Wigton Motor Club Ltd

Start Line

Issue: 06/13 www.wigtonmc.co.uk June 2013

Scone & Sunshine on the Gallop!

The sixth Gallop took place in Galloway last month with remarkably good weather and plenty of scones!

The Year of the Volunteer

Diary

Club events over the next month or so

June Pub Run

June 5th

In the Penrith area

To enter ring Jim O'Neill on 01768 870236

Sandwiches etc at the finish

June Grass Autotest

June 12th

At Blackbeck (follow the arrows)

To enter contact David Agnew on 01946 841455

DAVIDWAGNEW@aol.com

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

We live in exciting times as the saying goes. We have just had a fantastic forum and I know that it was certainly one of those events that will live in folk's memories for a long time. We are unlikely to see such an event again I suspect. Many thanks to Paul and Ron for putting on such an entertaining evening and of course our five guests who did to well, particularly our "youngsters" Matthew and Alex.

As you will see in this issue we have teamed up with Hagerty Insurance to offer a special service to members. Only a small number of clubs are able to do this. Hagerty will offer special terms to members and the Club has waived it's commission so that the rates can be even more competitive. In edition anyone who signs up will get their 2014 WMC Membership paid by Hagerty! Hagerty only insure classic cars and they will also cover trailers and classic competition cars. They will be a the Cumbria Classic Show in August.

We have had a number of requests for Club clothing and we can now announce that we have teamed up with a local supplier who will operate a club shop for us. You will be able to buy jackets, sweatshirts, polo-shirts and pullovers with the club logo on directly on the internet. The prices are very competitive and we look forward to seeing members suitably clad at events.

The Lake District Classic & Targa Rallies are looming and as they fall in National Motorsport Week we are offering three free entries for novice crews. This is an ideal way to get started and we will over advise and support for newcomers.

The use of the Club's website continues to grow with the number of daily "visits" increased by around 20% in the last year. More and more folk are getting event regulations and entry forms from the site and the forum is getting more and more posters. Keeping the site up to date is not an easy task and it's interesting to look at some other club's sites to see this. We are very fortunate to have the level of input that we have.

The AGM saw plenty of discussion as to how to get more people into motorsport. The committee remains the same although Debbie Rushton has stepped down as Treasurer and we are pleased to say that Paul Gilligan has stepped into the post, in fact Paul has taken over gradually from Debbie. We owe a great debt of gratitude to Debbie for her efforts over many years for the accurate accounting and book keeping. Debbie will still be out and about one vents and will continue to be involved with the Kames sprint.

GTF

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Classic Column

News from the Classic Scene

- Every year we get requests to take cars to shows/carnivals/fetes. I usually gently point out to the organisers that car owners have a pretty full programme of events and do occasionally have to stay at home and cut the grass! The more serious point is that many events do not have suitable insurance for car displays. Most of the country shows do though as they have vintage tractors etc. However these days you cannot be too careful.
- It's the same with any type of "gymkhana" type event or autotest run by non MSA organisers. They are technically illegal under the "Dangerous driving in a public place" laws that were brought in to curb boy racers in car parks. MSA sanctioned events are exempt from this legislation and also have the correct level of insurance.
- When you are doing a restoration the most annoying thing is when you come across a rusty nut that won't move. WD40 is the usual remedy but some American members of the MGCC have been doing some tests with various treatments. However by far the best was a 50/50 mixture of automatic transmission fluid and acetone or lacquer thinners which was five times better than WD40 and twice as good as the best commercial product (Kano Kroil). Courtesy of ***Safety Fast.***
- There are as many Mini Coopers on SORN as there are on the road.
- If you put your car on SORN there is no longer a requirement to renew it annually.

Is this the worlds most compact car transporter ?

Not only is it a car transporter for the Carden cycle car but its owner Gerry Michelmore was telling me he sleeps in the Berlingo at nights and was as warm as toast on a very cold night in the top paddock at Wiscombe before the VSCC meeting on 12th May thanks to a heat source provided by a wood burning stove. This van is equipped with several "extras" not in Citroens Berlingo brochure, these include flue for wood burning stove which can be seen protruding through the tailgate and a winch to pull the car up the ramp. The winch handle can be seen protruding through the rear offside panel. Gerry is
a great character and to see those flimsy looking wheels bending under hard cornering is a very unusual and at times disturbing sight.
This is a very ingenious and brave man and the world needs more people like him.
Keith Thomas

PG Tips

The Isle Of Man special

And so it came to pass that after 4 years of trying Snotty the Skoda finally completed all 3 events on the Isle Of Man Classic event in April 2013 and at one point almost won a trophy!

Success at last…not the trophy winning type but the - making it there and back in one piece without serious incident - type.

With a rather nice black Jaguar XFR as support vehicle we set off for the Heysham ferry leaving plenty of time for minor misshaps but probably not quite enough to change a head gasket at a motorway service station (on the Skoda not the Jag…or rather not on the Skoda or the Jag!) if it were needed which was one of my main fears. As it happened a 70mph cruise down the road passed easily and the ferry was waiting and ready and this year we got on without incident.

Scrutineering at the grandstand was a mere formality and after checking in at the hotel it was off for a night out in Douglas which ended in the early hours at the hotel where the strange South African night porter with a penchant for guns scared us whilst serving eye wateringly priced drinks.

I managed to eat breakfast in the morning and make driver's briefing at 11 followed by practice after the roads closed at 1200. The Governor's sprint runs along the TT track in Douglas past Police HQ and after an initial 180 degree bend is a long straight with a chicane in the middle and then a tight twisty section at the end near the finish. The event went very well and my times were several seconds quicker than previously although not quite up with the faster Minis in the class (pre 1981 saloons up to 1400cc). I had more luck (or possibly less red mist!) than fellow Wigton member Ian Cowan who rammed a wall on his first run of the day in his previously beautiful GT40 replica. In the paddock it was a sad sight – most of the bonnet of the car was in pieces lying on the ground. As has happened to me on the island, the locals rallied round to assist and before the end of the night Ian was off to a garage with the car to try and patch it up.

Day 2 of the event was at Sloc in the south – a rather bumpy fell road of a hillclimb with an amazing view from the top. Rain was predicted for later in the day so I was keen to put in a good time early on, more to see how much quicker the car was than previously rather than to win anything. First run of the day….remembered that previously after the S bends 1/3 of the way up the hill I just needed to keep accelerating and hold on till the finish. So off I went as fast as I could up past the S bends and then foot to the floor through the gears up towards the sweeping left hander near the top into a massive tank slapper rear end slide at about 80mph between a bank and a stone wall. To say my heart was pounding is an understatement as I successfully gathered it and crossed the finish line literally panting for breath! Proof that Snotty was much quicker than previously and also the biggest near miss of my motorsport career. I was expecting a phenomenal time and I wasn't disappointed – 10 seconds slower than 2012! I was convinced there had been a timing error and I think I was probably right because I then went 8 seconds quicker on the first competition run despite being far more cautious. In between the 2 mentioned runs was a 2nd practice run….during which I set off in torrential rain and as I rounded the top of the hill it started to snow and on crossing the finish line it was pretty much a white out! Unusual weather for late April and not very conducive to motorsport. After the 1st competition run I was 2nd in class and had given the Mini mob something to talk about and I thought I might be about to win my first trophy in Snotty, sadly I made a mess of the S bends and everyone else went a few tenths quicker to relegate me down the order. Once again it showed the potential is there….and we celebrated in style with a meal at possibly the world's weirdest Italian restaurant in Douglas.

The final event at Ramsey (known as Lhergy Frissell) is where I stacked Snotty 2 years ago so I was keen not to repeat that one and to break the 100 second barrier (previously my best time was 104 seconds). In my usual style I went at the course as hard as I dared and managed a 97 second run straight out of the box. I took another second off on the next run and then put in a cautious first competition run – which was to be my fastest time due to a few misshaps thereafter. The first one being straight off the start line when an injector popped out of the engine causing power fail

ure and fuel everywhere. Fortunately I pulled in straight away, pushed the injector back in and returned to the paddock. It had been caused by the front gearbox mounting finally tiring of my 6000rpm clutch dropping starts and giving up the ghost. This led to lots of drive train movement and the injector popping out. My final run of the day – with a much less enthusiastic start - was marred by a misfire at high revs that I have since diagnosed (and fixed) as a leaking vacuum hose. I still made it to the top of the hill though and finished the whole event in one piece – even my 3 friends making rude gestures and flagging me from their marshals post didn't put me off!

Lhergy Frissell saw the re-emergence of Ian Cowan in his GT40 which had been patched back together in a fairly miraculous style by him and various locals. So it wasn't the tidiest of fixes but it must have been like building a life size car jigsaw so the fact it still resembled a GT40 was brilliant.

The final night out to celebrate a successful event was at a Chinese restaurant which was rooted squarely in 1985 although the food was quite tasty and they gave us a free drink each so it wasn't all bad.

Anyway…..I've taken up lots of space this month and I haven't even mentioned the Alfa or the battery and exhaust saga. I will be at Barbon in Snotty in mid June and will hopefully see some of you there.

Peter

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.

Paul Brown of Whitehaven
Nigel Moffat of Cockermouth
Derek Fielding of Lancaster
Bob Shearer of Perth
Ron and Marjorie Moore of Ponteland
Tom Smith of Borrowdale
Alastair Lloyd of Cockermouth
Chris McNichol of Keswick
Maurice Ellison of Bolton le Sands
Martin Phillips of Wetheral
Phil Griffiths of Broughton in Furness
Colin and Carol Woodall of Millom
Colin Rose of West Lothian
Eric and Linda Ritchie Carlisle
Mike Graham of Keswick
Robin Bell of Cockermouth
Steven Holmes of Cockermouth
Michael Fox of Bradford
Alistair Colling of London

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

MG Live!

June 15th-16th

The world's biggest one make race meeting! Great for all things MG. In addition this year there are races for the Ferrari, Porsche and Morgan race series plus a special 50 minute All Comers enduro!

If you own and MG or similar car it is an event not to be missed.

HAGERTY
CLASSIC CAR INSURANCE

We are absolutely delighted to be appointed as a partner to your club in what we hope will be to mutual benefit. I met with Graeme at Race Retro earlier this year and, following on from our conversation, your committee has approved our partnership.
Hagerty International Ltd is a subsidiary of Hagerty Insurance which is the largest global classic car insurer in the world. Here in the UK we are underwritten by Hiscox Insurance.

We have a knowledgeable and friendly team of staff working to answer every call and to offer what we believe, is the very best classic car insurance cover on the market. Indeed, because we are ONLY interested in Classic Car & Bike Insurance, we have not had our premiums affected by household or pet claims and have held our prices steady for the past three years! As is usual, we offer agreed valuations, variable mileage allowances, multi-vehicle policies and EU/UK breakdown cover. What is NOT usual is that if you need to call us to make an adjustment to your insurance during the course of cover, we will not charge an administration fee!

When you call to get a quote – please mention that you are a member of the Wigton Motor Club and you will get a superb discount on your insurance quote. In order for your club to benefit from our partnership, please let our team know your promotional code which is;
Promotional Code; CCWMC

Your club will also benefit whether it be support at events & advertising for the club. Not only that – for everyone who takes out a policy with us, we will pay **YOUR Wigton Club Membership** renewal for 2014 - every little helps!

We shall be coming to the Cumbria Classic Weekend in August and look forward to meeting you all there!
In the meantime, if your insurance is up for renewal or you'd simply like a quote to make comparison, please do not hesitate to ring us. There will be no obligation on your part and your call will be handled personally by one of our team and not by a machine!
HAGERTY 0844 824 1130
www.hagertyinsurance.co.uk

Garden Safaris & Classic Cars

Crookdake, Sunday, June 9th

Kirk Rylands is opening his gardens at Crookdake as part of the National Gardens Scheme on Sunday June 9th from 1pm to 5pm and will have a dedicated classic car display are. Entrance is £3.50 with teas available.

Lamplugh Sports Committee.

Fell and Moor Tour June 15th 2013.

Entries will be limited to a maximum of 40 cars. To register an interest in taking part please contact: Kendall Bruce. 01946861531. kendall.bruce@sky.com.
Bob Marshall. 01946861493 bobnbet.64@btopenworld.com
Entry Fee: £30.00 per car (incl.. 2 persons) Cheques made payable to Lamplugh Sports Committee.

BLINDCRAKE'S ANNUAL GARDEN SAFARI with ARTS TRAIL & CLASSIC CARS.

10.30am to 4.30pm

SUNDAY 30th JUNE

£5 per person (£1 for school children) includes entry to all venues (8 Arts, 10 Gardens & Car Display) plus free hail and ride bus service.. Modestly priced, delicious, home-baked refreshments available for purchase all day. . All proceeds to the Village Hall Improvement Fund.
BRING YOUR CLASSIC CAR FOR SHOWING & ENJOY A GREAT DAY OUT!
One free entry per pre-booked classic car.
Places limited so please book early. Tel: 01900 825642. Email: gtfmg@yahoo.co.uk

MG Cumbria

Classic Tour of Cumbria

Sunday, July 14th

A 90 mile tour starting from Tebay visiting a variety of transport related places of interest with plenty of time to "stand and stare."
The entry fee of £36 includes coffee, lunch and admission fees.

Open to all MG and other fine cars of any age.
Entry forms on the website or ring Graeme on 01900 825642

Brockbanks Solicitors Cross Border Speed Championship

York Motor Club is once again running the Keith Pattison Memorial Sprint at Teesside Autodrome (Middlesbrough) on Spring Bank Holiday Monday (27th May 2013), and like many events these days, we are very short of marshals!

The event is a round of the Brockbanks Solicitors Cross Border Speed Championship and the Yorkshire Car Hill Climb and Sprint Championship, so some top action from some top drivers is guaranteed!

Teesside Autodrome is a purpose built circuit with excellent viewing of the circuit and associated facilities such as a cafe (always welcome for hungry and thirsty marshals!). Last year, the event ran ahead of schedule and competitors got a number of extra runs in, which also made a better days motorsport for the marshals too!

2013 marks the Centenary of York Motor Club (1913-2013) and all marshals will receive a commemorative York Motor Club Centenary mug.

Please contact John Roberts either by email (astrasport16v@yahoo.co.uk) or phone / text on 0780 3002877.

Calendar

1	April	21st	Kames	**Completed**
2	May	27th	Teesside	Regs available
3	June	15th	Barbon	Regs available
4	June	29th	Forrestburn	Regs available
5	August	4th	Three Sisters	
6/7	Aug	31/1st	Anglesey	
8	Sept	21st	Harewood	Regs available
9	Oct	6th	Kames	
Reserve event: Sept 22nd			Harewood	

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

May Grass Autotest

Even though there were a few regulars not able to come out to play there was an excellent turnout for the grass autotest ably organised by David Agnew. With nine tests run in good order there was time to visit the pub just over the road!

Pos	Driver	Class	Time	Points
1	Willie Jarman	F	420	25
2	Edwin Cook	F	450	24
3	Angela Jones	F	452	23
4	Brian Graham	F	459	22
5	Jack Palmer	F	461	21
6	Steve Palmer	F	476	20
7	Rob Iveson	F	478	19
8	Brian Iveson	F	480	18
9	Chris McNicholl	F	482	17
10	Mike Graham	F	483	16
11	Steve Fishwick	F	486	15
12	Phil Griffiths	R	488	14
13	Elain Horsfall	F	489	13
14	John Kelleher	R	509	12
15	David Shaw	R	512	11
16	Chris Hunter	R	523	10
17	Nicola Agnew	F	523	9
18	Ben Whiteley	R	559	8
19	John Hunter	R	Retired	
20	Alan Smith	R	Retired	
21	Nigel Moffat	R	Retired	

May Grass Autotest

Dave Agnew's autotest keep getting better. More entries every year an excellent 22 in total.
Angela and I were last to arrive so no time to walk the course. With a quick look at the map Dave said they were the same as last year. Grip was limited as the dew had come down
There was a great variety of vehicles entered, Alan's Marlin, 73 Landy and even Dave's wife daughter and Christine was in a Cooper. Young Jack Palmer is getting better he can now reach the pedals.
I was trying to teach Angela how to left foot brake but the problem was she must take her foot off the accelerator when crossing the finish line.
Edwin was on form in the Cooper, Ben's GT6 was making sods fly, John and Chris were in the Imp and all John was bothered about was how to get the trip meter working? (If anyone can help please phone John), he need this for the Pub Runs so that he doesn't get lost and take short cuts.
Eileen 1275 GT was blaming the tyres – no grip. Rob Iveson and his Dad in a 205 had some laughs – sideways.
Thank s Graeme for scoring and the Marshalls including the man with the sun tan driving a yellow MG.
Then to the Blackbeck for sandwiches /chips
Thanks Dave
W J

Gates Tyres Northern Historic Rally Awards

1	March	24th	Devils Own Rally	KLMC	Completed
2	May	4/5th	Berwick Classic	BDMC	Completed
3	July	7th	Lake District Classic	WMC	regs available
4	September	1st	Durham Dales Classic	DAC	
5	September	22nd	Doonhamer Classic	SoSCC	
6	October	20th	Solway Historic	WMC	

A bulletin will be emailed to all drivers in mid June.

Club Championship After Three Rounds

Name	Dec AT	Dec AS	May GAT	Total
Willie Jarman		25	25	50
Edwin Cook		24	24	48
Brian Graham	23		22	45
Angela Jones		21	23	44
Jack Palmer		17	21	38
Robert Iveson	16		19	35
Tom Hall	25			25
Archie Simmonds	24			24
Adam Clark		23		23
Stephen Dixon	22			22
David Rushton		22		22
Andrew Graham	21			21
Neal Horsfall	20			20
John Rushton		20		20
Steve Palmer			20	20
Dave Agnew	19			19
M Graham		19		19
Stuart Turnbull	18			18
Chris Graham		18		18
Brian Iveson			18	18
Charles Graves	17			17
Chris MacNicholl			17	17
M Barnard		16		16
Mike Graham			16	16
Peter Keen		15		15
Steve Fishwick			15	15
Phil Griffiths			14	14
Elaine Horsfall			13	13
John Kelleher			12	12
David Shaw			11	11
Chris Hunter			10	10
Nicola Agnew			9	9
Ben Whiteley			8	8

The Great Scone Run
(Galloway Gallop 2013)

"A scone is a single-serving cake or quick bread. They are usually made of wheat, barley or oatmeal, with baking powder as a leavening agent, and are baked on sheet pans. They are often lightly sweetened and are occasionally glazed. The scone is a basic component of the cream tea or Devonshire tea. It differs from a tea cake and other sweet buns, which are made with yeast. A pastry is not a type of scone."

Thirty one cars assembled on a slightly showery lunch time at the Houghton Hall Garden Centre for the start of the sixth "Gallop" that Ron and Christine put so much effort into. They have been rewarded each year with an increase in entries and I suspect they have now reached a maximum which is determined by finding hotel accommodation able to cope with 30 or more crews. Galloping is addictive with four crews having taken part in all six. We missed the last two due to family circumstances but were back with the 1970 BGT which did the first Gallop, having subsequently used a TF and a 76 BGT on the second and third Gallops.

This year the event returned to Galloway, scene of the Gallops 1 and 2. However Ron has been poring over his maps and took us to places further west than on previous versions. After singing on and meeting up with friends old and new we took some refreshment in the restaurant. A soup and a roll sufficed but I did see some crews having scones. A taste of what was to come?

Leading us away were Joe and Hazel Norman in their Porsche 911 which replaced the Quattro they had entered. Norman and Sue Hamer were out again in the lovely Riley Special that won car of the show at Dalemain last year. Richard & Sue Littlewood were in one of three Jaguar XK150s

The first part of the route took us via Longtown (the ultimate frontier town!) over the Border at Gretna and after a short run along the A75 we head towards the Solway coast and past the home of the first savings bank, although no one seemed to stop to make a deposit! Near Castle Douglas we stopped for afternoon tea and some very nice scones. ***The original scone was round and flat, usually the size of a medium size plate. It was made with unleavened oats and baked on a griddle.***

Fully refreshed we headed west via Laurieston Forest. A short diversion here did not seem to upset the mileage readings too much. We were pleased to have a couple of Morgans on the gallop this year with Peter and Anthea Grange in a 4/4 and Les and Jane Ellis in a Plus 8. It was interesting territory and makes me think that Galloway is one of the few areas in the UK where you could run a closed road stage rally. A simple run along the A75 took us to Stranraer and our base at the North West Castle Hotel. The hotel overlooks the former ferry base and there are large areas of the former lorry parks that would be ideal for an autsolo or special test but a bit too far from home! Hamish MacLeod and Irene Minto were in a Bentley Sports Special after their original Bentley declared itself not fit to attend. Ken and Glenys Rudkin have done all six Gallops in the 1976 MG B they have owned since new.

We all arrived in good time and there was a chance to view all the cars in the car park. Tony Lund and Margaret Polley were in an Austin A110, a rare beast these days while Richard and Sue Birtwistle were in a modern classic, a Mercedes SL500. Charles and Kit Graves had entered the Derby Bentley but came in the XK Roadster in a fetching shade of red. Having just completed the Flying

Scotsman in the Bentley perhaps a few more creature comforts were required! An excellent dinner was enjoyed at the hotel which was surprisingly busy with group bookings of golfers and castle watchers. The TR4A of Richard and Janie Brownson was going well as was the well rallied Porsche 911 of Roy and Christine Perkins.

It was new ground on Saturday as we awoke to a really pleasant day. The route set off north into the Rhins, certainly new to me. Deserted roads saw the natives standing at their doors to wave to the intrepid pioneer motorists! Loch Ryan looked great and a fitting background to the vintage Bentleys of Kirk and Alannah Rylands and Lawrence and Mary Wride.

Time was allowed here to visit the sleepy village of Portpatrick which allowed several photo opportunities with the Jaguar contingent taking advantage with the XK150 Coupe of Malcolm and Ruth Monkhouse and Andy and Gill Gibbs alongside Ron and Christine's similar car. A short run followed to the Logan Botanical Gardens for coffee and scone. ***British scones are often lightly sweetened, but may also be savoury. They frequently include raisins, currants, cheese or dates.***

The Gardens are certainly worth a further visit with many sub tropical special grown there thanks to the Gulf Stream. Several visitors to the gardens were also enjoying the display of cars with the Jenson Interceptor of Graham and Michelle Curtis getting much attention.

We then headed south to the Machars and the Mull of Galloway where we were able to climb the lighthouse and see the spectacular views over to the Isle of Man and waved to Ian and Peter who were performing there on the Max Classic. Ian may well have preferred to be with us in retrospect! We checked out the fog horn and the RSPB reserve in the sunshine before heading to the Gallie Craig Restaurant for lunch. Good food was available and some folk even indulged in another scone. ***There is the fruit scone or fruited scone, which contains currants, sultanas, peel and glace cherries, which is just like a plain round scone with the fruit kneaded into the dough.***

Heading north along the west coast of Luce Bay with it's brilliant sands. Neil & Sue Williams were in their more modern BMW due to problems with both their Fords and Eric and Mary Thompson had the hood down on their MG B on the Machars and along the east coast of the Bay to Port William and time to walk round the heritage fishing port and then into the Monreith Arms for tea and scones. ***Scones (from the Gaelic word "sgoon" and rhymed with "gone" not "bones") are a favourite in Scotland (and elsewhere).. They can form the basis of many varieties including sultana scones, treacle scones and jam scones***. The Jaguars gathered in a pack for another photo opportunity with the Redman's V12 E type looking particularly fine.

After that it was a simple run back to the hotel for another good evening meal and the presentation of awards. Many cars stopped to fill up outside Stranraer where The Renault Floride of Tim and Michelle Atty cause some bemusement amongst other customers when they opened the boot to

reach the filler and it was seen that they were carrying a spare engine! The awards went to: Les and Jane Ellis, Morgan +8, 2002; Norman and Susan Hamer, Riley Falcon Special, 1935; Ian and Chris Tomlinson, Triumph Italia (most desired car), 1962; Kirk and Alannah Rylands, Bentley 3/4.5, 1923 (good sport)

Sadly on Sunday we had a non starter as The Hamer's Riley was not feeling too well. It was slightly damp as we set off north on the A77 past the Cairnryan ferry ports where both Irish ferry companies are now based. Apparently it is some 40 minutes quicker from there than from Stranraer which is within sight. This was a nice flowing road with good views even if it was misty! The bulk of Ailsa Craig could still be seen, where all curling stones come from. We turned east at Lendalfoot on a road which was worse than some rally stages I've been on, indeed Ron kindly put the biggest pot holes in the road book! The coffee halt was at Blairquhan Castle, a stately home recently acquired by a Chinese family who had made their fortune from bottled water in China and were investing in the UK. We were able to tour the house before sitting down in the dining room to some delicious scones and coffee***. Scones were called Scones because of the Stone of Destiny, a stone upon which Scottish kings once sat when they were crowned in Scone in Perthshire.*** Again there were more photo opportunities in front of the castle with its "hanging tree". The interior of the house was used as the set of the film "The Queen" being a substitute for Balmoral.

We then headed south through the Carrick and Glentrool forests on very quiet roads which were great for driving pleasure. We did in fact pass some snow that was lower than the road level. Alec & Julie Clacher were motoring on in their Rover 200TC Alec was a successful racing driver in Minis and Imps in days past. There was a good turnout of 6 MGs with Bob and Jennifer Little in their Roadster, Clive and Penny Kennedy in their C Roadster Jim and Anne Crockett in their V8 GT. Lunch was a the Ken Bridge Hotel where we last visited four years ago and the carvery lunch was still excellent. There were no scones on the menu though!
Clive and Penny Kennedy in their C Roadster Jim and Anne Crockett in their V8 GT. Lunch was a the Ken Bridge Hotel where we last visited four years ago and the carvery lunch was still excellent. There were no scones on the menu though!

The final leg headed back east. Roger and Carola Frank did some autocrossing when exiting the hotel car park in their interesting Teal Bugatti. Robin Murray and Stuart Turnbull had left their wives at home this year and were enjoying Robin's Healey 3000. The A712 was another enjoyable road and then a run along the A75 which was fortunately free of Irish truckers. The final tea halt was at the Hetland Hall Hotel where we had tea and shortbread (What no scones?) Here we all said our good byes and headed in different direction for home. A really great event and a really big thanks to every

one to Ron and Christine. I am sure they had a lot of fun doing the route and checking out the quality of scone at each halt! A wonderful weekend, super roads, lovely cars and great company!

Graeme & Helen

Scone recipe

Ingredients:

8oz/250g or two cups of self raising flower (Or "all-purpose" flour with 3 teaspoons baking powder in North America)
1 oz/25g (¼ stick) of butter or margarine.
¼ pint (140ml or half to ¾ cup) sour cream
One beaten egg
Pinch of salt

Method:

Preheat the oven to 400F/200C/Gas Mark 6.
Sift the dry ingredients together and then rub in the butter. Pour in the sour cream and then the beaten egg in the centre of the mixture and mix to obtain a soft elastic dough. Turn out onto a floured surface and roll out to about ½ inch (1.2cm) thick. Prick over with a fork and cut into small rounds with a cutter about 1½ inches (3.8cm) in diameter. Bake in the preheated oven for 10-15 minutes.
Scones are delicious if served warm. Cut in two and spread with butter and/or jam (preserves) to add even more flavour and moisture.

Future Events

Cumbria Classic Weekend

August 17/18th

Entry forms for the Classic Show for vehicles , clubs and trade stands are now available on the website and are being sent to previous entrants

Entry forms for the Rose & Thistle Challenge will be sent out to past entrants shortly and will be on the website soon.

Contacts

Show Car entries:	John Graham	01228 534483
Show Trade entries:	David Agnew	01946 841455
Show Club entries:	Stuart Turnbull	01228 711276
Show Food Concessions:	Graeme Forrester	01900 825642
Rose & Thistle entries:	Ron Palmer	01228 757153

Lake District Classic Rally & Lake District Targa Rally

Sunday, July 7th

20 special tests
Compact route based on Penrith

In celebration of National Motorsport Week we are offering a Free Entry to the first three absolute novice crews to enter. Neither crew member must have competed in any rally previously. The £95 entry fee will be waived for the first three such entries received by post by the entries secretary. The entries can be for either event.

Lake District Hotels LIMITED

*www.**lakedistricthotels**.net*

RED MIST

no longer young but still angry!

I am lacking inspiration, direction and purpose and I am not sure what it is. Having recently had a change of career which at the moment isn't bringing the financial rewards or opportunities my psyche is used to after a lifetime of 9-5 ish drudgery, I am gradually re-inventing my lifestyle to embrace this enormous change.

It's about enjoying life, something we all strive for and then find we waste so much time trying to achieve it that life sort of ……passes us by in its pursuit.

I have been watching the recent BBC series, Motor Racing at the BBC (seems I am not the only one who lacks inspiration!) That Petrol Emotion (a sub title tacked on by someone who obviously thought it their one and only chance to get their fave indie bands name on telly!)

Whilst this dumbed down sketchy and often chronologically challenged series has its flaws, like all these BBC clips shows, it's a great outlet for the obscure. Those of us who have spent our lives soaking up motoring minutia can sit there and shout out the correct answers and berate the factual inconsistencies, just like the old days of watching F1 with Murray Walker.

But it did highlight the "live for today" nature of life back then, true of the similar music themed programmes that set the BBC down this cheap but fascinating route of programming. They both make a change from the modern idiom of factual programming, which is to fill a full hour but half of it is to recap every ten minutes what the previous ten minutes was about, this would even irritate an Alzheimer's suffer! (which it does, I asked him)

On one programme you have Jackie Stewart retiring before he found that tank of high octane with his name on it, the music one has Ringo Starr talking about opening a ladies hairdressing salon when the Beatles career would be over (he was working on 1966!)

A career in motor sport or music, certainly at the pointy end was unheard of or expected, now we have career paths for our younger generations, an expectation that if you do the homework and tick the right boxes that you will progress up the ladder.

Whilst I think such sources of help are great, neither is my attitude one of envy at their chances. It certainly should unearth more talent than leaving it to fate, I do feel it does negate one of the traits that can't be taught.

Talent is only part of the deal, they say you need to put the work in, but it's not as simple as that, you need a dogged passion, a single minded selfish desire that burns, a tenacity and a skin as thick as the underside of an old Volvo.

You can't teach that, I know, I certainly lacked it when it came to motorsport, I had a choice to make and financially it didn't make sense to me, conversely back then I was a fair to middling club athlete, I had the tenacity, the drive and the passion, but unfortunately I didn't have the talent, I over achieved, but a younger club mate had all the talent, he was a natural, but his passion was in having a middle class lifestyle and that was his passion, so he got the education and job to achieve that. A bigger passion for me was to have a family, that's what took preference over my musical, acting, writing, motorsport and athletic careers, and you know I have done really well at it.

But you get to a time in your life when things change, your passions change, my family is grown and yes there does seem to be a multi stranded bungee attached to the kids, but I am sure I have a knife somewhere in the garage in my underused tool set!

I have the advantage you see, my name wasn't Rindt, Cevert, Williamson, Birrel, Brise, Villeneuve, Hill, Bellof, Clark, Mclaren, Levegh, O;Dor, Ratzenberger, Schlessor, Senna, De Angelis, Lovell, Anderson, Bettega, Toivenen, Surtees, Warwick, Peterson, Pryce, Bandini…….

I achieved something most of these guys didn't, arthritis, I know I am a relative youngster (being 50 by the time you read this) but I am alive and bloody well happy to be. I have the opportunity to now have another career, or as is the fashion these days (like in Victorian times) to have a multi stranded career.

So at last I learn what the above all must have known all along, that you have to live life to the full, to the max, one day at a time, as if this is your last day, you could be run down by a bus (unlikely where I live) you could be struck by lightning (would rather take my chances with a bus!) you could drop down dead, etc etc etc.

Whether I am successful isn't the point either, it's the journey isn't it? I am sure each and every success from all our past heroes was a surprise to them; they didn't have a career path. Could it be I have lost that fear that was debilitating when I was younger, that fear of failure, that fear of giving up everything for a dream?

Because that's the price for success isn't it, you have to be single minded, and there we have the difference between me and the yoof, they may crave the trappings of success in their chosen career, me I just want the experience of doing it, it's where I belong, I did very well bluffing my way for over 30 years in a variety of normal jobs, I never once really knew what I was doing, I often couldn't understand where the promotions came from!

So now the financial imperative is taken out the equation (ah wit, I will use that line again sometime) I have the freedom to just enjoy life, the only fly in the ointment is the lack of motorsport opportunity (cash). That does need cash and this my friends is possibly the reason for my intended path. I am concentrating on an acting and writing path (stop giggling in the cheap seats). But have you noticed how many minor celebs get into the pit lane? Have you seen how many cars that chef James Martin has? The lad has taste, now I don't want the fame, I really love acting and writing, it's not a choice, it's like my music, it's a need.

But if I keep working at it, then that will diminish the talent factor, swing it my way, I can do the 90% perspiration bit, then someday I may get invited on some obscure TV programme to fiddle with cars, I don't care how rubbish it is, I can sit around and talk about cars all day (possibly why I am "resting"), in fact I do, I always swing the conversation around to cars, hmmmmm Goodwood passes, British GP, Top Gear….well it's a plan isn't it!....FFS!

Alan the Fowl mouthed Fox

Adverts:

Top quality oil: 5 Litre cans of Fuchs Silkolene 20/50 £14.95, Fuchs Titan 10/40 £15.95. Water Wetter to solve overheating problems £11.50 a bottle. Red Rotor Arms for many cars £6.00 each. Condensers £6.00.

Weber 40 carb jetted for race MG B. £180

Ring Graeme Forrester on 01900 825642

Barn storage: I space available, ring Graeme on 01900 825642

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Lake District Classic and Targa.

Our Premier Rally grew out of the Caper and Canter which had been in existence for some years. It has changed and evolved to account for changing trends in club rallying and the availability of roads and venues. I believe that as far as Wigton Motor Club is concerned we are moving in the right direction to accommodate current needs.

It is true to say that many of our rallying members are with us not because they live in our area but because we have made membership conditional to take part in our events. Many of our past hard core local rallyists have moved on to other disciplines or graduated to forest or more distant historic events. Last year's LDC entry list contained 7 Cumbrian crews, with very few of these from north Cumbria, the other 41 coming from well outside Cumbria. The Solway last year may have had a dozen local crews within the total entry.

It could be said that our people are involved in organising and marshalling the LDC but that is only true to a certain extent the truth being that we are no longer a rally based club. We do have many enthusiasts who will get involved on the day with good skills but little rally experience. We frequently hark back to the days when we ran 10 rallies a year with 80 entries guaranteed but those days are gone and we have changed. We can gather 80 crews for a one day tour and that is a sign of one trend. We can look at the Solway which has grown from nowhere but may possibly have diluted the resource the club has to promote events and at the AGM it was mentioned that we are approaching saturation point for running events.

There is no doubt that if we wished we have the talent to organise an event which could count at a national in terms of knowledge and the territory available to us but harnessing that talent would detract from other of our popular events and is not therefore a viable prospect.

However turning to what we have in the LDC is an established event which draws in 40 plus entries and has an established reputation for accuracy and being run by active competitors who are capable of giving the entrants what they want.

We cannot please all of the people all of the time but do the best we can. If you run a 4 litre unicycle and we don't have a class for you that's unfortunate but we try to accommodate as many as possible. It is early days yet but entries are coming in for both the Historic and the Targa and other events in NESCRO this year have attracted good entries so here's hoping.

This is not an epitaph but a call to arms – we need someone with an interest in rallies to join David Agnew in taking the LDC forward. We have an event which is now a rally in its simplest form, a series of tests where drivers follow a route round cones, minimal navigation no road timing and its all painting by numbers with no trickery, which should never have a part in any serious event.

So what is needed is a volunteer to get involved in the organising of the LDC within the existing team led by David Agnew. Because of the format the event is a simple one to organise and really needs minimal experience of competing as you will have the necessary help and guidance. You will need to have a certain amount of available time spread over some months prior to the event and the ability to correspond by e-mail. If you have competed in the past and would like to put something back into the sport you will find this very rewarding.

Applications and expressions of interest please to David Agnew 01946 841455 davidwagnew@aol.com or Ron Palmer 01228 575153 ron-palmer777@hotmail.com

Ron

Rally Torque

News from Road & Stage

Berwick Sporting Trial, May 4th- 5th, 2013.

With the Cortina on the trailer and our good ladies (and *anaesthetising* gin barrel) loaded into the Galaxy, we headed North East for our annual week in Northumberland and the Borders. The Cortina had undergone a major LSD rebuild since the Devil's but otherwise it was just the standard pre rally checks and servicing.

Stuart Bankier and his Berwick team had attracted a full entry of 50+ cars for this year's rally and we were looking forward to a day and a half of competitive motoring using some of the best roads and tests around. The rally ran under both a Historic and a Targa permit and provided a good opportunity for historics and moderns to compete on parallel events. The menu included 24 tests and three regularities spread across the event.

The entry list was impressive with 2012 winner Dougie Humphrey at 1 in his Cooper S; Paul Singsby/ Michael Fox, MGB works replica, at 7; Charles Graves/Ron Palmer, Sunbeam Tiger, at 8; Peter Birtles/ Richard Goodacre, Volvo Amazon, at 9; Tot & Maureen Dixon, Cooper S, at 11; Dave and myself at 12, Tom Hall and Bob Hargreaves, 1300+ Wolseley Hornet, at 14; Dave Agnew/Graeme Mactavish, Porsche 911, at 15; Nigel Cardale/Peter Littlefield, Anglia 1500, at 16; David Alexander/Mark Humphries, Viva, at 17; Ernest Calvert/Bryan Smith, MGB works replica, at 18; Jim Hendry/Graeme Couser, TR2, at 19; and, with Wigton members/podium contenders bunched together along with some other quick historic crews it was going to be very competitive. But, lurking further down the running order was eventual winner Ross Butterworth/Ali Proctor, Mexico, at 31; Raymond Rollo/Richard Welsh, superb Mk1 Capri 3 litre, at 26; KLMC newcomers to historic rallying Paul Brereton/Maurice Elison, RS2000 Mk1, at 27; John Bertram/Andy Fish, Mk11 Escort (very quick post-Historic), at 35; and running at 43 in the Targa event Dave Charlson/ Paul Taylor in the quick enduro Rover.

Scrutineering and signing on was held in Tweedmouth Service Sation at Berwick and although scrutineering was a bit slow, the Road Book when received was clear and there was ample time for plotting. Cars started at 2 minute intervals on Saturday and we were quickly on our way to the start of Regularity 1. Thankfully the organisers had positioned the Regularity right at the start of the event so that once it was over we could concentrate on the tests. While waiting for our minute at the RSC we had a chat with a young family from a neighbouring property who had come out to spectate fortified with warming glasses of red wine. Route instructions were relatively straightforward and we could anticipate a couple of ITCs and some speed changes. Marshals were out in good number and with the variety of cars competing they were obviously enjoying the spectacle. We made sure we thanked them for their efforts on what became quite a chilly evening (clear sunny skies and an increasingly lazy wind – that's the one that lives in the North East and goes through you rather than around you!).

About 1.5 miles into the Reg we overshot a tricky junction but realised almost immediately and turned around, reversed the trip while returning to the junction then reset the trip and pressed on until we got back on our minute. It was a bit of a wake up call for us both especially as we'd used the road on some previous events and I was looking for the junction (!). I understand other crews overshot but were slower to realise and lost a lot of time. Back on our minute, we were also quickly back in the groove and completed the Reg without further alarms. Tom/Bob Hargreaves dropped 15s (decided to give the rest of us a chance!), Nigel Cardale and John Bertram dropped 11s, Charles & Ron dropped 10s, Dougie Humphrey dropped 9s, Jim Hendry/Graeme Crouser dropped 7s, Ross/Ali dropped 6s and we dropped ….4s, hooray! Seriously though, with a good run through the regularity you can enjoy attacking the tests and look forward to a decent nights sleep before starting Day 2.

Test 1 followed quickly with a run through the "Silage Clamp". For Berwick regulars this is a test that has been used in the past and we knew it could be very slippery in the clamp. An uphill start on loose gravel followed by a long run to the clamp via a quick chicane then dive 90 right and down a ramp into the clamp (a large, smooth surfaced, square area usually lightly covered with a smear of *sh1t* – "O" level chemistry formula). There was a cone in each of the four corners and the route went around the outside of each cone before going back up the ramp, 90 left and away back downhill through the chicane to the finish – stopping astride was to prove challenging for some crews! Ross dropped 1m.02s, we tied with Tot and Dave Charlson on 1.07, Tom Hall and Jim Hendry on 1.09, Dougie H on 1.09, David Agnew and Ernest Calvert on 1.11, David Alexander on 1.19 and newcomer Paul Brereton on 1.21. Times were close, everyone was trying and Ross was beginning to show his speed.

Tests 2 & 3 comprised two runs through the farm at East Horton. This is a long test with a mixture of gravel and concrete surfaces and a variety of buildings to dive around and concrete ramps to dive over (with some resounding crashes on landing for those with low sump guards!). Dave was apparently looking after his tyres because for part of this test we progressed Russ Swift style on two wheels – afterwards, having hung above him inside the car waiting for it to come back down onto four wheels, I suggested that having accomplished this feat of daring do I said that I was duly impressed but that there was no need to do it again. Unconvinced by my complementary comments, he had another go Sunday but I'm now hopeful he's got it out of his system; otherwise, we'll be doing the rest of the series on a motorcycle or I'll be using a sailing trapeze on the near side so that I can slide out of my window and lean far out over the side of the car while we tack around the cones on two wheels! Anything under 2 minutes was going to be quick on these two tests: Ross made us all look slow with 1m32s/1.29, Tom Hall 1.38/1.37, Dougie H on 1.40/1.37, we had 1.45/1.42, Dave Agnew 1.49/1.42, Tot on 1.53/1.33, Jim Hendry on 2.01/1.45 and Paul Brereton, now getting the hang of historics, on 2.19/1.50. Bertram (post historic) clocked 1.35/1.34 and Charlson (Targa) 1.39/1.34.

A short run across to Wooler took us to test 4 at Middleton North farm. This was a big farm yard with concrete surfaces, silage clamps, ramps up and down and not a lot of grip. Sitting in the queue watching the earlier crews tackle this test it was abundantly obvious that "everybody" seemed to be trying very hard. Trevor Barnes, a regular at Berwick, drives a early 60's Rover 2000 and normally goes quickly but this year he really had the bit between his teeth and recorded a 0.59 on this test – sadly, his rally ended early Sunday afternoon when the front end of his Rover connected with a stationery agricultural implement – ouch! Times were close with Tot, Ross and John Bertram on 0.55s; Dave Charlson on 0.57; Dougie on 0.59; we took 1.00; Dave Agnew 1.05; Charles/Ron on 1.10; and Paul Brereton on 1.15.

Then it was back to the Silage clamp and East Horton both run in the reverse direction for tests 5 & 6. Both tests were long and quick. Sitting in the start queues for these tests isn't a problem when you're close to the V8 rumble of Charles' Sunbeam Tiger especially when he blips the throttle and it rips up the rev range – lots of *oohs* and *ahhs* and suggestions for V8s to be added to our Christmas lists. Quickest time through the test was 0.51s – shared by Dougie, Tot, ourselves, Tom Hall, Ross, John Bertram, with Charlson on 0.52, Dave Agnew on 0.53 and Charles/Ron on 0.56. It was tight at the top but the longer tests to come would see the time gaps open up.

Next we took on East Horton farm but from the west. A long and gravel uphill from the start, onto a tight concrete section, then the long gravel road between the two main farm complexes and back onto concrete through the buildings. Ross and J Bertram shared quickest on 1.40; we took 1.46; Tom Hall/ Bob H on 1.47; Daves Agnew and Charlson on 1.50 Birtles/ Goodacre in the Volvo began to make their move on 1.49 while Dougie and Tot wrong tested and took test maximums of 2.30.

Although the early cars managed two runs at tests 7 & 8 (same test run twice) progress through the tests was slow and with darkness closing in and some PR sensitivities in the area the organisers took the difficult but correct decision to cancel these tests. Anyway, with 9pm on the clock for the early

crews and with 6 good tests plus a regularity, completed most crews smiled and headed for chips, beer and bed. Ross took the overnight lead on 07.35; Tom Hall on 08.12; we had 08.15; Dougie on 08.56; Charles/Ron on 09.37; Birtles/Goodacre on 09.38; Tot/Maureen on 10.46; Dave Agnew on 11.01; Paul Brereton on 11.02; David Alexander on 12.12; John Bertram led the post historics on 07.51; and Dave Charleson led the Targa on 08.28.

Early Sunday morning and most navigators were up and busily plotting Sunday's route (two regularities and 16 tests between Berwick and Dunbar) before setting out for the start. Crews reassembled on the quayside at Berwick for the start and had time to compare notes about Saturday's experiences and debate the challenges ahead. Unfortunately, Charles' Tiger was sat on its trailer on the quayside and although the crew had finished Saturday's part of the event an early morning check of the car had revealed front suspension and under-body damage which was sufficient to take them out of the event – probably the consequences of a heavy landing or two on Saturday's tests. A disappointment for the crew and a loss to the event especially as Saturday's result had put them in a great position to challenge the leaders on Sunday.

Sunday was to be a day of quick fire tests, starting simply and getting longer and more challenging as we went North into Scotland. Reg 2 used the quick gravel roads in the woodland at Lochouses and included an ITC and a passage check. We had to reverse when I miscalled the penultimate junction whilst trying to read my speed tables. Newcomers Brereton/Ellison cleaned it (well done); Ross dropped 01; Tom Hall/Bob H and Birtles/Goodacre dropped 02; Daves Agnew and Alexander dropped 03; we dropped 04; Dougie dropped 06; Jim Hendry/ Graeme Couser dropped an uncharacteristic 0.58 which was going to drop them down the results. J Bertram was on 02 and Dave Charlson on 09.

A short road section took us to Reg 3 which started on the public road went onto gravel in a private estate returned to the public roads and then went onto gravel through a huge farm and across the gravel farm roads to the finish. The instructions consisted of simple written directions rather like a "jogularity" but without the cumulative and interval mileages. Bit worrying before you start but it fell into place and it was very competitive. Ross/Ali on 06s; Hendry/Couser rescuing them selves on 08s; Dougie on 09s; we tied with Tot and Bob on 12s; while Dave Agnew, Paul Brereton and David Alexander had varyingly bad days on 32s, 36s and 51s respectively.

Lunch was taken in the village hall at Stenton, wounds were licked and crews fortified themselves for the 9 tests in the afternoon. This series of tests comprised big farms and industrial sites with varying surfaces and enough space for the bigger cars to get the tail out. The last test, overlooking the entrance to the Firth of Forth, looked like a derelict MoD observation post (all very 007ish). It was to cause problems for many crews, including a mistake for us *on the last test of the event* – aargh! Fortunately, it didn't alter our O/A position and I was able to substitute a pint for the suicide pill.

Despite some anxieties at lunchtime, Ross continued to push on and opened the gap to the rest of the field. 1st O/A went to Ross/Ali on 22m.36s; 2nd Tom Hall/Bob Hargreaves on 24.11; 3rd Dougie H on 24.31; 4th Dave Marsden/ Mike Garstang on 25.12; 5th Birtles/ Goodacre on 26.12; 6th Hendry/ Coser on 26.45; 7th Cardale/Littlefield on 27.05; 8th Guthrie/Miller on 27.19; 9th Tot/Maureen Dixon on 28.06; 10th Dave Agnew/Graeme Mactavish on 28.36. Brereton/Ellison went well as the event progressed to record 31.37 and 17th and David Alexander pedalled the little Viva to 18th on 31.34. The post historics went to Bertram/Fish on 23.51 and Dave Charlson took the Targa with 24.25.

Crews settled down to a superb carvery at the White Heather Golf Club while results were processed and as the adrenalin drained away it was replaced with suitable quantities of alcohol. Awards were presented promptly and rounded off with the good news that another "BERWICK" is planned for 2014. Ross Butterworth and Ali Proctor took a convincing and well deserved victory. Ross observed that it was his first outright win after trying for 7 years – well, it was a memorable event on which to

take that maiden victory.

As usual, we took up residence near Wooler for the remainder of the week and enjoyed a few leisurely days of sight seeing, relaxation, good company and excellent food and wine. I was let out for a day's trout fishing and had a splendid day deep in the Northumberland countryside … and two nice trout to show for it.

Next? Well, for Ruth and I, it's the Rallye Fougeres in France for vintage sporting cars then the Clubmans' Barbon in June in the "S" before returning to rallying with Dave on the Lake District Classic. Hope to see you out and about.

Mike Garstang.

Marshal's Post

We are delighted to announce that **Neal and Eileen Horsfall** and joining the committee to take on the role of chief Marshals. As well and competing on a variety of events they regularly marshal on all types of event.

We have our annual visit to M Sport coming up on June 11thand that is limited to 15 people. If you would like to go please contact David Agnew ASAP: 01946 841455.

Motorsport needs more organisers and marshals than competitors in many cases and we are really pushing the "Volunteers in Motorsport" theme of "Go Motorsport". You could help once a year to run an event or marshal or you can get really involved in running the main events. As Ron mentions in his column we need new blood the keep the LDC going but whether it is a pub run, an autotest, a sprint or a rally why not get involved. It can be frustrating at times but in the main it is very satisfying after a good event and all the competitors have had a good day.

We are always looking for **new venues for events.** Grass fields for autotests or trials, areas of tarmac or concrete for autotests or special tests for historic events, private roads or car parks etc. In particular we need venues around Carlisle and Wigton.

Website Forum

Can we remind members of the forum rules? The main one being that you register under your own name so we know who you are. \There are two reasons for this. One is to ensure you are a current member and secondly if you post under your name you are unlikely to post anything inflammatory or unsuitable that people seem happy to do under a nom de plume .

Inside the Industry

Paul Gilligan keeps us up to date

April Sales

The UK car industry recorded a whopping increase in April of almost 15% over April last year. In trouble Peugeot were over 8% up year to date, brother Citroen over 15% up. Vauxhall having gone back to big discount fleet business are almost 17% up. Audi continue to trounce BMW, now they have sold almost 25% more cars so far this year, but I have to wonder if BM will take this lying down for much longer?

Thanks to the UK European car sales in April were above the same month last year for the first time for a long time. Without the UK Europe still lags badly with no sign of the bottom to the downward graph yet.

In spite of this rosy picture most dealers I talk to are not too happy. One exception os the Land Rover dealers who are having a great time. Jaguar dealers, in spite of a 25% increase in registrations are not seeing black ink on the bottom line. The arrival of F Type will help, although most think this wonderful car over-priced however good it is.

Volume dealers are selling mainly small cars at very thin margins, and the new car deals make similar cars under 2 years old difficult to sell. For example a new Fiat 500 is available for £119 deposit, and £119 per month finance payment. A year old one is over £200 a month. At the other end of the market a Jaguar XJ is £56000. However about 10% discount is available = £50500. If you take Jaguar Finance on a Personal Contract Purchase Plan they will GIVE you another £9000 towards your finance deposit, so the £56000 XJ is £41500. This enables people to drive a £56000 Jag for 3 years for about £20000! No wonder dealers can't sell their ex demo cars!

Mercedes Sharpen The Knife

My regular reader may remember that I reported last month that Mercedes had reduced discounts having been warned by Glass's Guide that their pursuit of volume was harming residual values. As I said sales slowed dramatically. Manufacturers can do without sales for just about as long as a human can do without oxygen, and sure enough, May 7th, Mercedes discounts were increased to at least previous levels.

US Sales On Fire

The US seems to be boom or bust. Only a few years ago GM and Chrysler were in fact bankrupt, and Ford escaped that by a small margin thanks to brilliant management by their (then) new CEO Alan McNullay. Now US sales are well up and the domestic manufacturers (having perhaps learnt some expensive lessons) are the main winners. Against last year GM are up 23%, Ford 18%, Chrysler 11%. Toyota down 1%, VW down 10%

The US market is forecast to be around 15.3 million new cars (and pick ups) this year when UK will be about 2.1M and Western Europe about 12M, so the US is still were it counts.

VW Ambitions Have No Bounds

I've mentioned before that VW are determined to be the World Number One. A small part of that big jigsaw is Skoda. They have been given by VW Group a "small" objective i.e. to achieve a 50% increase in global sales in 3 years. A new SUV, larger than the Yetis is part of this plan, but perhaps more important anew plant in China will increase capacity there to 500,000 cars a year, and Skoda are also looking to big volume gains in Russia, where it already sells over 100,000 cars a year, far more than the UK already.

Even BMW Feels The Pain

BMW reported a drop in first quarter 2013 profits, but only down 3% to £1.1BN. The drop in European sales is hurting but sales elsewhere, US and China in particular, cushioned the blow.

GM Europe Pleased – Losses Down to $200M For Q1 2013

It's an amazing world when GM can be "pleased" to announce that their European operations have lost "only" $200M in the first quarter of 2013, a vast improvement on a loss of $300M last year. So they now only need to reduce losses by a bit over $2M a DAY to break even?

Car Sales In Africa

Last month I wrote about the enormous growth in car sales in India. Now I've decided to loom at Africa. An equally enormous continent, and very much the sleeping giant. Last year Africa bought about 1.7M vehicles, less than the UK. Toyota were number one with 14% share of the market. Toyota have only 4.5% share of the UK market. For me two reasons for Toyota's dominance in Africa – first the Hilux pick up is simply the best, second those Safari Rally wins aren't ever forgotten.

In some markets the figures are by European standards tiny, only around 12500 cars and pick ups were sold in Kenya last year. However Kenyans make cars last a long time, cheap cars are imported, and the number of cars and commercial vehicles on Kenyan "roads" has grown enormously in the past 30 years. I use the "roads" term advisedly having been there, but when I went on the Safari in 1982 there were not 10% of the current number of vehicles, a good reason why we will never see it's like again.

I remember well standing at a service point on the foothills of Mount Kenya early on Easter Sunday morning watching a works Nissan (Jayant Shah) and a works Opel (Rauno Aaltonen) racing downhill on tarmac into a 45 right then 90 right onto the loose. Rauno was in front, overshot the junction, didn't want to eat dust for 30ks, big handbrake, big charge through the bush, big jump, LANDED in front of an unimpressed Janty.

A friend who was with me who has a great sense of the history of our sport said when they were racing downhill on the tarmac "The Mille Miglia is alive and well, and living in East Africa!"

Sadly no longer.

Sorry, off subject, beats talking about sales figures!

The Industry In 2033

I'm much flattered that Stuart Turner apparently reads this rubbish every month, and when he was with us for our Stoneybeck evening recently passed me an article from The Economist forecasting the motor industry in 2033, 20 years on.

Too long to reproduce in full but key points are:

Toyota takes over Honda

VW merges with Tata to become world number one

Fiat-Chrysler merges with Suzuki and India's Maruti

IBM buys Ford

GM Europe merges with Peugeot/Citroen

Enormous discoveries of shale gas worldwide make gas the most popular automotive fuel

Driverless cars on the increase, in some major cities compulsory to cut accidents and congestion

Sadly the Economist neglects to mention motor sport at all!

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Recent additions to the Dubai police fleet!

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

Tyres! As far as I can see it's verging on foul language. In Formula 1 the soft compound rubber chews more easily than Wrigley's Spearmint Gum, while the BTCC events at Thruxton became a total lottery when in two of the three races the leader was forced to give up because their near-side front exploded due to the track being too abrasive and putting high loading on that wheel due to the number of fast right handers.

Formula 1 qualifying three has now become so farcical that quite a few of the cars don't even venture on to the track, they actually seem quite content in a lot of cases to fail to make the cut after qualifying two so they can choose which rubber to use, and not have to start the race with something resembling a "Pontefract Cake" to drive on for three laps or so before it's totally useless. Now these wear rates are bad enough but apparently the chunks of rubber being hurled off these so called tyres are so big that if a car moves off the racing line to overtake then thanks to all this debris the circuit does a pretty good impression of a rough Scottish forest stage when you're running at number 120. The hot tyres pick up all the rubbish, other chunks get stuck in the wings, ruining the aerodynamics and the radiators can block up causing cooling problems. Finally even the drivers have to suffer with great black lumps smacking into their hands and visors as they drive along the track. It all seems even more ridiculous when we keep hearing how miniscule the adjustments are on wings, camber, brake balance etc. and how one degree can substantially alter performance, being blasted by liquorice allsorts presumably has an even greater effect.

Tyres have always been a bit if a bête-noir for me personally. From the word go I was always striving for the right type. Apparently my Cortinas were virtually useless without the legendary SPR3's and when I'd got to Minis you might as well have stayed at home if you were without Goodyear rally specials that is of course until Yokohama appeared with asymmetric soft compound stuff and all those truly in the know put their Goodyears in the nearest skip. Now I certainly wasn't a budding superstar come to think of it not anyone with talent, but I went along with the crowd, spent my money, and felt, well you've probably guessed, no difference whatsoever.

I suppose I must be getting moribund but as long as it's round, black, isn't made to put on Estonian tractor trailers and wears well then I'm OK with it. I've just been pricing some new ones for the road car and they are coming out at close on £150 each which must mean I'm really old as I seem to remember "Sammy 1 " the Cortina GT rally car FSM 228D cost £145 then another £100 or so to get to it's first rally start – ouch!

Changing the subject, I was sad to see that a driver in a Mini Cooper S was killed while competing at Donington recently. It does make you think, one of the reasons I stopped was I was once standing in scrutineering for a forest event and as usual people were milling around looking at the cars. I was really proud of the "S" and two elderly fans were taking a keen interest. I heard one say to the other how smart it was and then add but I wouldn't want a big accident in it. I think the rot set in at that point because I knew he was right, and it wasn't long til I decided to call it a day.

Ends

AA

What's On

WMC events and other events of interest

May

27th	YMC	Teesside Sprint (BSCBSC round 3)
31st	BDMC	Jim Clark Memorial Rally

June

1/2	BARC	Harewood Hill Club
5th	**WMC**	**Pub Run by Jim O'Neill**
12th	**WMC**	**Autotest**
15th	KLMC	Barbon Hillclimb (BSCBSC round 3)
15/16	MGCC	MG Live! at Silverstone
29th	RSAC	Scottish Rally
30th	MSA	British Grand Prix

July

3rd	**WMC**	**Pub Run**
7th	**WMC**	**Lake District Classic and Targa Rallies**
14th	**MG Cu**	**Classic Tour of Cumbria**
14th	WCMSC	Greystoke Stages
21st	**WMC**	**Branthwaite Autotest.**

Visit the website for all the latest news
Forum Log in: wigtonmc. Password: marshals
Please only phone club officials between 19.00 and 21.00 in the evening.