

# Wigton Motor Club

## *Start Line*

### April Supplement

## Brockbanks Continue Their Support



**Trudy Hill & David Wiggins discuss the Championship**

Brockbanks Solicitors are again sponsoring Wigton Motor Club's Cross Border Speed Championship. The top rated series is this year crossing two borders as it is having a double header at the Anglesey circuit in Wales, in addition to the usual rounds in the north of England and Scotland.

Trudy Hill, a director of Brockbanks said, ***"We are delighted to again be sponsoring the major speed championship in the north of England."***

David Wiggins of Wigton Motor Club said; ***"The Club is proud that our association with Cumbria's leading firm of solicitors is continuing in 2013."***

The championship gets under way on Sunday, April 14<sup>th</sup> at the Kames circuit near Ayr before heading over to the Teesside Autodrome on May and nearer home in June at the Barbon Hill Climb.

Wigton Motor Club is again running their Novice Speed Scholarship which gives three newcomers to the sport financial help and advice during their first season.

Full details of the Brockbanks Solicitors Cross Border Speed Championship can be found at: [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

# Organising your affairs

*A Lasting Power of Attorney (L.P.A) lets you appoint someone to make decisions on your behalf.*

*It's normally used when someone is unable to make their own decisions.*

*There are 2 types:*

Health and welfare  
Property and financial affairs



**Brockbanks**

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**Please quote "Wigton Motor Club" for your free L.P.A. consultation**

**(VALID UNTIL 30<sup>TH</sup> APRIL 2013)**

## Good News for Classic Car Owners

**In the 2013 Budget the following was included:**

### **VED: Classic Vehicle Exemption**

The Government will extend the cut off date from which classic vehicles are exempt from VED by one year. From 1st April 2014 a vehicle manufactured **before 1st January 1974** will be exempt from paying VED. (Para 2.148, page 84).

Should you own a car sold in the first six months of 1974 it is worth finding out when it was built. As the key word is "manufactured" If it was a British classic British Motor Heritage can supply a Heritage Certificate which gives the car's "birthday". For other cars the relevant owners club should be able to do the same.

**SORN:** These are now for an indefinite length.

# Wigton Motor Club

## Gates Tyres Northern Historic Rally Awards

Press Release 1

Immediate Use

Cumbria's leading tyre distributor is to sponsor Wigton Motor Club's Northern Historic Rally Awards in 2013. Gates Tyres will back the six round series of events in the north of England and Scotland.

The long running series includes the six top historic road rallies in the region.

Gates' director Robert Gates said; *"We are delighted to be sponsoring this series and it fits in well with my interest in historic motorsport."*

David Agnew of Wigton Motor Club said; *"This is great news as it's a partnership between Cumbria's top motor club and the county's leading tyre retailer. We look forward to a mutually beneficial relationship."*



*Dave Agnew, Robert Gate and Charles Graves discuss the Awards*



## Magnificent Men and their Machines

Alan Smith who is well known in Austin 7, VSCC, Veteran Car Club, MCC and various other circles has sold his Buckler MK 5 registration number ONG 3 which needs extensive restoration together with several engines and many other parts to professional car restorer and Buckler owner Simon Isles from Stockport who will be helped in the task by former Buckler employee Wilbur McKee a renowned engineer and expert on the marque.

Alan has purchased a Lea Francis engine, gearbox and parts for a rolling chassis so wants to concentrate on restoring his "new" car which was formerly owned by Lea Francis aficionado Frank Delaney of Harrington Cumbria for a great many years. April issue of Automobile magazine had a wonderful article written by Malcolm Bobbitt about one of Franks cars a Corsica bodied model and the cover picture featured the Corsica car.

Wilbur McKee worked for many race teams over the years including Connaught, Buckler, Lotus, Ferrari and Aston Martin where he played a big part in the successful Le Mans 24 hour team as well as being heavily involved with many other famous cars particularly in the 1950s and 60s amongst them Raymond Mays ERA and with Mike Hawthorns race cars and he was working for Mike Hawthorn at the time of Mikes death.

Many of the types of cars Wilbur worked on years ago he is involved with even today as despite being eighty seven years old he goes to work at the restoration shop of Simon's almost every day, leaving for work about 10 am and going home 7 miles away about 4 p.m. most days. Tough generation indeed.

Whilst up in Cumbria collecting the MK 5 Alan Smith showed Wilbur and Simon around his workshop where he makes various types of piston rings for steam and other applications such as massive earth moving machines where rubber "O" rings are initially used on hydraulic rams but can't cope the dirt and grit so demand is for a special and very famous type of ring Alan makes called "Clupets" patented rings. These piston rings are difficult to describe but are like a double spiral ring rather like a key ring, made from cast iron then heat treated having no groove to let gas escape and are used extensively in traction engines and steam locos where they can withstand the pressures of superheated steam much better than ordinary piston rings. Many London to Brighton cars now use these rings as they can take up lots of wear without losing their effectiveness and Alan can make them to any size from less than one inch diameter to much larger ones and a number we saw were up to 18 inch diameter, these were sitting in the extensive stores awaiting customers and bigger ones than these are possible.

Google "clupets" piston rings for a detailed description and photos and dozens of testimonials to the effectiveness of the rings and the quality of Alan's work in everything from Sentinel steam wagons, traction engines, steamboats, locos, barn engines, water pumps and even our beloved internal combustion engines. It is well worth the time looking up "Clupets" as you will be amazed at what you discover. One unusual piece of information on one forum states "Alan puts in an invoice when he sends you the rings you have ordered and then you send him a cheque, trusting folk these people up north". Typical of Alan's kind nature.

The skill needed to make these rings is phenomenal as it takes not only a skilled craftsman who can expertly use lathes, milling machines, surface grinders and other machines but must also have a detailed knowledge of heat treatment and metallurgy as well, Alan was a metallurgist in his former life about 30 years ago at British Steel in Workington.

This skill and knowledge has to be combined with years of experience as each job tends to be different and requires much "thinking out of the box" as they say. One wrong finishing operation can ruin many hours work so great care is needed as the product goes from stage to stage. Sometimes it also involves machining the piston to open up the grooves to allow "Clupets" rings to be used, quite a responsibility when the piston could be a very unique one and possibly the only one in the world and made for a pioneer automobile in the late 1890s or early 1900s.

The workshop houses many varied machines some CNC but many of them dating back to first world war period which was of course the heyday of some steam engines. Alan himself is of a slightly later period but even he has had his 70th birthday in December yet still goes to work each day to keep lots of our cherished vehicles on the road.



Wilbur and Simon were mightily impressed with Alan's skills which he puts to use on a daily basis, Study closely the flat belt drives of some of the lathes in the photos and you will see what I mean about vintage machinery.

Alan also owns another special that no one has yet identified but it seems to have quite a number of Austin 7 parts. It appears to have been fitted with a motor bike engine having been chain driven and obviously has been very well constructed in its day. It is a very interesting vehicle and this may even be for sale so if any one knows of any of its history or its constructor please get in touch with Alan on 01900 818361 or [clupets@btinternet.com](mailto:clupets@btinternet.com) or Keith Thomas on 01900 603073. or [kandca.thomas@branthwaitemill.com](mailto:kandca.thomas@branthwaitemill.com)

Google Simon Isles Coachbuilding for a masterclass in metal shaping showing dozens of pictures of restorations Simon has done over the past twenty eight years. Everything from Aston Martin to Veritas, Alfa Romeo 8C Monza to Rolls Royce, Bugatti to Ulster, Buckler, Bentley Chevron, Fraser Nash the list goes on and on and the massive photo gallery shows many restorations in progress. The pictures are really interesting as complete bodies are constructed using an English Wheel yet another amazing skill that so few people possess these days. Here flat sheets of aluminium and rolled and rolled in different directions then welded and dressed and eventually take on complex shapes eventually forming a beautiful automobile body. The finish of the cars is absolutely superb and a 1927 Rolls Royce formerly owned by Hollywood Star Bette Davis will be offered for sale by Bonhams auction house on 14th July at Blenheim Palace. Photos of all these cars are on Simons website.

It was a great and humbling experience being in the company of individuals who possess such fantastic skills as these three people in particular do. One has to wonder what will happen when all these skilled engineers decide to call it a day as each one of these guys can take metal in its basic form and produce something that is not only a beautiful work of art but an efficient, sophisticated and highly functional part of a wonderful motor vehicle that gives so much pleasure to so many people. Keep up the great work guys for many years to come.

Keith Thomas



Buckler MK 5 on right and mystery special on left

The mystery special using some Austin 7 parts. being examined by left to right Alan, Simon and Wilbur





Alan's factory with flat belts driving lathes and machines



Loaded Buckler ready for the journey to Stockport. three engines and many other parts were in the tow car



A JAP engine in the Alan's workshop. This engine may be for sale.



## **HAYNES INTERNATIONAL MOTOR MUSEUM'S £4.2 MILLION REDEVELOPMENT ENTERS ITS FINAL STAGES**

Haynes International Motor Museum will unveil the first phase of its extensive £4.2 million redevelopment this spring. The redevelopment, which includes new display halls, café, shop and state of the art conferencing and banqueting suites, will provide a completely new façade to the museum, and is due to be fully completed in Spring 2014. The development has been privately funded by founder and Chairman John H Haynes OBE, who opened the museum with just 33 cars, housed in one hall, back in July 1985.

Phase one, set to open this April, will reveal the first of the new exhibition areas, nicknamed 'The Black Box' due to its exterior. The Black Box, a huge two-storey display area, overlooks the Haynes test track and is divided into two areas – The Vroom Room on the ground floor and The Motorcycle Mezzanine on the upper.

The Vroom Room, spanning over 360 square metres and accommodating around 18 to 20 cars, is dedicated to high powered, high performance cars, while the Motorcycle Mezzanine, at 330 square metres, will create a permanent home for the museum's two-wheeled collection of around 70 motorbikes which includes the British Motorcycle and the Forshaw Speedway Collection, the World's largest and most complete Speedway display.

Prior to the opening of the new exhibition halls, Haynes will reveal a £250,000 new family entertainment zone in the museum's grounds called Haynes Motorland, featuring a 1,500 square metre adventure playground with a myriad of motoring themed interactive games and miniature vehicles for children to enjoy. There are also two classic buses – one featuring a cinema and the other a soft play area - and a new go-kart circuit known as 'Haynes Hatch' with battery operated vehicles.

The new family zone is just one of the new developments that will see the museum expand beyond the restraints of the internal exhibition halls. Managing Director Marc Haynes explains: "The outdoor family zone is part of a new pedestrian area at the rear of the museum that will, thanks to the help of our wonderful volunteers, allow us to link the exhibits in the display halls with outdoor activities. We are looking to create a visitor experience that appeals to all the senses, which includes bringing some vehicles outdoors so we can fire up the engines allowing visitors to hear and smell the motoring heritage as well as admiring the 400 vehicles on display." As visitors are welcomed into the museum to see phase one, work will continue behind the scenes on completing phase two which includes the remodeling of the other display halls to ensure a more logical and easy to navigate layout and more room for the exhibits to be displayed.

The existing conference and banqueting suites are all being redesigned as well as a new addi

tional larger suite added, allowing the museum to offer hospitality packages to parties of all sizes, from five to 400 guests.

A brand new area is being created and landscaped in the grounds as an extension of the new luxurious conference and banqueting suites, making them ideal for civil wedding ceremonies and corporate or motoring club events. This includes a private garden and parking area that can be used for exclusive vehicle displays.

The final stage of phase two will see an impressive new museum frontage put into place that will mark the start of the visitors' journey around the venue. With stylish nods to motoring throughout, such as the sweep of the new external façade emulating the aerodynamic profile of a car and the modern yet minimalistic features of the new reception area reflecting a Bentley dashboard, leading to the welcoming new foyer.

The foyer sets the energetic tone of the redevelopment from the minute the visitor arrives, with a large open plan 60s inspired modern café offering hot and cold food and refreshments while the new gift shop will sell memorabilia as well as a selection of Haynes branded goods, motoring titles and of course the full range of the iconic manuals. The foyer, café and gift shop are more than double the size of the previous areas, giving improved disabled access and more room for movement. These are located off the main entrance to make them more central to access from all areas of the museum.

Sustainability issues have been high priority, which as well as helping the environment will also help shore up the future financial strength of the museum. A significant investment has been made in the infrastructure of the museum, which has undergone a complete transformation. This will not only help to facilitate future expansion but will also reduce overheads and so in turn help keep running costs of the museum to a minimum. This will ensure the longevity of the museum's educational work and preservation of the collection.

## **Petrol Consumption Down - We Have Reached A Point Where Consumers Have Had Enough - FairFuelUK**

Reacting to news that 20% less petrol is purchased now compared to 5 years ago FairFuelUK spokesman Quentin Willson said: 'Petrol has become so unaffordable for so many that high prices have changed our buying patterns completely. Such a huge fall in consumption is proof that we've reached a point where consumers have had enough.'

Howard Cox, Co-founder of FairFuelUK said: 'The price of petrol (and diesel) has gone way beyond acceptable and practical economic sense. The current levels of prices at the pumps are inhibiting UK growth, business investment, employment and social interaction. It's time now to listen to all the evidence and significantly cut fuel duty to stimulate the economy and motivate businesses and the public. It's plain common sense!'



# **MSA NEWS, APRIL 2013**

## **GENERAL NEWS**

### **MSA confirms Nick Bunting as new Chief Executive**

Nick Bunting has been appointed Chief Executive of the Motor Sports Association with effect from 20 May 2013.

The recruitment process to secure a successor to Colin Hilton, who retires after more than 20 years at the MSA, began last year under the guidance of MSA Chairman Alan Gow. The MSA Board charged a working group comprising Gow and Hilton, plus non-Executive Director Dennis Carter and Motor Sports Council Chairman Tony Scott Andrews, with conducting the interviews of short-listed candidates. Bunting was the unanimous choice.

“I am delighted with the appointment we have been able to make,” said Gow. “Nick will be an outstanding Chief Executive for the Motor Sports Association and brings with him a wealth of sporting experience which will be of great value to the sport. He has over twelve years’ top-level experience with the Rugby Football Union as its Chief Operating Officer and is also a Director of Sports Coach UK and the Sport & Recreation Alliance. Nick was also an advisor to LOCOG (the Organising Committee for the London Olympics) and a Board Member of the National Skills Academy for Sport and Leisure. He is currently the Chief Executive of PRIME (The Prince’s Initiative for Mature Enterprise). “Nick has some very big shoes to fill and I would like to pay tribute to the extraordinary achievements of Colin Hilton in the past 12 years; the MSA is unrecognisable from the organisation that he took over in 2001 and that is largely down to his leadership. Nick inherits a well-run, financially sound organisation that sits at the heart of British motor sport and which takes a central and active role in the development of the sport. The whole sport owes Colin a significant debt of gratitude and we wish him a well-deserved retirement.”

### **Rally cars not affected by new MOT rules**

Rally cars should not be affected by new MOT regulations requiring moveable seats and functioning airbags, with the recently issued MOT Special Notice 01-13 stating:

*Where a vehicle has been extensively modified or converted, certain Reasons for Rejection, such as for components ‘missing where fitted as standard’ should not be applied, for example: a car converted for rally use (i.e. rear seats removed and fitted with a roll cage and full harness seat belts etc.) may have been converted so as not to require a brake servo, power steering or airbags*

To view the document, click here: <http://www.dft.gov.uk/vosa/publications/specialnotices/2013specialnotices.htm>

## **VOLUNTEERING**

### **TRY... Club Volunteering**

*Each month during the Year of the Volunteer we will be focusing on a particular volunteering role. This month we take a look at how you can get involved with your local motor club outside the cockpit*

The notion of joining a motor club is usually associated with a desire to compete, while volunteering is often seen as the preserve of marshalling clubs. Yet there is much more to volunteering than marshalling alone, and motor clubs are always on the lookout for fresh pairs of hands to get stuck in with event organisation and numerous other roles. So aside from being a competitor’s ticket to ride, what does club life have to offer?

**Peterborough Motor Club stalwart Graham Hall has competed in the odd 4x4 event over the years but has spent most of his time in the sport performing a variety of voluntary roles:**

“I can remember being taken as a kid to see the Lombard RAC Rally and realising that someone, some

where had to have planned it and organised it. So I decided I'd have a go myself and offered to take on the role of Chief Marshal at Peterborough MC, my local club, as there wasn't anybody in that role at the time.

"There are all sorts of jobs that people can volunteer for, some of which may seem trivial but are in fact vital, because without them the club wouldn't be able to exist. For example, if you have administrative skills then why not volunteer to be your local club's membership secretary? Or maybe you're more of a technical person and know your Blue Book back to front, in which case put your hand up for Competitions Secretary. If you're a good writer and photographer then the job of club magazine editor was made for you, or if you've got computer skills then you could be a club's webmaster.

"Furthermore, if you volunteer for one of these jobs now there's no reason why you can't be sitting in the chairman's seat in a few years' time. As in most walks of life you have to start at the bottom but you can easily end up as chairman of an MSA-registered motor club without ever having competed.

"The reasons why more people should volunteer are that you mix with people who share your passion for motor sport and you get a real sense of satisfaction. For example Peterborough MC runs an Auto-SOLO for 25 people and I write the supplementary regulations, get the right permit and then spend the event administering entries and logging times. When the end of the event comes you hand the final document to the Clerk of the Course, who reads out the winners and hands out the trophies, and all the competitors thank the organising team. That gives you a real sense of satisfaction and a feeling that you're an important part of the local motor sport community."

**Many of Hall's sentiments are echoed by Owen Motoring Club's Clare Bird, who has also competed now and then but has predominantly volunteered for various positions within her local club:**

"I first got involved in Owen MC by marshalling on various rallies and autotests. That led to a spot on the club committee looking after publicity, which entailed writing press releases for our events and trying to generate coverage in the local press and some national titles like Motorsport News.

"From there I branched out to become Social Secretary. Our motor sport events are naturally competitive environments and while they're great fun for the competitors they're less so for their families. The social events, which range from tours of the Jaguar factory to club dinners, are more relaxed and give everybody a chance to get together and have a good time, all united by their involvement in motor sport.

"I'm also Entries Secretary for our main stage rally, the AGBO, and one of the great things about that is I can go to a rally in Wales and I'll know some of the crews because they will have competed on our event. Volunteering for a club means making loads of new friends, and you all have a love of motor sport in common. Whichever role you volunteer for will involve some work but it won't take up masses of time and it's not an overbearing responsibility, so people shouldn't be put off by that.

"Volunteering is most rewarding when you're at a great event where everybody's smiling and saying how well run it is; it's always very satisfying to know that you've been part of that. Plus, without volunteers motor sport would just be a bunch of competitors standing next their cars and wondering what on earth to do!"

You can find your local club quickly and easily by clicking here: [www.gomotorsport.net/Go-Find/Motor-Sport-Clubs](http://www.gomotorsport.net/Go-Find/Motor-Sport-Clubs)

# Drive It Day

**Sunday April 21st**

**Drive It Day** is the Sunday nearest to St. George's Day when the federation of British Historic Vehicle Clubs encourages all old car owners to exert their right to drive these cars and make a statement about our heritage and the thriving industry that the classic movement supports.

We are once again organising the Cumbria meet at the Keswick Pencil Museum courtesy of Keith Graham from 11 am until 2 pm. The Pencil Museum café will have refreshments and there are plenty of other establishments within a 5 minute walk.

**You can simply arrive there at any time between 11 and 2 or you can join in one of the three runs we have:**

**Carlisle:** Starting from the car park in Dalston at 10.00. contact Stuart Turnbull to book a place on 01228 611276.

**Penrith:** Starting from the Stoneybeck Inn at 10.00. Contact John Graham on 01228 534483 to book a place.

**West Cumbria:** Starting from Lamplugh Village Hall at 10.00. Contact Kendall Bruce on 01946861531 or 07774733409 to book a place.

## Galloway Gallop

**April 26th to 28th**

**3 days and 2 nights in Galloway**

Ring Ron on 01228 575153 for a late entry

## May Pub Run

**Wednesday May 1st**

Starts at Street Road Ends layby on the A595

Entries to Graeme Forrester (gtfmg@yahoo.co.uk)

## May Grass Autotest

**Wednesday, May 8th**

**Blackbeck, Egremont**

Ring David Agnew for an entry on 01946 841455

## Motorsport Forum

**Tuesday, May 14th**

Already more than half the tickets have been sold!

Don't miss out — ring Paul Gilligan on 01228 670740

## May Autosolo

**Sunday, May 19th**

**Penrith Auction mart.**

Entry forms on the website