turns into a Latvian B road over a crumbling bridge and then back to Formula 1 smooth tarmac into "the village of the damned" that is Muirkirk.

Track Very very grippy,

Results Beat my own East Ayrshire Car Club record in practice and then slightly slower in the timed runs although still better than the class record, but nowhere near my Wigton MC class record for the track. (That doesn't count because the event in April was run by an English club)..... I suppose time does move more quickly in Englandshire, with Kames still being in the 19th Century. Our club entry of Angus McRadical, Mike "The Cox" Hunter and myself should have won the inter association challenge but we was robbed.

Catering V2 vegetarian black pudding (available from a Booths Supermarket near you)*, neeps, bridies and Kames's own version of rocky road which was sweet enough to induce a diabetic coma. The diet Irn Bru is always ice cold though.

Toilets No soap.

Homeward journey The A70 was open and the extensive repairs were...frankly almost un noticeable, hope the same contractor isn't fixing the bomb damaged coastal route in Libya.

Dalemain Autotest 21st August 2011

Outward journey A very civilised run out in my wife's new supercharged/turbocharged/dsg gear-boxed Skoda (go on laugh, you know you want to). Only passed one broken down MGB GT on the M6 at Penrith, would have stopped to help, but didn't have an anvil or prayer book to hand. It looked like Lucas The Prince of Darkness had inflicted terminal damage.

The other highlight was watching Roger Pope turning away some Chinese tourists in a brand new VW Caravelle trying to get onto the show field through the exhibitors entrance. If we ever get the threat of an invasion by the Imperial Army, I reckon we should send Roger with his tractor, he'd drive them back into the sea!!!

Tracks Quite rutted in places, but perfectly suited to my style of driving in someone else's car, in this case Dave The Destroyer's Toyota MR2 with the unfeasibly large (and noisy) tail pipes. My 11 year old was even impressed with my driving, which really is a compliment as he is of course a better driver than me as he can lap Spa faster than Vettel in a Red Bull (on X Box).

Results Dave's car was clogged with mud (well that's what he said two months later when I next saw him at Kames)

Catering Lots of burgers and ice cream

Toilets Can't comment as I lasted all day without needing them (next stop kidney stones)

Homeward journey

Branthwaite Autotest 4th September 2011

Outward journey Aforementioned Skoda's dsg gearbox and 17" wheels couldn't cope with a muddy rut into the autotest field, so had to abandon it, that's my first DNS (did not start) ever.

Track Very smooth field, with panoramic views towards Loweswater, the Solway Firth and Scotland.

Results Lots of MOT failure Fiestas, Peugeots etc and a very fast but scary quad bike(?) and a mini digger to stop you getting bored. Oh yes and a quiz, a results area created from a Ford Motorsport awning and a load of straw bales, plus Willy J and Angela J had even provided seats for the marshals.

Penrith Autosolo 11th September 2011

Outward journey Well I was meant to be helping Jim O'Neil, but the much more organised Neal Horsfall took over so that I could "compete". That meant choosing tyres for the day before setting off from home. Extreme wets were required.

Tracks Jim laid out two fantastic courses around the auction mart site, with the afternoon course including the Amey highways compound, this included a hairpin bend with oak tree and Armco run off areas.

Results From memory Steve Fishwick won in his very roarty Clio 182. Another impressive performance came from 20 year old Rob Iveson of Shap in his blue and white Mini (one to watch for the future). I was last again, but enjoyed more fwd sideways action.

Catering Claytons Butter and Potato Pie (again courtesy of Booths)

Toilets Hedge, but this time adjacent to the A66.

Homeward journey 21 miles at 6000 -7000 revs and another 90 minutes cleaning off the mud and gravel.

Aintree/Forrestburn/Harewood

Due to holidays/family commitments etc I missed all these events. The only things I've heard were that Angela Jones went high speed ploughing at Aintree, luckily with no damage. Forrestburn... no news and then Harewood. Well Dave "The Destroyer" Exton had some exciting on course 360 degree action and Kev Hamilton's Citroen (or as they pronounce it in Scotland) Pewjo suffered from a couple of bouts of spontaneous combustion. I understand the various fires were caused by:- a) Light reflecting off the mock carbon fibre rear view mirror setting fire to the Magic Tree hanging therefrom b) moth balls falling off an MGB he was following off the start line getting stuck in his spot lights c) the Alpine Head unit blowing a fuse when playing Marillion's Fugazzi as he entered Farmhouse bend.

Kames 2nd October 2011

Outward journey With Peter Garforth as ballast we headed off up the A74 with no fuel only to find the Shell service station at Todhills closed. So with the fuel warning light glowing we headed off into Gretna for an early morning civil ceremony. Unable to find the anvil, we gave up on that idea and stumbled upon Grotna Services with what must have been the most expensive super unleaded in the UK. That was perhaps an omen for the larger expense to be incurred later in the day...

Tracks Only sprint I've ever been to where we were asked to put dipped headlights on so the marshals could see us. Wet, damp and then dry, but by then my day had come to an end.

Results Overzealous attempt at the right hander over the hill next to the golf course, where speed exceeded talent, the ensuing "traction event" resulted in a car/tyre wall interface. Thought that was a Britannia Rescue moment, but only superficial panel and ego damage. Note to self – never try and keep up with cars from the next class up.

Catering Humble pie.

Toilets Very useful place to go and cry.

Homeward journey Slowish, but good crack with Mr Garforth.

Allerdale Amble/Solway Rally 22/23rd October 2011

Outward journey The Amble saw a real smorgasbord of cars from Steve Swallow's superb Lancia Delta Integrale, Ian Cowan's GT40 now with launch control, Adrain Hemmingways immaculate Merc 320(?)SL, Charles Graves's Derby Bentley and David Hayton's Porsche 993 amongst many others.

Tracks The Solway Rally used old classic venues such as a very smooth part of Kirkbride Airfield which allowed some very "interesting" speeds to be attained, the Quarry at Great Broughton and my favourite – Rowrah Kart Track.

Results Joe Norman won on index of performance(?) in his beautifully prepared Mini Cooper, with Dave Marsden in his sideways everywhere MK1 Cortina GT having the fastest times throughout the day.

As course closing car with a very brave Ron Fisher as my navigator for the day, I only made one mistake during the day, ending up almost in the crops on Kirkbride.

Ron astutely jumped ship before the last runs around Rowrah. The three laps around there were the highlight of my year. It's very tight but suits my wee Pug perfectly. I'll not forget seeing one of the marshals huts coming towards me rather rapidly, with Andrew Graham watching (and laughing) he could see the look of horror in my face as I thought here we go again, but no bang this time, no skill but the car drove me around the hut phew.

Catering The Ship at Thrusby was very pleasant on the Amble with good sarnies and an excellent lager shandy. When offered soup and coffee at the lunch break at The Stocksman at Wigton on the Rally, think I offended one of the ladies there by asking if there was any difference between the coffee and the soup.

The Food at Rowrah at the finish looked excellent, with cakes and sausage rolls it looked like we had hijacked a 5th birthday party.

Toilets Awesome at Rowrah - 5 star, the Stocksman? Well, I always wondered what it would have been like in the Wild West....

Homeward journey I have to thank Steve and Jack Palmer for the push start at Rowrah, otherwise I'd still be there now. Oh and I managed to pick up a code board without a navigator.

My years motorsport ended with all the wheels off and a three hour jet washing session followed by a week at the paint shop.

Roll on the 2012 season, starting with Race Retro at Stoneleigh in February and then copious amounts of super unleaded at £1.60 a litre. Oh and I think we may have a West Cumbrian supercharged Aerial Atom competing in the Brockbank's Solicitors 2012 Speed Championship.....

Wiggy

Membership Renewals

May I remind members that renewals are now due and forms were posted out with the December magazine.

The fee is just £16 for single and families who get a email magazine and £20 for those who want a hard copy posted to them.

WMC is a members of the Scottish, NE & Cumbria and North West Associations of motor clubs and are thus invited to hundreds of events from the north of Scotland to the Midlands.

We are also MSA affiliated and members of the Cumbria MSG and the FBHVC.

Please renew your members ASAP. Liz if waiting to hear from you!



Some of the cars at the start of the Christmas Cracker Run

Introduction to Rallying – Kenya Style

Since arriving in Kenya in 2008, I have been driving and navigating on rally / raid /orienteering events and I am now the regular navigator for Simon Sharp, one of Kenya's quickest drivers in his Toyota Platz, one of Kenya's fastest cars.

We are competing in the Kenyan Cross Country Championship, a Rally Raid style event - same idea as the Dakar. The event is open to cars, buggies, quads and bikes – with few rules there can be lots of innovations, running in the events there are 180bhp single seat buggies with Toyota Starlet GT 1300cc Turbo charge engine, (running with intercoolers, anti-lag systems and re-mapped chips), twin seater Subaru Impreza STi engined buggies struggling to get the power down in 2wd. The standard of engineering varies from standard but cut down Range Rovers, to full blown Bowler Wildcat to Bitza Specials.

Our 'Car' is a Toyota Prado, on 4x4 VX running gear, (with a home modified semi auto gearbox), finished in a Toyata Platz body (think Nissan Micra) in a pick-up configuration with a 4.3 Lexus V8 engine with a Supercharger bolted on – good for about 400 – 450bhp. The range is limited as it drinks 1L of fuel per km. - it even has a marine outboard motor fuel tank as a screen washer bottle.

We are sponsored by JCB Ganatra (Kenya), 'Kick Energy' Drink and Goodyear (just as well..)

On the event, Navigation is given by tulips and GPS points with some sections on rough track and others sections through the bush. There are few landmarks and no signposts, buildings are usually mud huts, which can disappear as the tribes move on, animals abound – beware of elephants round the blind corner.

An event will normally have 3 sections of 60 - 70km over two days. In the 'Hot seat' I have two GPS's and a rally computer to help – real-time Google Earth GPS streaming is being developed for the next event.. – Third World engineering!....

For some good footage of the car, it's JCB yellow, have a look at [Youtube "Kenya Cross Country Championship Round 1"](#) and ["Round 2 Kenyan National Cross Country Championship"](#) – I hasten to add, that the wrong slot through the river was driver error – chasing the car in front...

Crispin Kennedy.



The eco friendly clockwork motor in Ian Cowan's GT40 causes at lot of interest at Dalemain!

Classic Column

The Club is affiliated to the **Federation of British Historic Vehicle Clubs** who do a great deal to protect the use of older cars in many ways. The amount of proposed legislation that seems to pour out of the EU offices in Brussels is incredible, the Federation employ people to comment and, where needed, to fight these restrictive laws. Indeed reading some of their reports is a big encouragement to vote UKIP!

A research report commissioned by the Federation tells us that our hobby is worth £4.3 m p.a. with around £1.m coming from overseas. 28,000 people are fully employed within the classic car movement and 41% of businesses expect to recruit more staff in the next five years. Indeed 52% of traders expect their businesses to grow in the next five years but 66% of traders are concerned that increasing regulation will hamper growth.

Surprisingly 57% of the people employed are under 45 but 56% of traders report finding difficulty in finding works with the relevant manual skills while 37% had difficulty finding staff with the necessary knowledge.

There are 850,000 pre 1981 vehicles in Britain. 66% are cars and 25% are motorcycles or three wheelers. Surprisingly only 1% are agricultural vehicles.

50% of historic vehicles cover fewer than 500 miles per year. 70% of historic vehicles are worth less than £10,000. The majority of owners are male and aged between 50 and 70.

4.5 million people attend events run by FBHVC clubs.

The future:

52% of traders expect turnover to grow.

34% of traders expect the nature of their business to change.

66% of traders have concerns about business regulations.

68% of traders are concerned that increased legislation will limit the use of older vehicles.

46% of traders are finding difficulty in recruiting staff.

32% of clubs expect their membership to grow and 48% reckon membership will remain stable.

30% of clubs expect problems with ethanol in fuel.

2012 marks the **50th anniversary of the MG B** and we will be hearing a lot more about that during the year. It's also the 50th anniversary of the **AC Cobra** but there seems to be more of them around now than there were in the sixties with various "continuations" and "fake snakes"!

- The **Scottish Classic Speedfair** will be held on May 19/20th at Knockhill.
- **MG Live!** is at Silverstone on June 23/24th.
- The **Goodwood Festival of Speed** is on June 28th-July 1st
- The **British Grand Prix** is on July 8th
- The **Silverstone Classic Festival** is on July 28/29th
- The **Croft Nostalgia Weekend** is on August 4th-5th
- The **Oulton Park Gold Cup** takes place on August 26th-27th
- The **Goodwood Revival** meeting is on September 14th-16th.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

My how the years tick by and here we are still with a pound in our pockets – not Euros just yet, we are speaking English, well some of us are, and we still have a United Kingdom. So in our small forgotten corner of the country we should carry on as best as we can because we are only here once and would we swap it for anywhere else?

In December although most motoring functions were of a social nature Charles and I managed to fit in Le Jog, the Lands End to John O'Groats Reliability Trial organised by HERO between the 8th and 12th although with travelling to the start and from the finish plus a day's prestart formalities we were to be away for seven days. Having taken part in the Rally of the Tests for the past ten years we haven't found time to fit in Le Jog so close to the yearend but with no Tests this year we took the opportunity to give it a try. In 2010 crews experienced a real tough one with the worst that winter could throw at them from start to finish.

The eight hour journey down to the hotel in Mousehole was uneventful and on Friday we scrutineered at Lands End and transferred further route information onto the 46 OS maps covering the event. By the time we got to the start line at 8am on Saturday we had already covered 550 miles and we are supposed to live on a small island. The format of the event was to be 25 regularity sections plus 34 'manoeuvrability and handling tests' and 28 road rally navigation Time Controls on the Saturday night section. The entry list showed 54 entries on the main event plus 10 tourers and of these some 25 came from the European mainland. During the Saturday morning we meandered through the byways of Cornwall and into Devon and eventually through Somerset and over the M4 Severn Bridge to the early evening control at the Cardiff Gateway services. In that time we had encountered four fairly lengthy regularities and twelve tests all completed without any problems and no wrong tests or missed controls. Two things were becoming obvious the first being the pace of the event which had no respite and although we had to make a fairly time consuming detour to Test 10 at Weston super Mare no extra time was allowed and we had to really press on to avoid falling behind schedule. In addition the organisers whilst having created a tough testing event failed to inform the competitors of any changes they made. At one point a dozen competitors found themselves running after the closing car and finding controls closed through no fault of their own. The event was planned to start tests at one minute intervals but in cases where this was not possible and the gap became two minutes, long queues were building with the consequent delays. No results were available during the first two days and any delay allowances were not relayed to competitors with the results that some were driving like loonies to keep up.



At Cardiff Gate services, after two tests on site, we arrived to be given the evening route with the intended time allowance of 2 hours having been whittled away to 50 minutes by the delays encountered during the day. These route instructions were to cover the seven hours of intense competition that awaited us. I plotted away through the variety of navigation formats provided but had to leave some until later as we had to be away. As we progressed through the five regularities in the valleys of south Wales it quickly became apparent that there was little chance of exceeding the averages set and it was developing into something of a chase. This situation was not helped by some locals who slowed proceedings from time to time. Despite this it was very good rallying and most enjoyable for crews who had some experience of this sort. Pity the poor crews from the continent and the English crews who had come along for a ride out. They were really up against it and falling back on schedule. However the one big advantage of LeJog is that however many penalties you accumulate you can carry on as long as you

check in and out of the MTCs.

After the first four night regularity sections we took on fuel around midnight at the Control 8 at Builth Wells with little time for anything else and after one further regularity we were into the Night Navigation Section – The Welsh Marches in the area around Church Stretton and Craven Arms. The multitude of narrow, very muddy and rough yellows is a paradise for those with good lights and ground clearance. Alas we had the former but by now not the latter and the sumpguard spent a good deal of the time in contact with the raised section in the middle of the road. We pressed on with clenched teeth and tried to ignore the noise but after seven sections we called a halt. After the recent new chassis and rebuilt engine it was not sensible to destroy all the good work and incur further unnecessary expense. Just quite why the car was sitting so low on the suspension is unclear but that together with the 15" wheels ilo regular 16" meant it looked good for the racetrack but not for Welsh yellows. We headed for the hotel at Telford and checked in along with a dozen or more other crews who had cut some night sections.

After three hours sleep in a freezing room at the Park Hotel we went to collect the route an hour before time out only to find it was not to be available until 15 minutes before departure – it would have been nice of the organisers to let us know and nor were any interim results available. However an inspection of the car in daylight caused us to have a rethink about starting as there were a number of issues caused by the lack of ground clearance on the rough yellows. So as the remaining crews headed off we turned for home. By the time we got back we had about 1200 miles under our belts. Would I do it again – probably not as I do prefer to be in bed by midnight. There were a number of glitches in the organising which would have been excusable but probably wouldn't have happened in a good club organised event. In the case of Le Jog however this is a professional event organised with profit as one of the motives and it should have been near perfect but the part we saw fell short of that.

The winners at the JOG were Roger Bricknell and Ryan Pickering (Ryan being a regular entrant in our Lake District Classic Rally) in a Volvo Amazon with Charles Harrison and Jonathan Hancox in the Triumph 2000 second and Tony Sheach and Richard Lambley in the TR4 third. All these crews are regular competitors on one day club events which rather contradicts the belief held by some that competitors on long distance events pass by the small motor club events and jump straight into the marathons. Ah well that's it for this year - good in parts but still very enjoyable.

A happy and competitive 2012 to you all.

Ron



After another Jaguar retirement Charles considers an MG or a Volvo!!

2012 TJ Services Northern Historic Rally Awards

The awards will be based on the performances of the best 5 of these eight events:

12th February THE CROFT HISTORIC

Contact : Gordon Dundee gordon@dundee.fsworld.co.uk
www.stocktonmotorclub.co.uk

5th/6th. May THE BERWICK CLASSIC RALLY (Sunday event)

Contact : Stuart Bankier stuart@sbankier.wanadoo.co.uk
www.berwickmotorclub.co.uk

June (TBA) STOBS CLASSIC

Contact : Jason Ferry jason@itfc01.fsnet.co.uk
www.hawickandbordercarclub.co.uk

15th. July LAKE DISTRICT CLASSIC

Location : Penrith, Cumbria
Contact : Ron Palmer Ronpalmer777@hotmail.com
www.wigtonmc.co.uk

12th. August DEVILS OWN

Location : Kirkby Lonsdale, Cumbria
Contact : Mike Kirk MIKEKIRKRALLYING@aol.com
www.klmc.org.uk

2nd. September DALES CLASSIC

Contact : Lindsay Burnip poshbirdincontrol@sky.com
www.durhamautoclub.org.uk

23rd. September DOONHAMER CLASSIC

Multi Venue tests
Contact : Roland Proudlock rolandproudlock@annadalefinancial.co.uk
www.soscc.co.uk

20/21st. October SOLWAY CLASSIC WEEKEND

Contact : Graeme Forrester graeme@gtforrester.freeserve.co.uk
www.wigtonmc.co.uk

There will be class and overall awards.



Brockbanks Solicitors Cross Border Speed Championship 2012

Nation	Round	Club	Venue	Date	Day	Event
S	1	EACC	Kames	April 14th	Sun	Sprint
E	2	York	Teesside	June 4th	M	Sprint
E	3	KLMC	Barbon	June 16th	Sa	Hill Climb
S	4	SoSCC	High Auldgirth	July 22nd	Sun	Hill Climb
E	5	Longton	Three Sisters	Aug 5th	Sun	Sprint
S	6	MSCC	Forrestburn	Aug 26th	Sun	Hill Climb
E	7	BARC	Harewood	Sept 23rd	Sun	Hill Climb
S	8	WMC	Kames	Sept 30th	Sun	Sprint

In the event of a round not taking place the hill climb at Harewood on September 22nd will be included. The best six scores to count.



PG Tips

Another year over and car wise I seem to have been treading water! At the start of the year I had a Citroen C5 HDI with a number of minor faults and Snotty the Skoda Estelle, still a work in progress but driveable and on the road.....right now I have the same Citroen with a slightly larger number of minor faults and Snotty the Skoda still with work to do. At one point in my life I was averaging over 3 different cars per year and now I worry that I might finally be growing up (or running out of money due to bigger houses, children etc)! The good news is Snotty now has more power and a better suspension set up...with any luck I can make it 3rd time lucky on the Isle of Man classic in April and actually finish the event!

I've been looking at next year's speed calendar for the club and I am very excited at the event mooted for High Auldgirth in Dumfriesshire in July. The hillclimb there shut in 1998 due to various issues but is currently going through the process of obtaining a new track licence. There isn't a great deal of info about the place but I understand there is a pub at the foot of the hill which can only be a good thing. The course looks fast with 3 hairpins and some long sweeping straights combined with big drops on one side -the views are apparently stunning on top of the hill. The course has never been licensed for single seaters bigger than 2 litres but when the place first opened the MSA had not specified this on the licence and a brave soul in a 2.8 turbo charged Hart engined Pilbeam briefly set a course record....in the wet and mostly sideways from what I've read. The MSA were not amused when they found out, but had to concede that it was their mistake and the track license was duly corrected. Let's hope everything goes according to plan and we see the first event there in 13 years.

When you read this Christmas will have come and gone and I've no doubt that most of you will have received a quantity of presents that you have absolutely no use for and didn't want! I think it would be easier for people to buy me presents if I liked football or rugby or something more universal than cars - post 1970 and motorsport. Possibly a strange statement given how universal motorsport is, but when I look at the books and DVDs out there, there aren't that many that I actually want. I have little interest in things pre 1970ish and although I quite enjoy watching the odd F1 race I don't have enough interest to want a book or DVD. What I really want for Christmas is a limited slip diff for a Skoda Estelle....but no one is going to spend £600 on me and I don't think TYM.cz who make them sell gift vouchers! I would also quite like certain unusual books about small corners of the motoring world that interest me but I always feel like I'm cheating if I have to give people such specific direction that there is no surprise to be had when I open the parcel (makes a nonsense of my earlier worry about growing up I know)! The good news is that I also like single malt whisky and that's easy to sort...and beer and chocolate in case anyone out there is feeling generous. By the time you read this I will probably be admiring a collection of socks, shirts, the 2011 F1 yearbook and a DVD about Jaguar E-types!

PG



Cheviot Keith Knox Rally

Willie and I were really looking forward to competing on this rally due to it being a long time since we were last in the car. We'd had a torrid time tracing and sorting electrical gremlins but finally got them sorted....or so we thought! Despite the MSA tarmac championship being already won by Damian Cole in the Paul Benn run Focus, most of the top 10 had decided to go to Otterburn for a play so the entry was of a high standard.

The day before the rally we were supposed to be leaving early to get scrutineered and complete the recce. However, the Escort had different ideas and decided it didn't want to play and refused to start. Three sets of spark plugs and various other electrical items later we were on the verge of giving up and the bloody thing suddenly started. It had gotten so late that there was no way we could do the recce but having done a few events up there now we weren't overly bothered. The stages this year were all on the east side of the ranges again due to military training. The day of the rally was overcast and damp so we used intermediate Pirellis all day, and hell they're a good tyre! Loads of grip all day, even on the sodden sections of road.

Through the first stage there is a section that goes through a large dip with cattle grid in the bottom. In the past there has always been a chicane one side or the other but this year there wasn't so the notes were "flat through grid". It wasn't! The car bottomed out with an almighty bang and we both winced in pain, then rapidly decided it was not going to be flat the next time through! We caught and passed our 30 second man on the first stage then caught and passed another on the next stage. After 2 stages we'd improved on our seeding to 19th overall and the car was behaving itself. On the next loop of stages there were cars buried in the scenery at various locations as the damp conditions caught people out. Willie was now really giving the car a hiding for being silly the day before and he was driving very well, even playing to the photographers at the spectator point. After service the car started playing up again. It refused to start and we had to get going by push starting it. The next couple of stages were good and went by with no problems. Back in service Willie commented that the car was starting to crunch into reverse; a tell tale sign that the clutch is starting to wear. With two long stages left would it hold out? Well yes of course it would. We both enjoy long stages as you get right into the flow and we had a good push on them. This was definitely the best and most aggressive that Willie has driven over the ranges and it paid dividends. At the end of the event we finished 12th overall and 5th in class. The car is now in need of a fair amount of TLC over the winter to ready it for next years adventures.

It was a very enjoyable day and our thanks go to our service crew, Brian, David, Roger and Ben. Hopefully we won't leave it as long before we're out again!

PS Willie, I didn't even mention about your faux pas of turning left at the hairpin in Stage 5 instead of right!!...Oops I have now!

Mark Fisher



www.lakedistricthotels.net

Wigton Motor Club Ltd

Events 2012

Month	Date	Event	Type	Venue
January	28 th	Awards Dinner	Social	Keswick
February	5th	Winter Pub Run	TA	Lakes
February	22 nd	Wine Tasting	Social	Keswick
April	22 nd	Drive It Day	TA	Keswick
May	2 nd	Pub Run	TA	TBA
May	16 th	Grass Autotest	AT	Egremont
May	18-20 th	Lowland Gallop	TA	Lanark
May	27th	Autosolo	AS	Penrith
June	13 th	Pub Run	TA	TBA
June	20 th	Grass Autotest	AT	Egremont
June	24th	Autosolo	AS	Penrith
July	4 th	Pub Run	AT	TBA
July	11 th	Grass Autotest	AT	Trotters
July	15 th	Lake District Classic Rally	HR	Penrith
August	1 st	Pub Run	TA	TBA
August	18/19th	Cumbria Classic Weekend		
August	18 th	Rose & Thistle Challenge	TA	Carlisle
August	19 th	Cumbria Classic Car Show	Show	Dalemain
September	9th	Grass Autotest	AT	Branthwaite
September	23rd	Autosolo	AS	Penrith
September	30th	Kames Classic Sprint	Sprint	Kames
October	20/21st	Solway Autumn Classic		
October	20 th	Allerdale Amble	TA	Allerdale
October	21 st	Solway Historic Rally	HR	Cockermouth

These dates are correct at the time of going to press. Please check the website and Start Line for up to date information



Inside the Industry

Paul Gilligan keeps us up to date

Dealership Standards

I've been interested to read some of the members' comments recently about the dreadful treatment they have received from some dealers. I hope this isn't just a grumpy old man saying "it was better in my day", but I do believe standards are dropping. I've had awful treatment from a couple of Audi dealers recently, and even worse from a VW dealer who refused to supply me any more cars because I complained when they were two weeks late (as against the date they had promised) in delivering a new car to one of my customers. Apparently customers who complain (however justified the complaint might be) are not welcome. No names, just don't go to Listers of Coventry!

It seems that in hard times dealers have cut back on training, but also that only the most aggressive are reaching sales management posts. Doesn't apply to everyone though, I've had great treatment from a couple of Jaguar dealers recently, and from one of Steve Petch's Hyundai guys also.

As sales profits have dropped in recent times dealers have looked to their service departments to contribute more. This has resulted in some dramatic increase in labour rates with owners of prestige makes in particular asked to pay over £100 an hour for labour. As a result specialists have sprung up willing to do the same job, often as well or better, for half the price. The reaction of some dealers has been to increase their prices yet more to counteract the loss of revenue, but others have responded by actually reducing their charges. The simple truth is there are good and bad amongst both franchised dealerships and independents, and as ever personal recommendation from those you know and trust is your best guide.

Depreciation

Unless you run a classic and buy and sell carefully, we all know the biggest cost of owning a car is depreciation. Even given we know and accept that, I've come across a couple of staggering examples recently.

A client asked me to find him a Jaguar XKR convertible. He wanted the current model (2006 onwards), didn't mind how old within that, but very much wanted a low mileage car. I found him a January 2007 car so now just 5 years old. It had covered only **13000** miles in those 5 years with one owner. Included in the history file was the original purchase invoice, and some simple arithmetic proved that that owner had suffered a loss of about £60,000 for the pleasure of those 13000 miles. I was just getting over that shock when another client asked me to find him a Porsche 911 Convertible. He wanted high specification and low miles. I've found him a car that is less than 15000 miles, less than 3 years old. Cost new just under £100k, now down to just over half that. It's clear who wins in these cases, and it's not the first owner!

The Year Ahead

I can't see anything but another hard year for the motor industry. Whether we blame the Greeks, the French, the Bankers is not the point. The point is the World is economically in a mess and it seems likely to get worse before it gets better. That means not much spare cash flying about for shiny new cars. However the factories have to keep moving so there will be bargains about both new and used. Every cloud as they say.....

In F1 I'd like to hope someone can stop the Red Bull / Vettel steamroller, but it seems unlikely. Whilst I understand the points of those who don't, I do pay Messrs Murdoch for Sky Sports so I'm looking forward to the increased coverage. Only 90 days to Australia!

WRC is similar, hard to bet against another Citroen / Loeb year, but I AM looking forward to Petter back in a factory car.

Again the best value for the spectator will be in the historic area. I know already the highlight for me will be the Monte Carlo Historique in May. 6 of us at least are going, the very best grandstand seats are

£55 for the weekend (including Paddock Pass), the same seats two weeks later for the “proper” GP are over £1000! Paddock entry, don’t even ask. Last year I refused our normal trip to the Goodwood Revival as I think they’re profiteering now, we went to Silverstone for their big Historic meeting instead. It was better and a lot less than half the money, so I think we’ll be back there in July as well. Best value of all a day out in the Border forests for the Roger Albert Clark a couple of weeks ago cost a few gallons of fuel and a beer on the way home, now that’s value!

Paul Gilligan
pg@gvcontracts.co.uk

1983 1000 LAKES RALLY – THE WAY IT WAS

Most readers of a certain age will remember that rallying used to be a very different sport 30 or more years ago long before the current standard WRC format was adopted. Rather than one defined service area assistance was often available after almost every special stage, and time lost servicing had to be made up on the subsequent road section. This led to some very dangerous and totally politically incorrect practices and I know that all readers (particularly perhaps the older ones) will join me in applauding the efforts of the various governing bodies stamping out these activities.

I was reminded of this subject when I read an interview with Hannu Mikkola (to me the greatest of the Flying Finns) as part of the build up to this year’s 1000 Lakes Rally. Yes I know that **THEY** now call it Rally Finland **I** call it 1000 Lakes!

The subject was the 1983 event which Hannu eventually won in his Audi Quattro, and he went on to win the World Championship that year also. Any thing in bold or italics are my words not his.

Hannu experienced gearbox problems on the very first stage and the time for repairs resulted in road penalties dropping him to 149th after Stage 2. Of course the events were much longer then and even entailed driving at night when tired (**highly dangerous surely?**) so there was time to catch up. Then fuel injection problems took more time to repair, leaving the crew to average 122kph/76 mph on minor roads to reach the next time control on schedule.

Hannu: “I knew the road quite well, lots of jumps and rows. I was worried about police activity, being caught in a speed check brought big penalties. We got Lasse Lampi who was ahead of us on the road in a private Audi to radio back if there were any speed traps (there weren’t) and he also got all the other traffic to keep well to the right so we could blast down the wrong side of the road. (**What the good Mr Lampi did with the oncoming traffic is not mentioned.**)

We made the control with 5 seconds to spare.”

On the very next stage an engine mount failed and enough time had to be made up on the next road section to have it changed before the next special stage.

Hannu: “I knew there would definitely be police activity on that road section, so we took a different road entirely and went absolutely flat out to build up enough time to have the mounting changed.”

I’m sure that readers will agree with me that rather than being lauded as World Champion Mr Mikkola should be just emerging from a corrective institution having eventually paid his debt to society. As I say thank goodness the era of Health & Safety has arrived to protect us all!

Paul Gilligan

Angela's Year

The 2011 season started earlier for Willie than me. I had other commitments in the first six months of the year which had to take priority over my hobby. Even so, I managed to compete in a couple of Autosolos between January and June and managed to watch Willie and Mark compete in the Malcolm Wilson rally. Dave and I marshalled, I got to do the cooking – don't know why Dave wears the pinny!!

Willie competed at Barbon in May with a good result. Unfortunately I could only manage to compete at Barbon in the June event. Even so it was good fun and a steep learning curve for me (again)!! The little blue Peugeot going as fast as it could, despite the driver trying to go up the hill in fifth gear instead of third!!

In June I was able to do some more events and decided to try and get the necessary number of events in for the Allrounders and to have a go at a few sprints. It is a struggle to get the required number of events in to qualify for the Autosolo and Allrounders Championships, as our nearest event is Bolton!! We travelled to Wales and back in a day for a car trial, which proved to be quite entertaining and great fun. I managed to blow a wheel off a rim on the second hill – women drivers!! Willie was shouting instructions all the way until he got a mouthful of dust and decided to return to the passenger foot well to keep the weight on the front of the car. He seemed happy enough in the foot well, until he banged his head on the roll cage!!



We did several autosolos; I found it quite a challenge being in National B this year. Not only did I have to compete against Willie, I had to compete against a lot of experienced (20yrs + experience) drivers, who made it all look incredibly easy!! Willie managed several outright wins giving him the overall driver award and first senior driver in the autosolo championship. He also managed to win the first senior award in the Allrounders and second overall. My results have included 1st lady driver in the autosolo and sprint championships and second overall novice driver.

Willie and Mark competed in the Jim Clark Rally in May and later at Otterburn. Willie was able to use these events as another discipline for the Allrounders. Willie and I decided to try Three Sister's Sprint. The car was a bit of a handful, but I managed to stay on the track, which is more to be said for Aintree, where I managed to come off the track and made the car look like it had been on one of Dave's grass autotests. We did all of the grass autotests and had great fun as usual, Willie would argue that I had too much fun and not enough concentration -It's amazing how far you travel on grass !!September saw our event at Branthwaite, once again the weather was kind and everybody seemed to enjoy themselves. It's just a pity we don't have more entries – maybe next year?

Willie, Brian and I travelled to Kames and had a good day, despite the weather. I was beginning to think I had a jinx on the weather, it had rained heavily at the last three events I'd been to and it didn't end there. Willie and Mark went to the Keith Knox stages, where they had a good twelfth place result. Eileen and I took part in the Solway Historic Rally and what a good day we had managing to come fifth overall and second in class. Eileen and I still want to know why it took six men (including Willie and Mark) to look after one car, while there were two of us, a spare wheel, a jack and a screwdriver).

We have both had a good year and we would like to thank all the organisers and marshals for the time and effort they put in to make it all possible. Also Brian and Anne for putting up with our endless enthusiasm for cars and for reliving every moment with us – more than once!! I keep threatening to take up a more sensible hobby, maybe knitting – don't know when that will happen though!

Angela Jones



Photographers wanted!

We need members who will take photos at all our events for the magazine, website and press use. We can even supply a camera!

Please contact Graeme on gtfmg@yahoo.co.uk

2011 - A Novice Year

Part One of Two

Ronnie MacGregor

Finally after years of listening to my old friend Colin Sutherland, and with memories of having been bulleted through country lanes in his old GT6 fading from my pants, it was decided. With all the determination that mid-life crisis can summon, 2011 was going to be the year that I finally did it. A trip to Harewood and Kames with Colin in the latter part of 2010 was background research, and with tons of advice and further research in 2011, overalls, helmet, boots, gloves, balaclava were gathered together. Licence acquired, season looming, but still no car.

I felt that a car was fairly essential to the task, but here we were in the middle of March and it was becoming a bit of an emergency. With a longstanding dislike of torque steering, scrabbling, under steering, back leg lifting front wheel drive cars, a rear wheel drive, or four wheel drive it had to be. Aiming for an R2 car, and with a preference for double wishbone suspension, the choice was already coming down to rear wheel drive. A MKIII MR2 was discounted on grounds of McPherson struts and a marginal power to weight ratio of 141 bhp/tonne. An MX5, although with very nice handling, was felt also to be underpowered, with a power to weight ratio of 153 bhp/tonne. I also had the words of wisdom of Kevin Hamilton on this subject who said at Kames October 2010, that with an MX5 "*I would never win anything*". I think, he was referring to the car !!!

I've always liked the Lotus Elise, with its go-kart like handling it really is great fun. The lesser powered variants look underpowered on paper, but probably more than make up for it in handling. My daily drive RS6 Quattro has 245 bhp/tonne, and the SC Elise approaches this figure at 242. Far too pricey !!! Perhaps in some future year second hand Elise SC prices will drop, and then these will make superb track cars. With its large fibreglass clamshells I also felt that any damage could be mega-expensive, and felt that bolt on panels were to be preferred. This proved to be a wise decision !!!

So, having considered front/rear weight distribution, power to weight ratio, engine characteristics, transmission, suspension, etc. etc. the surprise conclusion was that what some might consider to be "*a really good girl's car*" might just be under-rated. Was the answer to my quest a Honda S2000, or was I an idiot ? !!! (Answers on a £20 note next event please!!)

I have since learned from a certain Mr Hamilton that having a car is in fact optional, and that it is a really good idea to sell your car part way through each season !!!

eBay seems to be the place to find a car these days. Certainly not the place to sell, since the concept of collecting seems to have been replaced with - find fault, complain, and ask for a reduced price. For the buyer though, there are bargains to be had, and with months of watching various vehicles it was time to act. Success on the 17th March. Cheap flight to Bristol booked, insurance done on-line, and the next day I was picked up at the airport, smuggled across the border into Wales, and I was the proud owner of a camouflage go-faster yellow specimen.

There are a number of people who think they know of the first embarrassing incident with this car. Well you're all wrong !!! Nobody seems to sell a car with more than a pint of petrol in it these days. I know what you are thinking now and you are still wrong !!! With the fuel light on, and no knowledge of range and still on minor country roads there was no choice but to ask the natives. With the help of Google Translate on an iPhone, and a 19th century dog-walking couple, I was able to locate the nearest "Garr...iddddj" Ten minutes of sitting at a single lonely pump, having poked, prodded, and strip searched the car, the fuel filler cap door remained elusively closed !! Yes It was time to give in and RTFM Read the friendly manual !! Who in their right mind puts the fuel flap release behind the driver's right arm, just next to the door striker plate ? Mr Honda does !!!

Ten days later, and it was time for a practice day at Kames. I seemed to be the only person there kitted out in race overalls and helmet, but thought it was better to go through the motions, and familiarise myself with procedure. I knew nobody there until Colin turned up, and now with a passenger on board I was able to get estimated run times in the 105 seconds range. Was this good

conditions I might need to be in the 90's. Would that be achievable ? Time would tell. What is the worst thing that could possibly happen to a novice on his first practice ? One great fear was being so slow as to be out of contention. I know everybody talks about the fun of taking part, and that can be true, but it can also just be a euphemism for "*I'm c**p*" !! Perhaps that is unfair, but in a competitive sport it would be nice to be competitive. Maybe the worst thing that can happen is to prang your car first time out. From relatively sedate initial laps, I had gradually turned up the heat, concentrating on line improvement. A couple of slightly untidy laps indicated that the heat should be turned back down a little, and that was fine. Then the unthinkable happened. Sweeping out of the left hander before the hairpin, I touched the grass on the right. Bizarrely, ... in a nanosecond, the car then spat off the track to the left at 45 degrees to the track. How did that happen? I have rewound and replayed this in my head a hundred times. Did I lift off? Did I try to snatch a gear on the turn? It is difficult to figure out how the expected trajectory of inertia is so different from the seemingly huge change in the direction of travel achieved here. I have since found a You-Tube clip of a similar angle of track departure, so it is obviously not a unique occurrence !!!

Lessons learned – Damp grass has no grip and offers no opportunity for recovery. Don't use the very edge of the track where drift might occur. Don't listen to exaggerated claims of how far you were off the ground after kissing a tyre wall !! Actually nobody laughed. Let me rephrase that..... I didn't actually catch anybody laughing. Joking apart, it was the first taste of the kindness shown by this group of folk. I think it was probably Kevin who offered a trolley jack if we needed it. Someone else supplied some duct tape. The front near side nose cone and wing bashes were not what finished the day though. It became clear that the bottom wishbone was ever so slightly bent at the outboard end, and the car no longer held a straight line.

Day over ? Not quite. No. The worst thing that can possibly happen is that you then become a passenger in your friend's car, (possibly ex-friend at this point), which also then departs the track suffering fibreglass damage, and it is your extra weight which is deemed responsible !!!

No one would have believed the look of shock and horror on a six year old boy's face "*Daddy your car's broken !!*". No one would have believed the lingering death stare of the dearly beloved's scowl.

Contrary to popular belief, it was not the damage to the car that was responsible for missing Kames in April. It could have been ready, but I was snowboarding in the French Alps with the family. Meanwhile, one eBay wing, one eBay nose-cone, and one eBay lower wishbone later, and with a bit of work the car was repaired. Ironically the painting cost more than the parts, seemingly because of some daft pearl lacquer layer that really a track car could live without !!

The problem with today's busy working life is that there is never spare time for anything, and very often it feels like fire-fighting where new problems present at the top of the pile leaving scheduled tasks going backwards in the queue. As a result, my wife sometimes calls me "last minute Ronnie" and I am assured that this is nothing to do with the night we met !! So am I alone in putting the last bits back on the car at eleven o'clock at night in preparation for Ingliston the next day ?

Ingliston 30/04/2011

Nice sunny day. This is what it is all about. Good to be out, and not stuck in an office. Apprehension. Can I do this? What are all these guys doing with their jerry cans putting tiny amounts of fuel in their tanks? Why have I got well over half a tank of fuel on board? Hmmmmmm.

First run. Well study the track beforehand as you may, driving it is another matter. The first run was all about finding your way around. Only a short distance from the start, after the first left hand sweep, I'm presented with what to me looks like a Y fork. Which way to go? It felt as if I pretty much parked up and looked at it before spotting the single cone in the centre of the left hand option, which suggested that sweep right was the way to go.

This event brought a surprise to the surface. Having selected an R2 car, I discovered that the classes available for this event did not provide a good match for the vehicle. Different engine capacity splits, and since you can't say that an S2000 is a saloon, I ended up grouped with two Westfields of Stephen Alexander and David Loomes. A ten second gap is not something you are ever going to close as a novice. Dave Exton who I ended up chatting to quite a lot, having met him at Harewood 2010, pointed out that it didn't really matter what class you were in on the day, since the groups for the Wigton guys remained a separate issue.

Practice runs of 65.54, 61.40, and 59.99. Timed runs of 59.35 and 57.42.

Was that any good? Well my car was in one piece, and I'd had a great time, so that was good. Colin had managed 57.00 and Dave had managed 57.31, so I felt that this wasn't too shameful.

One observation from this day was that at no time was I ever aware of crossing the finish line. Sheer concentration meant that the actual line seemed invisible. This meant that I stayed on the throttle until past the timing display, as the first readily identifiable marker that confirmed crossing the line. I wonder if others had this problem, since there were a couple of post finish line smashes involving single seaters and buildings which weren't too pleasant. No injuries as far as I am aware, but would a clearer finish line have prevented these two incidents?

The car went well, but I didn't feel that the turn in was quite as good, or that the handling was quite what it should be. Was that my psychological mistrust in anticipation of a repeat track departure? Or did the car need some suspension set-up? I had also established that the S2000 has nasty traits of what I would call "snap over steer" and "lift off over steer". This is detectable even at slow speeds, even navigating a roundabout. It is pretty unpleasant, and when the tail ultimately decides to part company it really is sudden and hard to hold.



Inglinton 01/05/2011

The track was shortened for this event, which was a shame. Times are therefore not comparable. Yet another lovely sunny day.

Practice runs of 55.78, 52.87, and 51.87. Timed runs of 52.68 and 52.25.

What went wrong? Faster in practice than Timed! My benchmarks, Colin 52.28 and Dave 53.25 I had actually managed to beat! Maybe nothing went wrong. Had the track cooled down? Had there been a shower? I can't remember, but it was a great day, and the first day where I thought that maybe I stood a chance of holding my own with these guys.

Time to check out the suspension, and towards the end of May I took the car to Extreme Motorsport in Whitburn to set it up. The S2000 has a surprisingly strong and stiff chassis, but it was still surprising to find just how far out various settings were. The car was set up to the extremes of manufacturer recommended setting ranges, maximising camber, castor, and in particular setting rear toe-in to try to minimise the unpleasant lift off over steer that seemed to plague the car. Would this be an improvement?

To be continued



Andy's Armchair

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

In his day Colin Chapman was a great innovator, he built cars pared down to the minimum weight, sometimes too light and fragile by all accounts, and he was forever searching for loopholes in the rules and regulations which he could use to gain an advantage over his fellow designers. He often got away with his weird and wonderful plans and set precedents which others quickly followed, think of skirts, wings and monocoques as some of his obvious contributions, and his twin chassis Lotus 88 which was a step too far and was banned before it ever raced.

Of course he wasn't the only one and bright lights in the design offices have always been a very important and interesting aspect of motor sport. Certain names stand out over the last decades all of the following making their mark in one way or another Bentley, Broadley, Barnard, Byrne, Cooper, Forghieri, Gordini, Herd, McLaren, Murray, Porsche, and Tauranac to name but a few. There are many more but the undisputed leader of the current crop has to be Adrian Newey whose Red Bull cars have consistently put one over the opposition for the last couple of seasons and you can't help wondering how and why he manages it.

From what I understand the current F1 rules are very tightly worded and everything is policed to the n'th degree, time spent testing and in wind tunnels is restricted and even the number of personnel allowed to attend races is controlled. On top of this each team makes extensive use of computer systems which you'd think would chuck out the same answer, and it becomes impossible to understand how he manages to keep ahead of the pack, but I hope the answer is "pencils".

You see if I'm honest I'm only vaguely computer literate, don't even like them, and to know that our leading designer still relies on a drawing board, set square, rubber and pencils really creates a contented glow. Maybe if you take this concept to the ultimate level the only way to beat him is to go the whole hog and scribble designs on a fag packet or table napkin, which of course brings us back to where we started, maybe Colin Chapman had it dead right all along.

Ends

AA

Free Membership winners!

From those who renewed in good the following names were drawn out of the Chairman's hat:

Richard Cooke and Peter Johnston



What's On

WMC events and other events we are invited to

January

2nd	NAMC	Christmas Stages at Croft
18th	WMC	Committee Meeting
22nd	D&DMC	Jack Frost Stages at Croft
28th	WMC	Annual Awards Dinner

February

3/4th	MSMW	North West Stages (Blackpool)
5th	WMC	Winter Pub Run
12th	S&DMC	Croft Historic Rally (NESCRO)
18th	FSAC	Northern Trial (Marshals needed)
22nd	WMC	Wine Tasting
24 - 26		Race Retro at Stoneleigh

March

3rd	Trio	Malcolm Wilson Rally
4th	SRC	Saltire Historic Rally (NESCRO)

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Forum Log in: wigtonmc. Password: marshals

News Blog: <http://wigtonmc.wordpress.com/>

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

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