

**Wigton Motor Club Ltd**

# *Start Line*

Issue: 06/12

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

June 2012

## **Bill Wins at Snetterton!**



**Bill Kirkpatrick won the HRDC MGB50 race at Snetterton over the May Bank Holiday weekend.**

Local drivers were out and about nationally last weekend competing in a variety of events over the bank holiday weekend. Top performance was from Bill Kirkpatrick who took his MGB to outright victory at Snetterton where the Historic Racing Drivers Club ran the third of their MGB50 races over 30 minutes. Bill took the lead on the second lap and led for the rest of the race.

*Always in the lead!*

# Diary

Club events over the next month or so

## June Pub Run

Wednesday 13th June

Starting at 7pm in the lay-by on the left just before Mealsgate - Carlisle bound at 85/207419. Simple route instructions and pleasant scenery. Book your place with Ron or Christine on 01228 575153

## Grass Autotest

At Blackbeck

19.00 Wednesday June 20th

Entries to David Agnew on 01946 841455

## WIGTON MOTOR CLUB LTD

### Officials

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# Talking Point

## Topical comment from the world of motoring

The old saying about “Lies, dam lies and statistics” can perhaps be added to these days with the word “hype”. Just about everything seems to be hyped up these days, no doubt in increase interest, get more publicity, more sponsor or what ever. The trouble is that in many cases the hype and razzmatazz is greater than the actual event!

I thought about this when I ventured out to see the Pirelli Rally last month. Like several members I was involved in organising that event for many years but gradually lost interest when it was not longer and event for “locals”. These days despite actually being five different events it can barely muster a 100 entries and half of those come from the historic rally. The “Rally Village” was barely worthy of the name and seemed to have very few visitors, as did the service area.

However what did surprise me was the local radio did a post rally interview with Mark Taylor, the organiser of the British Rally Championship (all 25 cars). He was in full hype mode, 100 professional rally drivers, over 30,000 spectators, millions of pounds for the local economy. OK he has a job to do but it does not do the sport’s credibility any good. Perhaps more effort to getting more competitors should be his main aim?

Now some good news! I was pleased to learn that the MSA, following their report on the future of rallying, is to introduce a new type of event “Targa Rallies” which follows the type of event that we have run since 1989 as the Caper and Solway, multi venue special test events with non competitive road sections. More details when we get them. These events will allow more cars to do the likes of the Solway, not purely those cars made pre 1981.

Congratulations to the MSA on getting this under way. I would hope it is the first of many moves to open up the sport and make it more accessible. Perhaps asking all of the specialist committees to have only one item on the agenda for their next meeting: “How can we increase and maintain participation levels”? At the moment there are just too many barriers to getting started in our sport. Why is the minimum age for speed events 16 when you can race Saxos and Ginettas at 14?. Why are FIA race suits needed for speed event cars when the same cars can be used on road or historic rallies without them?

We’ve been doing our own bit to push motorsport for younger folks by sponsoring up to 50 under 14 year olds at Cumbria Kart Club’s “Kids Go Karting” at Rowrah. We promoted this via schools in north and west Cumbria and got an excellent response. Many of the kids have booked extra sessions and while only very few will perhaps take up karting it may have wetted their appetite for motorsport when they are older. Each family who were there were given flyers from the MSA and WMC about motorsport. There has been very positive feedback from the families so it is something we might do again in the future.

GTF



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

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## **Autosolo**

At Penrith Auction

On May 27th

Entry forms on the website

Or ring David Wiggins on 016973 49488

## **Adverts**

**Barn Storage:** Room for one car £50 per quarter. Ring Graeme on 01900 825642

**Red Rotor Arms** for the Lucas W25 and W45 distributor as used on most classic cars of the 60s and 70s. £6.00 each

**Quality condensers** for the Lucas W25 & W45 distributors, long or short wire versions. £6.00 each.

**Red Line water Wetter** to help solve over heating: £11.95 a bottle.

**Silkolene W20/50 classic oil.** 5 litre cans: £14.50

**MSA safety/electrical sticker set £2. Race/rally numbers 50p each.**

Ring Graeme on 01900 82562

**Sabelt seat belts, race suits, seats etc** plus the SRC budget range. Get yours now at advantageous prices for the new season. Ring Graeme on 01900 825642

## **MG Cumbria**

**The eighth**

## **Classic Tour of Cumbria**

**Sunday, June 17<sup>th</sup>**

This year's event starts at near Penrith and takes in the lovely villages of the Eden Valley before heading north to the land of the Reivers and finishing with a sample of Devil's Porridge!

There is a gentle pace with just 100 miles, with plenty of time to stop, stare and explore!

The entry fee includes coffee and a light lunch, full road book pack and rally plate.

Entry forms at [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk) or ring Graeme Forrester

On 01900 825642

The logo for Lake District Hotels Limited features the company name in a blue, cursive script font. A green wavy line arches over the text, resembling a mountain range or a stylized 'L'. The word 'LIMITED' is written in a smaller, blue, sans-serif font directly beneath 'Hotels'.

[www.lakedistricthotels.net](http://www.lakedistricthotels.net)

# PG Tips

The good news is both Snotty the Skoda and I survived the Isle of Man Classic in one piece this year. I also won a trophy which came as a shock considering we were in a class containing at least 2 full blown race cars. I might be cheating you here though because it was the 'Nil Desperandum' award, for reasons I will now explain!

Wednesday was the travel date with the first event (Governors sprint) being on the Thursday afternoon and evening. Myself and my 3 brave friends were due to set off at 0830 to catch the Heysham ferry, the Alfa tow car was packed, Snotty was on the trailer and it was all systems go...except it wasn't because at 0700 I received a text from Steam Packet (or Steam Racket as they are known on the Isle Of Man) saying the sailing had been cancelled due to bad weather and we should contact them ASAP to make alternative arrangements. I did just that and they advised me to rebook for the Thursday Heysham ferry as the Liverpool one that evening was also under threat – this fitted with arrangements the organisers of the event were making to slot in a late practice session for us stranded mainlanders. As it happened the Liverpool ferry did sail, although I am led to believe it was a vomit inducing experience not to be repeated.

After a night in the pub at home we had feeling of Déjà vu the next morning, but the weather had broken and we made it to Heysham in plenty of time...or that's we thought anyway. We successfully got our tickets and were queued up at the dockside watching the ferry being loaded. Various latecomers were waved past us and still we stood in our little queue watching. Then the activity stopped and one of the men who had been directing traffic walked up and began talking to the guy in the camper van (with race car) in front of us. As he flew out of the cab clearly in a rage, my friend Richard piped up from the back seat "I think he's just told him that the ferry is full and he's not getting on". He was right too! Nothing we could do or say could change their minds and as we were in the terminal pleading our case with the lady from customer services the ferry sailed past. Not good! The organisers of the Classic were absolutely livid (as were we) because they had even been to the Steam Packet offices to go over who still needed to get to the island and how the revised event timetable would work.

We were offered space on the Liverpool ferry that night as well as an upgrade and some compensation yet to be agreed – the only fly in that ointment being that due to the awkward gang plank at Liverpool no outfit could be longer than 10m. Alfa and trailer were...wait for it....10m 40cm! The alternative was the freighter at 1am which didn't sound like a great option. Snotty was promptly unloaded and off we went in tandem down the motorway to Liverpool leaving the trailer at Heysham. With no earplugs in a 35 year old Skoda without soundproofing on an open exhaust and solid suspension the journey didn't exactly fly past, but at least the heater worked. Surprisingly we made it onto the ferry without further ado and made the most of the upgrade.

Obviously we had missed the Thursday night event so first thing on Friday morning it was off to Sloc hillclimb in the south of the island. There was a great turn out of cars with everything from vintage to brand new including a rather fierce Audi S1 Pikes Peak replica and my favourite, a GN Spider (Google it.....it was an amazing old thing with a very brave driver). On arriving at the event it was time for the Alfa to pitch in with a shot at ruining the holiday when its clutch pedal stayed firmly rooted to the floor. After a few pointers to a local garage Paul Eastwood heroically drove the Alfa down into Port Erin without a clutch and had the garage fix it (it was the pedal itself not the clutch).

Back at the event everything went swimmingly and I was 3 seconds quicker than last year and got a sun tan (or possibly wind burn) to boot.

A night out in Douglas was just the ticket to revive the holiday and we even made the sensible decision to go back to the hotel at midnight to avoid mixing serious hangovers with motorsport.

The Saturday event was the notorious Lhergy Frissell hillclimb in Ramsey – a section of the TT course during which I crashed in 2011. We drove down the hill to the event before the road closure came into force and as I passed 'Waterworks 2' where I had crashed the previous year I carefully noted there was a signpost before the corner which I made a mental note to use as a marker for the

corner this year. Looking in the mirror as I passed it I could see it was a massive orange sign denoting a tight corner....not too difficult to remember then (why hadn't I seen it last year??!).

The event passed without too much trouble although I did once again nearly overcook it at Waterworks...much as the driver of a Lotus Sunbeam did – except he went through the barriers and rolled his car down the hillside into a tree. He was OK, but his car certainly was not. I went a bit quicker than in 2011 but just couldn't seem to get all the bits of the course right for any single run.

Dick and Simon Smith from Wigton MC put in a brief appearance at this event but suffered mechanical failures on both their cars (a Frazer Nash and Cooper) which prevented them finishing the event – but not from limping back to the ferry with one of the stricken vehicles being towed by the other.

So that was it – I picked up the award which was given for continuing to the event despite the best efforts of the weather and the ferry company to prevent us doing so. To give Steam Packet their due they have refunded us and we got upgraded on the way home too, although the journey wasn't without drama, trying to buy your wife perfume in a heavily rolling sea in a shop where most of the stock is moving independently of the displays isn't an easy thing to do!

Hopefully I will be back again next year in another attempt to complete all 3 events in one year without crashing, breaking the car or being thwarted by anything else.

I would like to extend my thanks to Paul Eastwood, Jim Gordon and Richard Baker for being my helpers – their constant drinking, sarcasm and Mickey taking made even the bad bits durable.

Peter Garforth

## Kids Go Karting



Perhaps the most popular way of getting into motorsport these days is via karting and virtually all the top Formula 1 drivers have been karting since they were second. Cumbria is lucky to have one of the best circuits in the country at Rowrah and David Coulthard, Jenson Button and Lewis Hamilton all raced there before moving into cars. This year Wigton Motor Club have been sponsoring Cumbria Kart Racing Club's "Kids go Karting" scheme which is giving dozens of under 14s the chance to try their hand at karting at Rowrah. The first session took place last Friday and some twenty youngsters had a really enjoyable time and virtually of them wanted to go again!

# Event Reports

Local drivers were out and about nationally last weekend competing in a variety of events over the bank holiday weekend. Top performance was from Bill Kirkpatrick who took his MGB to outright victory at Snetterton where the Historic Racing Drivers Club ran the third of their MGB50 races over 30 minutes. Bill took the lead on the second lap and led for the rest of the race.

Also competing were Ed & Chris Glaister who did well in the Ford Anglia 100E getting eighth place in the Touring Car Greats race. They had a troubled year in 2011 but the car is now running well and going very quickly finishing just four seconds behind a Jaguar Mk1.

In the TC63 race for early Group 2 touring cars Steve Atkinson had his first race in his recently acquired MG 1100 and finished in eighteenth place.

The Donington Historic Festival took place over the Bank Holiday weekend and was a huge success despite the cool weather. In the E Type challenge there were two races. In the first Robert Gate failed to finish but in the second he came a good fifteenth.

## 'Lake District Classic Rally'

Sponsored by

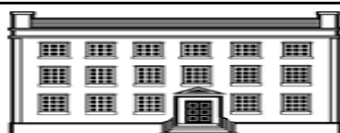


### Sunday, 15th July 2012

Entry forms for the 'Lake District Classic Rally' are now available. The rally will run this year on Sunday 15<sup>th</sup> July and be based on the popular venue of the Penrith Truckstop close to Junction 40 of the M6 in Cumbria. Within easy reach from all points of the compass this is easily a one day event for most potential entrants but for those wishing to stay overnight competitive accommodation rates are available. The event will incorporate thirteen spacious, open tests involving no reversing or Mensa puzzles and four straightforward regularity sections. The route is by preplot instructions with a variety of methods none of which are difficult or tricky and examples of formats to be used will be sent out with final instructions. Route instructions will be available at signing on and there will be at least an hour available to put it on the maps. There is a class for competitors who wish to do only the tests with a simple tulip road book thus avoiding the navigation or regularities. The route will be **compact and limited** to 75 road miles allowing for results and prize giving to be over by 1800 hours. This event is organised by current competitors who know what clubmen want from rallies. The entry fee is £95 with morning coffee and evening meal included and competition licences are **not** required this year.

Regulations are available from the Wigton Motor Club at [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk) or from the

Entries Secretary – Chris Leece at  
[chris1\\_lowtherview@yahoo.co.uk](mailto:chris1_lowtherview@yahoo.co.uk) tel 07840111051



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# Elderly Utterances

## The Voice of Experience!

Ron Palmer has his say

We had been impressed with the Berwick Classic long before we heard the result and Stuart Bankier and his team had put together an event which punched way above its weight. David Agnew had asked me to take Graeme Mac's place owing to a shoulder injury which hadn't righted itself in time for the event and after a 5am wake up we headed for Berwick on Tweed and the start of the Classic. This was a separate one day event run over a common route with the second day of the Berwick Classic Sporting Trial. Day one had been well received by the 27 crews who over seven hours had enjoyed several long regularities and some tests after a start at Woodhorn Colliery Heritage site near Ashington, Northumberland. The start of the Sunday Classic was at the home of the Berwick Rangers and Bandits where a further 18 crews were added to the field.

The road book and test instructions were issued after scrutineering and consisted of map references and narrative of the transport sections between tests and regularities. The core organising team of six had worked hard to produce some old favourites and some excellent new venues for the wide open tests. Some organisers of other events would do well to learn how to set out wide open tests which could have been completed in a bus although I realise that not many clubs have the luxury of being able to access such great venues. The first regularity section was involving in that it started on a yellow then to a brown road back to yellows and after that onto superb open gravel farm tracks which tested all the crews. Keeping to the requested 26 mph average was not easy and no one was clean. The second regularity was on a grass and gravel forest track with two merge and split loops and intermediate time controls which again prevented any zero penalties. The route definition was clear and concise which removed any doubt and ensured the event could be enjoyed by all. The marshals were numerous and efficient and were stoic in enduring hail, snow, rain and some sunshine on the Sunday. After 14 tests and two regularities we finished at the excellent Whitekirk Golf Club near North Berwick for a superb meal and awards presentation. If you can excuse the excessive use of superlatives we can only say we came away with some interesting ideas and the winner's awards. The two day Classic Sporting Trial was won by Dougie Humphrey and Josh Davison in Dougie's dad's Cooper S. These are two very competitive youngsters who will be worth watching in future.

Don't forget the next pub run which takes place on Wednesday 13<sup>th</sup> June and starts from the lay-by which you will find on the left of the A595, travelling east, just before Mealsgate. Starts from 7pm and with scenic views of the Solway and only a few (I promise) simple questions will provide a pleasant early summers evening run out.

The club's next big event, the Lake District Classic Rally, takes place on Sunday 15<sup>th</sup> July and requires a huge amount of help from club members to help and marshal on the day. David Agnew will be cajoling and encouraging you as usual to turnout on a day which promises to be hot and sunny, to help in whatever way you can. The start and finish will be at the Penrith Truck stop close to Junction 40 of the M6 with the lunch halt at Tebay Services (Northbound). It is one of the club's premier events so please either enter if you can or help out. The event cannot be a success without you.

Owing to editorial deadline discipline any report on the Monaco Historique Race meeting on 12<sup>th</sup> 13<sup>th</sup> May and the Gallop on the 18/19/20 May must be held over until next month.

Ron





# Classic Chatter

I mentioned last month that it was important that if you attend a classic car show, or an event where classic cars are on display that the event has public liability insurance. Sadly we live in times where litigation is all too frequent and is actually encouraged by the more dubious part of the legal profession. I suspect that many organisers just never give this a thought but they could easily end up on the wrong side of a costly claim. Many claims may seem daft, or just "chancers" but even so they will cost time, money and stress to deal with. I heard recently that at one local agricultural show that a child fell in a cow pat left by a champion cow and the parent (of the child, not the cow!) claimed against the organisers and the cow's owner for a new coat and the mental stress of being covered in cow poo! Completely daft yes but the parent contacted an "ambulance chaser" lawyer who asked all sorts of questions re Risk Assessment, Health and Safety, arrangements for collection cow pats etc etc.

There was a car run and show organised at a northern seaside town a few years ago. The cars did the run and then parked up in the esplanade for the afternoon and the organisers charged admission. The owner of a vintage Bentley arrived and parked up and sent off for lunch. Shortly afterwards a family looking at the cars thought the Bentley was an ideal place to take a photo of their three year old daughter who the father picked up and placed on the radiator of the car. Screams and child with burnt bum and legs. Ambulance, police, etc. The father then claimed that there just have been warning signs and tried to sue the organisers and the car owner. This dragged on for over a year, fortunately the claim was thrown out but much stress for all those involved. So be very careful which shows and events you attend.

June 23/24th sees **MG Live!** at Silverstone. Once again there is an impressive line of racing, shows, displays, traders, talks, autotests, gymkhanas etc. The main theme being "50 years of the MGB" with a special 50 minute race for 50 FIA spec MG Bs. There are other races for all types and ages of MGs, pre war sports cars, 50's GT cars, Morgans, Austin Healeys, etc.

## May Grass Autotest

The May grass autotest held at Blackbeck just south of Egremont was run under blue skies and sunshine which made a pleasant change.

14 Competitors enjoyed a good night of light competition with a few new members taking part.

Thanks to John and Ted for standing by their stopwatches in the chill wind to make it all possible.

### Results as follows

E COOK	361.93
W JARMAN	365.89
B GRAHAM	377.65
A JONES	379.42
A LOMAS	392.25
T ATKINSON	401.67
A GRAHAM	402.67
C JACKSON	417.46
S FISHWICK	417.81
J KELLEHER	421.44
S PALMER	423.37
D SHAW	448.54
N ATKINSON	460.25
A FRETWELL	466.36

David Agnew

# 1100's Anniversary

2012 is an exciting year and some big anniversaries for some of our cars. Of course this includes the MGB which we all know and love

I would like to mention that this year also celebrates the 50<sup>th</sup> Anniversary of the BMC 1100. I say this from a slightly biased viewpoint as I own an Austin 1300 (same as 1100 but with a bit more engine!). Mine is a 1971, so it's only a mere 41 years but she still gets about a bit.

These cars, in several badged varieties were a big hit, in fact a best seller for BMC and I'm told were as common as muck during the 60's and 70's with in excess of 2 MILLION being made, amazing!. Having owned one for 14 years now I fully understand why so few are left!, I'm amazed there are any left at all considering their rusting capabilities, although concours ones often go to club rallies and lovely they are too. It is not all doom and gloom though as with any classic and the good days just about out-way the bad days. That sunny day when everything is running well..... Ahh we know those days!

To celebrate 50 years of 1100s THE 1100 CLUB is organising a LEJOG rally just for 1100s, Which I hope to take part in, spread over 7 days we will take in some significant points of interest. (up to now there are about ten cars or so entering with cars from Germany and France I believe).

The organisers said there will be photographs and press interest so will put the Wigton club sticker in the front window!!!!.

The Trip starts at Lends End and on the way up it will include a visit to Dr Alex Moulton, a visit to the Mini plant, Loch Ness, John O Groats (hopefully if we make it). Then on the way back down a visit to Edinburgh, and a stop off at the village where they made "heartbeat". Finishing at the Heritage museum Gaydon where the 1100 National Rally will be held on the weekend of 11th and 12th August 2012.

A weekend where all 1100's, 1300's and visiting classics are welcome. I've not been to the Gaydon museum before so quite looking forward to that too.

The following weekend I hope to take part in the Wigton Motor Club Rose and Thistle and the Show at Dalemmain (if the car is still running!).

The LEJOG starts on 4th August, so if you think any members may be interested I'll send updates of our progress or notes for an article in the mag if you think it may be of interest.

So to some up, HAPPY 50th BIRTHDAY to the humble little 1100, the car that was loved, then unloved and now starting to be loved again and a big well done to all who own them.

Anyone out there with an 1100 1300 and would like further info, spares sales and advice, or even the LEJOG please visit the 1100 club website: [www.the1100club.com](http://www.the1100club.com)

I'll sign off by winding up all you MGB GT owners by saying that MGB GT's look a bit like 1100's that have been sat on and squashed a bit!!!!!!..... I only joking folks. Thanks and happy motoring to all members.

Stefan Michalak

## Marshals News

Marshals are needed for the Lake District Classic Rally on July 15th, please contact David Agnew if you can help. It's all in the Penrith area and you get a free meal at the end of the day!

## Brockbanks Solicitors Cross Border Speed Championship

So far just one event has taken place and sadly High Auldgirth will not run this year and the funding for the required work is not yet in place. Hopefully next year?

Thus we have our reserve event the Saturday of the September Harewood. This makes for a weekend of events. OK, Harewood is the most costly event in terms of entry fees but you will only need to travel once to do two events!

A plea from all organisers is to get your entries in in good time. There is every reason to cancel an event if there are not enough entries by the closing date!

E	3	KLMC	Barbon	June 16th	Sa	Hill Climb
E	4	Longton	Three Sisters	Aug 5th	Sun	Sprint
S	5	MSCC	Forrestburn	Aug 26th	Sun	Hill Climb
E	6	BARC	Harewood	Sept 22nd	Sun	Hill Climb
E	7	BARC	Harewood	Sept 23rd	Sun	Hill Climb
S	8	WMC	Kames	Oct 6th	Sun	Sprint

We will have championship tables in the next issue after Barbon.

## Barbon National Hill Climb

The sun shone on Barbon Manor last Saturday for the fiftieth running of the Barbon Hill Climb. This was the British Championship round and there were battles all day for the best time of the day and those vital points in the double header championship run offs. The wet weather of the previous few days has caused some headaches for the organisers from the Westmorland and Kirkby Lonsdale Motor Clubs but the day was dry and despite some mud in the paddock and heavy going for the spectators making their way up the hill, the day went well.

Scott Moran won both run offs in his Gould V8 from Trevor Willis's OMS with the little Raptor of Lee Adams in third place. With the increasing use of small lightweight bike engined cars like the Raptor, the writing may well be on the wall for the big V8 Goulds and the like.

Keith Thomas finished second in the classic class in his Buckler in the National A event. In the National B event Steve Murphy took his Subaru to second in class in class 2. In class 3 Willie Jarman was second in his Peugeot 205GTi with Angela Jones third in the same car. Jim MacDiarmid was the winner of class 6 in his OMS Suzuki, while Peter Speakman won the historic class in his Chapman Mercury.

## **National Gardens Scheme invite Old Cars to Crookdake**

On **Sunday, June 10th** our garden at Crookdake Farm, Aspatria is open to the public under the National Gardens Scheme to raise money for charity. As some of you will know, gardening is not one of my favourite pastimes and I hope that as many people as possible, who have a passing interest in things mechanical, will come along between 1 and 5 pm in whatever means of transport they find interesting. Alannah, has owned her 1951 MG TD for 43 years and the car is 60 this year so this will be a bit of a birthday party for the old nail. Ample parking and all in a very good cause so do please come if you can - you not obliged to actually look at the flowers !

**Directions:** If travelling along the B5299 (off the A595) from Mealsgate to Aspatria, turn right to Crookdake in Watchill and we are the second property on the left about 1 mile from Watchill.

Please forward this to anyone you think might be interested - a good excuse for a run out in an old car.

Kirk Rylands

## **Blindcrake Garden Safari & Arts Trail plus Classic Car Display**

Sunday, July 8th 1pm to 5pm

**Bring you classic car into one of the display areas and the driver gets a free village tea!**

### **July Pub Run**

Wednesday, July 4th

Starts in the lay-by at the top of Dunmail Raise on the A591

Entries to Philip Thompson on 015394 33410

or email [Thompson@etherway.net](mailto:Thompson@etherway.net)

## **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.**

Bryan and Anne Holliday,	of Wigton	Bryan Donaghy	of Penrith
Duncan Kellett	of Lockerbie	Allan Mossop	of Whitehaven
Michael Collin	of Corby Hill		

**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**

# Cumbria Classic Weekend

August 18/18th 2012

## Rose & Thistle Challenge

Saturday, August 18th

Touring event in north Cumbria and the Borders  
Starts and finishes near Carlisle

## Cumbria Classic Car Show

At Dalemain

Sunday August 19th

Celebrating 50 years of the MG B with special classes for them!

Entry forms now available  
Vehicles forms  
Traders Forms  
Club Displays

At

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

## TJ Service Historic Rally Awards

Well the rally season got off to a good, albeit, late start with the Berwick Classic Rally over the May Bank Holiday. Please see Ron's report in this issue. We lost the Croft event early on due to a shortage of entries and now the Stobs event has been called off for unspecified reasons. That means that the next event will be our own Lake District Classic Rally on July 15th. Let's have a really good turnout on that one!

Then we have:

### 12th. August DEVILS OWN

Location : Kirkby Lonsdale, Cumbria

Contact : Mike Kirk [MIKEKIRKRALLYING@aol.com](mailto:MIKEKIRKRALLYING@aol.com)

### 2nd. September DALES CLASSIC

Contact : Lindsay Burnip [poshbirdincontrol@sky.com](mailto:poshbirdincontrol@sky.com)

### 23rd. September DOONHAMER CLASSIC

Multi Venue tests

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### 20/21st. October SOLWAY CLASSIC WEEKEND

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# Inside the Industry

Paul Gilligan keeps us up to date

## **Inside the Industry**

### **The Fastest Trucks in Europe**

It was Ettore Bugatti who famously described the 1920s Le Mans Bentley as “The Fastest Trucks in Europe”. The Bentleys would literally tower of the beautiful little Bugattis, but when racing for 24 hours was required the British cars would still be thundering down Mulsanne long after their fragile French rivals had been retired with one mechanical failure or another.

I was reminded of that quote when Bentley recently launched their Sport Utility “Concept” at the Geneva Show. Whilst the interior is one of the most beautiful ever to grace a motor car, the exterior is (to me) almost incredibly ugly. Just about everyone else who has commented agrees. However that simply doesn’t matter. The car is not designed for European tastes. From Geneva where it was universally panned the car went to the Beijing Show, where I am told people were literally fighting with each other to put down deposits. It has been well received in the US also. Bentley’s sales target is 3500 units a year. There are 35000 Bentley owners in the States. Almost all own an SUV as well. None of these, obviously, are Bentley SUVs currently. So if 10% of the American Bentley owners do the obvious thing, job done!

However Bentley may not end up with the fastest lorry in Europe. Lamborghini (like Bentley owned by VW) are also developing an SUV!

### **Lotus-Renault Ups & Downs**

Whilst the F1 team badged as Lotus which used to be Renault and still uses Renault engines is having a much improved season, the two parents are having a less happy time in the marketplace. Renault after an awful first quarter in the UK had an even worse April with sales little more than half of last April, which was itself about a third down on 2010. Renault now take less than 2% of UK sales which is not nearly enough to sustain their dealer network even in its reduced form. I expect a new management team and a new marketing plane here very soon.

Meanwhile Lotus, whose problems I referred to last month managed to sell 8 new cars in the UK in April, which is not a situation that can last much longer.

### **Cars as Fashion Items**

Even in these tough times many people seem willing to pay a premium for a car with “image”.

Mini since being re-launched over 10 years ago has been a great success. Whilst the cars have been regarded by most journalists as good rather than excellent, sales have been consistently high. This is spite of the fact that the cars are certainly not cheap. One of my business customers recently asked me to sort a convertible for his wife. He wanted a 3 year Personal Lease, diesel, leather etc. The Mini worked out at just over £400 a month, the Golf at £250. Needless to say the Golf has now been delivered, she is delighted with it, and he with the savings. Yet 40000 people buy a Mini every year in the UK.

The new Range Rover Evoque is doing extremely well, with long waiting lists and little or no discount available. It is based on the Freelander but is less roomy although most think it looks and drives better. In spite of offering less space it is about 25% more expensive than the equivalent Freelander. The Freelander however did not benefit from the styling input of that well-known industry expert Victoria Beckham!

Land Rover do it again with Range Rover Sport based on Discovery but again offering more attractive styling and less space. This time at least 10% more money for the smaller car.

### **Where Have All the Used Car Dealers Gone?**

It’s been a tough 10 years for Arthur Daley & Co. In 2001 there were 11600 used car sites in the UK, last year that had reduced to about 8700. Are there really 25% less people selling used cars, or are the almost 3000 missing actually all on E-Bay posing as private individuals?

Paul Gilligan

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# Andy's Armchair

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

For the first time in years I had a drive up to the racecourse in Carlisle to have a look round the service area and rally village linked to the recent Pirelli Rally. I quite enjoyed myself, met a few old faces and even managed to buy a model of Jimmy's Cortina in which he won a race at Crystal Palace in 1964. Anyway after a general "mooch" round the stalls and displays which I found quite interesting and excellent value, free in other words, I crossed the road to have a wander round the service area.

First I went to look at the moderns which I couldn't say were the most exciting collection of cars I'd ever set eyes on. Maybe it's just me but a little Fiesta or Citroen which looks more or less standard except for the sign writing along the flanks isn't exactly awe-inspiring. Never mind, I was sure the other area with the Historics etc. would be better, it was, but the predominance of Porsches and Escorts did get a bit over-powering. I know there were a couple of Imps, a Chevette and an Opel but compared to few years ago the whole thing has lost, wait for it, the first chance I've ever had to use an "in" word I really hate, eclectic mix.

I know it's a long time ago but when I started in Historics there were Minis (hurray!) Anglias, Cortinas, A 35's, big Healeys, Tigers, Beetles, Midgets, B's, Saabs (including the occasional Sonnet), Alpine Renaults, Jaguars, Avengers, Dolomites, Volvos ( 122 and 544), the occasional Alfa Romeo, VX 4/90's and believe it or not a bloke who was a regular in a Ford Granada. I once talked to him and he was genuinely convinced that he could develop this shed so that it would beat the Porsches. Sadly it didn't work out and what he ended up with was a car that leapt into the first convenient ditch it found, holding us up for ages mid stage but that's another story.

In those far off days it really was a show, lots of variety and nostalgia not just Escorts and Porsches which means the biggest thrill is guessing the colour before the car appears round the bend. The irony is that in 1999 when I last did the Pirelli the then clerk of the course wasn't keen on Historics messing up his Championship event. The outcome was we ran at the back with the Land Rovers which after all the modern four wheel drive stuff had been through was no joke in a Mini. Rocks as big as footballs, buckled Minilites and a full length "Scottish guard" junked in one event, it wasn't fun. Things change mind, now the Historics are basically keeping the Moderns in business, twice as many entries from the "old uns" means an event is viable rather than cancelled. You can't help wondering where the whole sport's going.

Ends

AA



# What's On

## WMC events and other events we are invited to

### June

1-3	BDMC	Jim Clark Memorial Rally
2nd	BARC	Classic Hill Climb at Harewood
4th	YMC	Teesside Sprint (BCCBSC)
4th		Lamplugh Jubilee event and tour
7-9	BARC	Tour Britannia in the north
13th	WMC	<b>June Pub Run</b>
16th	West MC	Barbon Hill Climb (BSCBSC)
17th	MG Cumb	Classic Tour of Cumbria
20th	WMC	<b>Grass Autotest</b>
24th	WMC	<b>Autosolo</b>
24th	T&DMC	Turnbull Trophy SVR
23/24	MGCC	MG Live! at Silverstone
31/1st		Goodwood Festival

### July

4th	WMC	<b>Pub Run</b>
8th	MSA	British Grand Prix
8th	WCMSC	Greystoke Stages
15th	WMC	<b>Lake District Classic Rally</b>

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

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

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