

***Wigton Motor Club Ltd***

# ***Start Line***

**Issue: 08/13**

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

**August 2013**

## **Fantastic LDC & Targa**



**The 2013 Lake District Classic Rally was won by John & Abi Ruddock in their Mark 1 Escort. The Targa Rally was won by the Corsa of Jon Hill and Michael Pears.**

**The rally took place with a very compact route in fine weather. There were two regularities over private land using the same route but with different speeds for the sections.**

**The event was well manned so a big thank you to all the marshals!**

***The Year of the Volunteer***

# Diary

Club events over the next month or so

## August Pub Run

Wednesday, August 7th

Starts at Armathwaite Hall and finishes with a BBQ!

£8.50 per head

Entries in advance please to

Charles Graves on 01768 776551 charles.graves@armathwaite-hall.com

## Cumbria Classic Weekend

August 17th/18th

Our biggest public event

Don't miss it!

## WIGTON MOTOR CLUB LTD

### Officials

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<b>Vice Pres.</b>	Stan Glaister, Ron Palmer & David Turnbull,		
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# Talking Point

## Topical comment from the world of motoring

You know what they say about statistics, but that could equally be applied to press releases which increasingly seem to verge into fantasy and fiction rather than fact. A few weeks ago there was the Whitehaven Festival, an excellent and enjoyable event by all accounts, but the organisers PRs said it would be attended by 200,000 people! Even halving that for the two days is a lot of folk, similar to the attendance at the British GP or Glastonbury! Over 250 loos would be needed and over 100 acres of car parking while the A595 and A66 would be blocked back as far as Penrith!

I get lots of PRs re motorsport and they also are exaggerated to the point of fiction. It seems every young karter, or racer, needs regular PRs and a website to tell the world that he is the next Lewis Hamilton. The ones I like are the ones that explain away "failure to win". There was one a few months ago that was headed "B\*\*\* robbed of victory" where a very capable rally driver had been leading an event but had a off on the last stage and lost the win. The PR of course never said it was the driver's human error so who in fact the "robber" was who "stole" his win was I do not know!

Someone who obviously has too much time on his hands told me that in a recent Motor Sport News the words "ace" and "star" were used over fifty times, not necessarily by the staff writers, but in all the PRs about "stars" and "aces" that the motoring weeklies fill space with. The fact that reader will have never heard of them is apparently not important. Doting dad syndrome I think it's called! Presumably if you make the figures so large, or the claims to fame so outrageous then, like the Whitehaven Festival, the medial will use it. The truth does not come into it.

I've often wonder about writing my own PR and see how many times it would get published. I can justifiably claim to be Blindcrake's ace racing driver (the fact that I am the only one need not be mentioned!) In a recent race at Silverstone I beat 23 other cars - sounds good so I don't need to mention the 21 cars that finished in front of me!

It may make you smile but there is a rally driver whose dad puts out the most glowing PR about the lad's prowess by using similarly selective information. Gaining "maximum class championship points", is easy if you are the only registered contender entered! The fact that he came third last in the rally is not mentioned of course.

Mind you even at the highest level you get some real howlers. Prior to the British Grand Prix the Caterham F1 team put out a PR that said "ongoing developments will mean that the team hope to add a second to their lap times at Silverstone." Are they actually trying to go slower?

Lies, dam lies and press releases; I rest my case!

GTF



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

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## Club Championship

Scores including the July grass autotest (full report in the next issue). So far 97 members have scored points.

Name	Dec AT	Dec AS	May GAT	Ma-yAS	June GAT	LD C	LDTa r	July GAT	Total
Willie Jarman		25	25	24	24		23		121
Angela Jones		21	23	16	22		23		105
Robert Iveson	16		19	22	19			25	101
Eileen Horsfall			13	12	18	20		16	79
Steve Fishwick			15	20	25			17	77
Edwin Cook		24	24					22	70
Neal Horsfall	20			23		20			63
Jack Palmer		17	21					19	57
Brian Iveson			18		16			21	55
Archie Simmonds	24			25					49
Tom Hall	25							23	48
Brian Graham	23		22						45
Andrew Graham	21							24	45
Ron Palmer				15	15			15	45
Dave Agnew	19			21					40
Steve Palmer			20					18	38
M Graham		19		19					38
Stuart Turnbull	18			18					36
Chris Hunter			10		23				33
Alan Smith					20			13	33
Chris MacNicholl			17	13					30
Charles Graves	17							12	29
S. Douglas					13			14	27
Jon Hill							25		25
Michaeil Pears							25		25
John Ruddock						25			25
Aby Ruddock						25			25

## Club Clothing

**We now have an online shop where the growing rage of clothes can be bought on line. The address is [www.WigtonMC.stitchandprintstore.co.uk](http://www.WigtonMC.stitchandprintstore.co.uk). There will be a link on the website soon. Currently there are gents and ladies polo shirts, hoodies and waterproof jackets. Just what you need to be seen in!**



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

# PG Tips

This month – huge disappointment in Bulgaria. Snotty is still not broken, the Alfa Romeo still works and other car ramblings.

So, to start - Bulgaria....we had a great holiday in Graeme's place over there but where were all the old East European cars? All gone apparently. I was hoping to see a collection of such gems as Moskvich, Vaz, Gaz, Skoda and FSO however they are now few and far between. The best I managed was to see a Zaporozhets in a garage on the side of the road but it looked like a polished classic. I actually saw more Rovers than communist era cars and that made me quite sad! I guess if I travelled in land to the backwaters I would probably find more, but on a one week holiday with 2 young children and my wife searching out old cars was not a priority – or should I say it was not their priority! Trudy did drive the hire car we booked though because I forgot my licence...I say drive but I actually mean steer and press the peddles whilst I changed gear! It actually worked surprisingly well except when I forgot to change up a couple of times whilst looking at bikini clad....sorry.....interesting cars- at the side of the road. It can't have been easy for her never having driven a left hand drive car before and in a country where driving standards are what you would describe as patchy. Apparently if you own a black Mercedes, Audi or BMW you have a permit to drive down the middle of a 2 way road, pull out at will into traffic and overtake on blind bends. It's not that long ago when you could buy a driving licence over there thus circumventing any kind of skill test and it seems many people did this – either that or pay someone else to take the test for them which is also commonplace according to someone over there that I spoke to.

Snotty is still working – currently in having some new kingpins fitted.....being unable to drive in a straight line at more than 30mph is a big hindrance, particularly if you want to do motorsport and go as fast as you can. The trip to Barbon without a trailer has now made me re-think my no trailer policy because it's not that comfortable and if the incident at Barbon had been any heavier I would have been coming home on a recovery truck so I think it's time to fit a tow bar to the Alfa – which is incidentally also still working. The air con is not though and in our current Mediterranean climate it's a bit uncomfortable when you're stuck to the leather seats vainly trying to keep cool by driving as fast as you can with the windows open. Sadly it's nothing as simple as a re-gas because one of the pipes has a hole in it, on the plus side it doesn't appear to need a new compressor so it's not as bad as it could have been.

At the moment I'm reading Bernie Ecclestone's biography which is rather good and extremely revealing. It's amazing how he managed to completely monopolise F1 from nowhere. He had his own F1 team and because he agreed to negotiate on behalf of other teams to secure a better financial deal from the circuits they raced at, he slowly but surely took over the lot and if the book is to be believed (and it seems well researched) Bernie made most of the decisions, or influenced them in relation to rules and regulations that should have been down to the FIA. I haven't finished it yet so I'm not sure what the current state of play with F1 is, but if it's as it was back in the 1990s then there is a lot of underhand dealing and unfairness inherent in the sport. The book is called No Angel – The Secret Life of Bernie Ecclestone by Tom Bower.

I haven't seen much of F1 this year so far but it looks to have been a fairly exciting season so far, what with exploding tyres and accidents. It would help if all the races were on proper television, but as I know from reading the book about Bernie; Bernie owns the TV rights and he is out for maximum cash from anyone and everyone so Sky TV will win every time over the BBC. It's a shame the WRC didn't have a Bernie to promote it – apparently at one time they tried to get him involved but he was not remotely interested, which is a shame because rallying is in desperate need of some kind of boost. The public interest would be there if it was properly organized and promoted so the public could identify with the teams and drivers. In the old Group B days the crowds were huge and press interest was high because there was excitement, rivalry, diversity of vehicles and some real excitement. I don't deny that the cars are very fast, but it just seems a bit clinical and lacking in excitement – some of which is down to the TV coverage (and lack of it).

Peter

# *Brockbanks Solicitors Cross Border Speed Championship*

Nation	Round	Club	Venue	Date	Day	
S	1	EACC	Kames	Completed		
E	2	York	Teesside	Completed		
E	3	KLMC	Barbon	Completed		
S	4	MSCC	Forrestburn	Completed		
E	5	Chester	Three Sisters	Aug 4th	Sun	
W	6	MGCC	Anglesey	Aug 31st	Sat	Regs available
W	7	MGCC	Anglesey	Sept 1st	Sun	Regs available
E	8	BARC	Harewood	Sept 22nd	Sun	Regs available
S	9	WMC	Kames	Oct 6 <sup>th</sup>	Sun	

## 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.

Roland Proudlock	of	Dumfries	Ryan Pickering	of	Hants
Andy Pullan	of	Otley	Stephen Perry	of	Windermere
Andrew Shelley	of	London	Trevor Barnes	of	Stroud
Dave Lauder	of	Perth.			

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

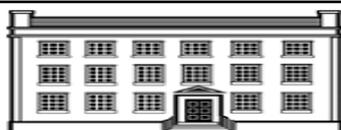
## Classic Show Marshalling

Many thanks to those who have already volunteered to marshal. We do need help from around midday on the Friday to set up the field. If you can come please let me know.

Marshalling on the Sunday involves getting the cars in position between 09.30 and 11.00 and then at 13.00 give out your class's certificates and then at 15.00 getting your class winners into the arena. Then later in the day we have to clear the field. As always many hands make light work.

If you can marshal please contact Graeme Forrester on 01900 825642 or email [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

We also need **competition cars** for the club stand - please contact David Wiggins on: 016973 49488 [michellewiggins137@btinternet.com](mailto:michellewiggins137@btinternet.com). Please not you just can't turn up as all cars coming in the gate need a windscreen card.



**Brockbanks  
Solicitors**

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

# 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 have being sent to previous entrants

Entry forms for the **Rose & Thistle Challenge** have been sent out to past entrants shortly and are on the website

## 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

Please note that there will be no late entries to the show this year under any circumstances so please ensure that you enter by the 3rd of August!

Only cars with an admission card clearly visible on the windscreen will be admitted. All other will be turned away!

## Membership News

- Enrol a new member in the club and win the chance of free membership for 2014! Using one of our membership forms and add your name at the top as an introducer and in December all such forms go in the hat for two free memberships for 2014. The more people you enrol then the more chance you have. Forms are on the website.
- Anyone joining the Club at the Classic & Motorsport Show in August or after, will get membership until December 2014.
- If you take out insurance with Hagerty they will pay for your next year's renewal.
- Several members have reported getting improved quotes from Hagerty for their classic insurance.
- Membership secretary Liz O'Neill is currently on holiday until the end of month so any membership queries should go to other officials.

# 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](http://www.hagertyinsurance.co.uk)

# Elderly Utterances

## The Voice of Experience!

Ron Palmer has his say

These days I have a fairly high tech coat for walking in all weathers, it is triple layered, light, breathable and waterproof and perfect for the job. The name of this type of garment is also applied to keen, knowledgeable enthusiasts of steam engines and there were hundreds of anoraks (including four of us) at the National Rail Museum at York on the 3<sup>rd</sup> July. This was the 75<sup>th</sup> anniversary celebration of the A4 class Mallard reaching 126 mph on the east coast line, a world speed record for steam locos which stands to this day. To commemorate the occasion the six remaining, of thirty five originally built, engines in this class were brought together, one coming from the USA and one from Canada.



In my youth I was the proud owner of an Ian Allen train spotter's book and frequently spent my Saturday mornings in the roundhouse at Upperby sheds (not a lot of 'elf and safety then). Here I could get close to the action and also liberally covered in soot and together with visits to Carlisle Station – 1d for a platform ticket – Carlisle was ideal for the young rail enthusiast in those halcyon last days of steam. Unfortunately it was unusual to see a 'Mallard' A4 class loco on the west coast line during their working life as

they were built to operate on the Kings Cross to Edinburgh line.

In 1990 whilst driving through France en route to a holiday in Interlaken we made a detour to the Schlumpf Museum at Mulhouse to visit the world's largest collection of Bugattis. Many of us know the story of the museum but there is a tenuous link between the Mallard and Bugatti. The design of the cars apparently inspired the streamlined shape of the loco and also the Bugatti Royale Type 41 has some parallel with the A4 in that they are very rare – only six production cars were made - extremely expensive, and only slightly smaller than the Mallard.



If you have even a small puff of steam in your make up get along and see these iconic engines whilst they are together. The web site [www.nrm.org.uk](http://www.nrm.org.uk) has all the details and they will be in various places through to the final display at Shildon in February next year and entry is free. After that it is unlikely that there will be another opportunity to see all six A4s together in our lifetime.

Let me remind you that the Rose and Thistle is our one day Tour that takes place on Saturday 17<sup>th</sup> August, the day before the Dalemain Show. Entries are coming in fast and we expect to reach last year's numbers when we started 70 cars. This year we head south through the Lakes to lunch at a great new venue, which will easily cope with our numbers, near Carnforth. The afternoon will see our return through the Dales to Lowther Castle for tea. As ever we promise to take you down some roads you will not have driven before. If you live in the south of the County or Lancashire and don't wish to drive up to Rheged only to head south again then you can join us at any point before lunch. Drop me an e-mail and I will let you have that part of the route in advance. Entry forms on the club website or from [ron-palmer777@hotmail.com](mailto:ron-palmer777@hotmail.com).

Enjoy the summer.

Ron

## May Autsolo Results

Number	Name	Car	Class	Total time from counted runs	Class position	O/A	Points
17	Archie Simmonds	Midget	H1	277	-1	1	25
18	Tom Hall	Riley Elf	H1	286	1	2	X
1	Willie Jarman	Peugeot 205 1.9	F2	299	1	3	24
11	Neal Horsfall	Mini 1275GT	C1	302	1		23
9	Robert Iveson	Mini	C1	309	2		22
19	David Agnew	Porsche 911 2.2	H2	309	2		21
6	Steve Fishwick	Ford Puma	F2	311	2		20
3	Mike Graham	Fiesta	F2	316			19
20	Stephen Douglas	MGBGT	H2	317			X
22	Stuart Turnbull	MGB	H2	317			18
13	David Charleson	Rover 214	F1	324	3		X
7	Ian Whittaker	Peugeot 206 1.6	F2	328			17
2	Angela Jones	Peugeot 205 1.9	F2	329			16
23	Ron Palmer	205 1.6 gti	F2	330			15
5	Paul Makinson	Rover 25	F2	332			14
4	Chris McNichol	Fiesta	F2	339			13
21	Bryan Bradley	Mini 1275	C1	341			X
10	Eileen Horsfall	Mini 1275GT	C1	345			12
12	Dan Charleson	Rover 214	F1	347			X
8	Mike Barnard	Ford Escort mk2	R2	retired			

# Pirelli Classic Marathon 2013

## Ypres to Cortina

To Hull for the Zeebrugge ferry and the traffic was crawling through Hull. We arrived at the check in to be told that they had closed the sailing, still 45 mins to go before it was due to sail, however, no go! It's a bit like Easy Jet and Ryan air, once they have processed you and penned you in, then the check in is closed.

Luckily there was a later ferry to Rotterdam. We dropped our bags in the cabin and went to the bar with the maps and a glass of wine to ease the tension! It was going to take an extra two hours to drive to the start in Ypres but hell, we had loads of time!



Keith Graham/Sue Hoffmann

Next morning in the queue for passport control the rain came down and the broolly went up. Every single driver was stopped and breathylised by the Dutch authorities so be warned! We pulled over, took the broolly down and the hood up. Petrol was the next critical issue, having dashed for the ferry the night before we had foregone the important filling up. We finally found fuel and at last we were

on the way to Ypres.

The sun came out, the scrutineering over, we lacked a glass/seat belt cutter which had been included in the regs since the Rally of the Tests and Dennis Greenslade unable to get out of his upturned car in the river, I believe that it was Ron Palmer who spotted him! we did buy one later that day. Then off to check the trip which took a little time but we knew how important this was and were determined to get as near as possible. Next to sign on and we were handed road books for five of the six days. (This was totally out of the usual routine of 30mins before, on the day). Think I like the 30 mins better as you get all the evening off instead of poring over the tulips etc. No tests were included, they were to be handed out daily.

Quick look at the road books, out with the marker pen and an hour or so later most of the ground-work done! Kevin Savage who navigates for the superb lady driver Jayne Wignall always comments, very pretty when he sees my road book and tests. Kevin doesn't make a single mark on his books etc. Don't think I would feel easy with bare pages! Great welcome dinner and so to bed.

The next morning we started in the main square in Ypres, the locals being very understanding as we and other cars went through a no entry to the start, well, you know drivers, they follow the car in front. Always happy to get the first few regularities out of the way, off we

went. We were car 7 we lost 1 min 44 on the first regularity, our delays made by huge



Jayne Wignall/Kevin Savage

groups of cyclists who seemed to be doing our exact route at least seven or eight different groups. Can't find a collective noun for a group of bicycles but nuisance comes to mind. The later cars didn't see any! So at the end of Day 1 we had 2 mins 24 at the end of the leg1 in Luxembourg and in 18th place., Johns Abel and Dennet were in the lead with 20secs, Jane Wignall and Kevin Savage in second place with .28 secs and Howard Warren with son Matt third with 34 secs. so it was very tight at the top and this would continue for the rest of the rally. From this point the rally would run in reverse order, ie most points out first.

Howard Warren had been persuaded to drive Paddy Hopkirks mini and not his usual Porsche but unfortunately Day2 and it was terminally ill. Not to miss the fun the Porsche was duly despatched from the UK and Howard and Matt had their own competition at the rear of the rally, alas this didnt last long as the usually reliable Porsche was out with a broken half shaft.

Day two dawned, a beautiful day and we were on our way to from Luxembourg to Mulhouse through the lovely undulating hills of the Vosges. Three regularities took us to lunch at the St Die des Vosges Leopard where after lunch we had two regularities on the circuit with two passage controls per circuit, not a fair Reg as it was only possible for the very fast cars to maintain anything near the average speed - we had the



Bob & Sue MacLean

winner of the Marathon in a Porsche 911 in our class! Keith tried so hard on all the tests but only managed to come in first once.

Day two saw us with 2.59 at lunch and at the end of the day 5.23 having lost a minute on a Reg due to the driver of a black Audi who would not let us by, plus the time on the circuit r e g u l a r i t y !

At the end of the day the

leader board was John Abel/John Denned still in the lead with 1m28sec, Charles Colton/Guy Woodcock second and Jayne and Kevin in third place, 1.39 and 1.46 respectively, so very close.

Day3 and everyone getting into the swing of things and getting better. Today would see us leave Mulhouse for a fantastic scenic, sunny day ending with a lovely ferry trip from Bickered to our hotels in Waggish. For the first time we had a day with no traffic problems on the regs and we managed 16 Reg penalties and 8 test penalties and 13th overall - great day! Young navigator Martyn Taylor who was navigating for Paul Wignall had been trying to correct his trip for a day or so, confessed that he'd finally got a \*\*\*\*\*zero on a reg! He was much more cheerful and skilfully climbed up to 11th at the finish. His memoir chapter headings could include "A week with Wignall and a fortnight with Fennell"

Leader Board - the Sunbeam Tiger of John Abel/John Dennet total 1.45 still at No.1, Charles and Guy No.2 with 1.56, Graham Walker and Sean Toohey were now third with 1.58 and Jayne and Kevin had slipped to 4th 2.01. In rally terms, very tight at the top!

Day4 and we had a restart 60k away at the top of the Klaussenpasshohe! On restarts like this everyone gives themselves plenty of time in case of hold-ups and there were plenty along the lake shore before we began the climb. The Swiss only have a very short good weather window in which to do their road repairs and there were temporary traffic lights and roadworks everywhere. It was very slow going but we arrived in plenty of time to have a coffee and chat at the top! This was to be our disaster day! The car stopped on a short, sharp regularity, it was a very steep

climb and we simply lost power as though we had no fuel. After almost 30 mins I asked Keith to give it another go and lo and behold we were off again! This was the day we arrived in Bormio and after half an hour we were out again in the early evening to do several passes including the Stelvio. We were late into the time control in Bormio and gained 5 minutes of road penalties plus maximum on the reg when we broke down.

The evening section was absolutely fantastic and we set off to do the Val del Braulio at 48kph! 3.46k into the reg there was a very sharp left turn and a gravel hairpin track, the control being at the end (500m) and then a T junction back onto the main road, we lost 15 secs which was good as a lot of competitors were late up to a minute. Alistair Caldwell in his Ferrari 250 GTO replica didn't see the two posts at the top and hit his passenger side, the result being a taped up door and Catriona, his navigator having to climb over the drivers side to get in and out! He later marginally failed a hairpin and did a little more damage to the front! Norwegian Monty Karlan and Fred Bent in a MG MGB had a lucky escape - as they were about to turn left a motorbike decided to overtake resulting in impact. Luckily no one hurt but they didn't finish the evening section which was bad luck. The Umbrail reg we lost 7 secs and the Stelvio climb was very exhilarating, we were 17 secs early at the first control, 4 at the second and 6secs late at the top! Quite a white knuckle ride!

Porsche in first, Jayne and Kevin in the Tiger, second and John and John in the Tiger 3rd, John Abel said he'd picked up ten seconds having slid over a line. We were now in 18th position.

Day5 This was another spectacular day in the mountains, sunny, snow in places but real heart lifting stuff. First thing in the morning was the Gavia pass as a regularity and we lost a second, can live with that! Total penalties on reaching Cortina 25 and the Top three places remained unchanged.

Our last day was a short day, Cortina to Cortina and the road books and tests handed out 30 minutes before the cars due time out. I found I had 2 page 17 no 18 and no 21 so it took a bit of sorting out! We had another good day only losing 39secs and finished in 16th place, second in class. Charles Coulton and Guy Woodcock, first, 2.57' Jayne and Kevin second place 3.28 and John Korrison/Peter Rushforth 4.01 in a tiger pipped the Johns Abel and Dennet 4.06 for third

place. A great day for Tigers!

A few mentions, Roy Hatfield and his son competed in a Bentley 3/4 half.

I'm not sure where he got the strength to heave that car around the thousands of bends, often having to make a five point turn or more, some sections were very narrow indeed, so full marks and a big pat for him. Locals Neil Beresford and David Quainton in a Healey 3000 competing in a marathon for the first time and came in 22nd place with



Paul Wignall/Martyn Taylor

22.21secs and were third in class and a big pat for them too! Well done!

Barrow in Furness driver Robert McClean and wife Susan were in 12th position having lost a number of minutes on a road section with a breakdown which was bad luck as they were doing remarkably well until then. They also had a motorbiker fall onto their car, I think there were a number of near biker misses and the bikers were out in large numbers, mostly travelling in packs.

So the locals were all in the top half!

Jeremy Dickson the event organiser apologised to us for all the errors, most of which I was not aware of! The roadworks and therefore re-routes simply couldn't be helped and the timing or placing of Marshalls was not quite right on a couple of regs. Anthony Preston the route master was unfortunately not with us as he was doing the Peking Paris but for me any hiccups on the organisers part were completely overshadowed by the incredible, fantastic route. Paddy Hopkirk and his navigator Alec Poole came to the awards evening, Paddy having won the event 25 years before, he was in good form and cracked a few jokes, unfortunately the Mini.....well maybe they will have sorted it out for the 30th Marathon!

Sue Hoffmann

## Gates Tyres Northern Historic Rally Awards

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

## LDC Photos from Tony North



# Gates Tyres Northern Historic Rally Awards

Lake District Hotels Ltd

## Lake District Classic Rally (LDC), July 7<sup>th</sup>, 2013.

As crews assembled at the Penrith Truck Stop it became clear that the Lake District Classic (LDC) had attracted a quality historic entry and some quick targa cars. Wigton were well represented with Peter Keen in his TR6 (later to suffer a half shaft/diff failure (?) at Test 8), Neil Horsfall in his quick Clubman, Bob Hargreaves with Steve Entwistle in the ex-Mapple 997 Cooper (known in the past as the "Orangebox"), David Alexander in his rare Viva and Angela Jones who would take a "top ten" place in the Peugeot - all that autotesting is paying off! – (apologies to any other Wigton members who I have not identified from the entry list).



Elsewhere, Kirkby Lonsdale was well represented as was NESCR0 with many good crews from the North of England and Scotland. It was good to see Trevor Barnes back out in his Rover 2000 after its painful coming together with a parked agricultural machine on the Berwick; Ross Butterworth was along with his Mexico fresh from his win on the Berwick; John Bertram was giving his "new" Mexico its debut appearance and Stuart Bankier appeared in a Targa Nova with daughter Siobhan (I suspect there is a *cunning plan* afoot in the Bankier household to develop the next L Aitken-Walker!). HRCR was also well represented

and included in their number were regular event winners John Ruddock and Ryan Pickering backed up by the ever quick David Ruddock.

So, the LDC was going to be very competitive and we could look forward to some quick times and potentially dusty conditions on the loose tests. Documentation was dealt with efficiently and bacon butties or full breakfasts were consumed whilst plotting the route. Test 1 at the Truck Stop set the tempo for the day and running at car 9 David and I had a few minutes to watch the cars running before us on the first test. We had a smooth run and clocked 52s (home ground advantage), John and David Ruddock tied on 51s, Steve Entwistle and Neil Horsfall on 53s, Ryan Pickering on 55s and Angela Jones starting well with a solid 56s.

Rheged, the Auction Mart and the Rugby Club followed in quick succession all giving an indication of how the organisers had successfully put together a compact route. Dave was determined to go the wrong side of the first cone at Rheged, right in front of the assembled camera crews (!), but he managed to correct it after a bout of vigorous bellowing from the left hand seat. The first test at the Auction mart and also the Rugby Club were a bit tight for the Cortina but we "drove" them and reconciled ourselves to



**GATES** Auto Services  
more than **TYRES**



attacking the longer tests (didn't take a lot of reconciling!). Certainly, the longer test at the auction mart was definitely to our liking and we improved our times throughout the day. Unfortunately, Ross Butterworth's rally came to a premature end at the auction mart when a drive shaft broke.

The feed mill proved tight and grippy but we were through it quickly and off to "Birds". Birds couldn't have been more of a contrast and the Cortina on "full

ahead" put up so much dust we had to resort to radar to see the next sequence of cones (unlike the recent Scottish tour, we definitely couldn't see any "scones").

From Langwathby, we toured back to Lowther for the first of the two Yanwath regularities. It was good to see the cheery faces of Archie Simmonds and William Thompson Snr among the marshals and it was good of Archie to have a day off and give us all a chance. The mixture of a fast uphill climb from the start followed by a long zig-zag up the concrete section at 28mph woke us all up. A superb gravel section followed after ITC A but we were limited to 20mph (for many good reasons) before arriving at Archie's control, ITCB. We then reverted to 28mph for another blast up the hill and straight along the concrete section through a series of gates before wiggling through a chicane just before the finish. It was all a bit hectic and the times through this "regularity" would certainly influence the overall results. John Ruddock dropped 22s, Neil/Eileen Horsfall 18s, Steve Entwistle/Bob Hargreaves 13s, Ryan Pickering 9s, Dave and I were on 7s but Peter/Dougie Humphrey excelled on 5s. The leading crews continued to slug it out through Highfield, Test 9, and the second run through the two auction mart tests before returning to the Truck Stop for Test 12 and lunch. On Test 12, John Ruddock edged it with 48s, Ian Curwen on 49s, three crews tied on 51s Steve Entwistle/Neil Horsfall/John Bertram, Dave and I had 52s and Angela Jones, going well, was on 53s.

At lunch, John Ruddock was building a comfortable lead on 512s, John Bertram on 527 (retired after lunch) and it was going to be all to play for during the afternoon with Dave and I on 548s, Stev/Bob on 551s, Ryan Pickering on 552s, David Ruddock on 601s, Angela J on 617s and Neil/Eileen on 618s.

Tests 13 & 14, immediately after lunch, were at the auction mart and with two runs through each test during the morning most of the leading crews had improved on their earlier times. A pleasant run to Shap brought crews to another highlight of the event with two runs through Waters Farm and a good blast up and down the gravel road at Hardendale Quarry. Waters started just after the railway bridge near the A6 and with some challenging code boards ran up to the



the gravel quarry road at Hardendale. Waters started just after the railway bridge near the A6 and with some challenging code boards ran through to the tarmac quarry before finishing on the approach to the motorway bridge. On the first run through only five crews beat the test maximum: John Ruddock on 112s, David Ruddock on 114s, Steve Entwistle on 115s, Ian Curwen and ourselves on 117s.

After that wake up call nearly all crews improved on their times especially the Ruddocks and Ryan Pickering - some impressive times were also recorded throughout the field. Hardendale, Test 16, certainly favours the brave and the rear wheel drive fraternity were opposite locking frantically throughout the test: John Ruddock on 59s, we were on 60s, David Ruddock on 61s, Ryan Pickering on 62s, Neal Horsfall going well on 65s and Angela Jones not far adrift on 70s.

Then it was back to Yanwath for the second regularity and every chance to throw lots of time away. The layout was unchanged but the 28mph sections had been increased to 30mph – might not sound much but it was to prove demanding. Ryan Pickering improved significantly to take it on 3s, we tied with David Ruddock on 8s, John Ruddock on 10s, Peter/Dougie Humphrys on 12s, Steve Entwistle and Bob Hargreaves on 13s, Neal/Eileen on 16s and Angela J on 20. The Yanwath tests had certainly provided a good challenge and confirmed that regularities of this type have a real place in historic events –they provide good experience for novice crews, navigators have to be on their toes and there is always a chance that the more experienced crews will have drop a clanger and slide down the results.



A quiet run back to the Truck Stop via Poole Bridge and some wonderful sunny views along Ullswater brought us to the final test. The biggest challenge at this stage of the rally is to control the driver and stop them losing time by “grandstanding”. John Ruddock confirmed his excellent for by taking 36s, brother David on 38s, Ian Curwen on 39s, we tied with Steve E/Bob on 40s, Ryan Pickering/ Neal Eileen/ Angela/J/and a few others all came in on 42s.

Tired and dusty crews headed into the Truck Stop for a substantial tea before retiring to the upstairs bar where the big screen was showing Andy Murray moving relentlessly towards his Wimbledon Championship win. Results were announced very promptly and the awards distributed to some very happy crews. John Ruddock took a very good win, Ryan Pickering was second, Steve Entwistle/Bob Hargreaves pipped us for 3<sup>rd</sup> by 3 seconds, David Ruddock was 5<sup>th</sup>, Neal/Eileen were 6<sup>th</sup> and Angela J took 3<sup>rd</sup> in the Targa.

The organising team and all of their marshals and helpers had delivered a first class event - challenging tests, a very compact route, superb scenery and warm sunny weather. The Cortina had taken us to another good result and it went home with no major ailments. Roll on the Durham Dales in September.

Mike Garstang.

Photos by Tony North

# Awards Winners LDC 2013

## Lake District Classic Rally

**1ST OVERALL .....JOHN & ABI RUDDOCK 24**

2<sup>nd</sup> Overall.....RYAN PICKERING / EDWARD PHIPPARD 34

Class H1 and H2 Combined 1st in class.....PETER AND DOUGIE HUMPHREY 30

Class H3 1st in Class.....STEVE ENTWISTLE / BOB HARGREAVES 15.

2nd in Class.....RON KENDAL / NICK COOPER 13.

Class H4 1st in Class.....DAVE MARSDEN / MIKE GARSTANG 9

2nd in Class....TREVOR BARNES / ANDREW SHELLEY 16

Class H5 1st in Class.....STEPHEN & DAVID BYRNE 10

2nd in Class....BRIAN HODGSON / NEIL RUDD 32.

Class H6 1st in Class.....DAVID RUDDOCK / KEVIN CARRUTHERS 29.

2nd in Class.....GAVIN THOMPSON / DAVE LAUDER 11.

Class C1 and C2 Combined 1st in Class....NEAL & EILEEN HORSEFALL 5

## Lake District Targa Rally

**1st.....JON HILL / MICHAEL PEARS 35.**

2nd.....NATHAN DARBYSHIRE / SEAN RIDDELL 38

3rd.....ANGELA JONES / WILLIE JARMAN 36

## Marshals' News

Many, many thanks to all the marshals who helped us run this year's Lake District Classic, approx 65 of you turned out to make this year's event such a success

.We are fortunate in having a hardcore of dedicated and resourceful marshals who can take on a variety of tasks and make them a work.

Praise for the LDC marshals is coming from all quarters and you can be proud of yourselves with a job well done.

A sum of £88.80 has been raised by the competitors which will be shared by the first five names drawn in the Marshals raffle.

The winners of the Marshals Raffle are as follows

Tony Tomlinson Geoff Ferguson William Thompson David Thompson  
Christopher Bauer

A cheque of £17.76 will be sent to each.

David Agnew

**Each marshal on the LDC got a plastic envelope with our new "Get Involved" sticker, A Go Motorsport sticker, a WMC pen, a Lottery scratch card and a dinner ticket!**



# Get Involved!

Think 'timekeepers' and you might conjure up historical images of men and women on the pit wall, stopwatches and clipboards in hand. In contrast, modern timekeeping relies on electronics and computer technology to produce results accurate to a thousandth of a second. Yet that has not diminished the vital role of the timekeeper, whose various duties remain central to the effective running of events across all disciplines.

"During my university days I worked at the Royal Radar Establishment at Malvern, where one of my friends said there was a shortage of people to help out at a race meeting at Silverstone. I had no experience of timekeeping at all. I'd always had an interest in motor sport and was intrigued at the thought of being part of it. I think that's the attraction of any volunteer role in motor sport, be it timekeeping, marshalling or something else. I would find it quite difficult now to go to a race and just watch it; I enjoy getting involved, as you get more of an insight into what's going on and a feeling of doing something useful. "Plus, I'm an electronics engineer by profession, and motor racing timekeeping is quite analogous with what goes on in my workplace, while also being sufficiently different to give me a bit of escapism at the weekend! "It was the early 1970s when I started, so we were using electronic timing systems by then. However in those days it only produced a time; it didn't do any processing, so you sat for the duration of the race doing the subtractions for the lap times. "After Silverstone I went along to the Shelsley Walsh hill climb venue to have a go there. I particularly enjoy speed events because in a sense they depend entirely on the timekeeper; you can theoretically run a circuit and declare a winner without any times, but you can't run a hill climb or a sprint without a timekeeper. So I became ever more involved in speed timing, although I did do a few races meetings, including in the days when the MSA used to do the timing for the British Grand Prix. I also did timekeeping at drag races for a few years.

"The actual role and responsibility of the timekeeper has not changed greatly over the years. What has changed is the technology, and the job itself is now more about integration of electronic systems and provision of information more than used to be the case. It used to be a matter of watching a clock and scribbling times on a piece of paper, and after every 10 cars or so you'd pass it on and the organisers would have a typing pool to type up the results as you went. Now it's a matter of inputting into the computer programmes the list of competitors at the beginning of the day, with their classes and vehicles, and if used correctly the computer will complete a print-out of results.

There's also the element of accurate alignment at the start, which always requires a timekeeper either to do it themselves or observe a marshal doing it. Any errors in alignment can make a significant difference to a competitor's time, for if a car starts 25mm behind the line, it has a run-up, a mini flying start. It might not seem like much but it makes more of a difference at the start than anywhere else. That's why timing struts are now used; they overcome the errors introduced by the car lifting its nose as it takes off from the starting position. "The other thing that's changed for the better over the years is that we have more permanent venues now, so there's much less cable laying required. And of course the clocks themselves have changed. "We tend to use TAG Heuer, Janus, Wasco or Seiko clocks, which can time extremely accurately, the limitation being the position of the car relative to the timing beam. At sprints and hillclimbs we now also use a 64-foot trap, which can measure acceleration off the startline, and several intermediate or sector times and speeds. When I started we could only provide a total time, and a finish speed.

"If anybody is keen on getting involved in timekeeping there is an excellent training scheme in place, which is currently being updated to provide online access. Either visit an event or go to see the chief timekeeper, or get in touch with the MSA, and you can sign up as a trainee. It will give you a taste of what it's all about, and you can then go on through the grades as your experience increases."

From the July edition of MSA News

**Wigton Motor Club**

# **Cumbria Classic & Motorsport Show**

**Sunday, 18th August**

**11 am until 4.30 pm**

**Dalemain**



**100 years of Toyota, Aston Martin, Morris  
50 Years of the Imp**

**Over 500 Classic Cars and One Make Clubs,  
Autotesting and Motorsport displays**

Autojumble and trade stands

Cars for sale area, Go Motorsport

Refreshments

**Adults £6.00 OAPs £4.00**

Accompanied school age children £1. Free parking!

**No entries accepted on the day**

# Inside the Industry

Paul Gilligan keeps us up to date

## Inside the Industry

### June Sales

The surge in UK new car sales continued unabated, in fact gathered pace last month. Registrations were a whopping 13.4% up on June last year, year to date figures are just over 10% up. Anecdotal evidence says there are fewer pre-registrations, more genuine sales. In the luxury end Aston Martin and Jaguar did extremely well. In the volume sector Renault and Subaru seem to have both bounced off the bottom after a long decline, but both have a long way to go to recover years of lost ground. Renault have been helped by almost 7000 Dacias being sold this year from a standing start. Skoda are doing well, but not as well as the Skoda boss I mentioned last month would have liked posting a half year market share of 2.78%, not the 3% that seemed so important to them.

Fiat are showing extremely good growth, whilst sister company Alfa Romeo is the exact opposite, being almost one-third down this year on what was a pretty awful 2012. I reckon Alfa dealers are on average registering about 4 new cars each on average every month, take away demonstrators etc and they will be lucky to have 3 genuine sales. You can't sustain big (or small!) showrooms on that volume.

Long time number one Ford flexed their considerable marketing muscles in June to record a 32% improvement over last June. New Fiesta seems unstoppable in being number one seller, and well deserved.

### German Battle – BMW Fights Back – Audi Running Out of Ammunition?

In the German prestige sales battle BMW having been soundly beaten by Audi for several months fought back strongly to beat Audi by almost 2000 units. Year to date Audi are still 8500 cars ahead, but so successful have they been that they are now running out of cars. I've recently had to scour the country really hard to find Audis required by customers, models that would have been no problem a few months ago. I'm even having one A4 brought back from Northern Ireland, the customer happy to pay the ferry cost to get what he wants.

Meanwhile Mercedes keep pushing hard with a higher percentage growth so far than either of the other two as their plan to overtake them by 2015 develops.

### New Car Success, Used Cars Falter

With the cheaper end of the new car market being sold largely on heavily subsidised finance deals, monthly payments on a new car are often less than on a used one. The same applies to some prestige cars, particularly Mercedes perhaps.

The result is that while new car sales are over 13% up, used car sales are over 5% down. 13% more new cars means 13% more part exchanges for the dealers to handle, but with used car sales dropping the result is something pretty obvious which is referred to often as used car constipation. Think about it, it's when something unpleasant blocks the system.....

Recently I've approached big dealers who are normally strong buyers with a car or van to offer, only to be told that they are under orders from Head Office to buy nothing as they have far too much stock already. Near-new cars are the most difficult to sell, often in reality significantly more expensive than new ones. One customer asked me last week to find him a near-new Mercedes convertible. I located one suitable car in Yorkshire and the salesman was very open, saying that this car was very difficult to sell because of the lease deals on the new ones. Armed with this information I made him a suitably low offer. There was a gasp, then he told me he would have to call Head Office in London to get permission to sell the car at a significant loss. 10 minutes later he was back on the phone agreeing the deal.

I've recently been contracted by a regional rental company to help them sell their 6 month old cars. They have managed without me for 10 years, but openly admit it has never been harder to move these cars. We're shifting a few for them, but it's certainly not an easy ride!

### **Kia Want to Take Over the World If Mercedes Don't Do It First**

Kia are currently about 11% up on the UK, just ahead of market growth. They have a 3% share of the market, and look like selling about 70000 cars in 2013. Kia recently announced they intended to reach 100,000 sales before 2020 (they won't say which year). This is part of the Worldwide plan for Kia to become a top 5 manufacturer.

Who will be the losers one wonders?

### **US Big Three Doing Well At Home**

Car and "Truck" (Pick Up) sales are very strong in the US also. After years of recession the average age of cars on American roads is now more than 10 years and "trucks" over 11 years, both the highest figures EVER.

Again cheap credit deals are helping, as is the increase in consumer confidence as unemployment drops and the Stock Market booms. Biggest winner was Toyota up 14%, but Ford were 13% up and Chrysler and GM saw increases of 8% and 6% respectively. Two areas of the market are particularly strong, small and fuel-efficient cars as you would expect, and..... Full Size "Trucks".

### **Nissan Bring Datsun Name Back**

If you don't recognize the name "Datsun" please contact an older member (there's plenty of us!). Nissan are now re-introducing the brand to use in emerging countries starting with India. In India Nissan have a 1.2% market share, well below their norm and expectations. I wrote of the size of the Indian market a few months ago and Nissan want a big slice of it, like 10% instead of 1.2. The Datsun brand will then be used for value products in other emerging markets starting with Indonesia, Russia, and South Africa.

I can't help think the whole process would be speeded up if they could find a way to bring that wonderful man and extremely talented driver Shekhar Mehta back from the great special stage in the sky and dust off a 240Z?

### **China Sneezes, Germany Catches Cold**

It used to be said that in the US if Detroit sneezed America caught a cold, such was the importance of the then Michigan based car industry to the whole country. However the world changes. As recession made car sales in Europe tumble European prestige manufacturers looked East in particular for Chinese demand to fill the gap. So far this has worked with the German industry being supported by booming sales in China. Now horror of horrors Chinese demand is beginning to slow. The consequences are already being felt worldwide, but if the slow down is severe the pain will be felt nowhere as badly as in Munich, Stuttgart, and Ingolstadt.

### **Hyundai Go Hydrogen**

Hyundai, close cousin of Kia, has decided that hydrogen power, not electricity, is the way forward for zero emission cars. They have designed and built such a fuel-cell car. Not just a one-off prototype, they're building 1000 to go into corporate fleets on a trial basis. You can bet the fleets won't be making more than a token contribution, because whereas the normal Hyundai ix35 costs around £18000 less a substantial fleet discount, the hydrogen version costs between £125000 and £150000. Apart from cost there are many problems to overcome, none less than the fact there is no infrastructure in the UK to distribute hydrogen except one point near Heathrow.

Hyundai are following up the first 1000 cars with another 10000 in 2015, which because of volume production savings will be "much cheaper". Increased volume will reduce the cost of hydrogen also.

All clever stuff, perhaps a better bet than electric cars in the long run?

*Paul Gilligan*

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# Andy's Armchair

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

Only a few weeks ago everyone was complaining about Mercedes Benz doing some tyre test work for Pirelli in Spain, they were up in arms that the team were getting more miles than everyone else and the whole messy scenario ended up with Ross Brawn being called before the FIA to explain himself. Anyway as an outcome of these tests Pirelli tried to have their tyres modified, but some of the teams, namely those whose cars worked really well on the original tyres wouldn't sanction any changes, and so the whole circus rolled up at Silverstone (which wasn't full by the way, but more of that later) ready to do battle in the British Grand Prix.

The next part of the story needs no details except to say tyres were flying to pieces left, right and centre and we were actually quite lucky no-one got a couple of metres of red hot rubber and steel straight in the face at the best part of 200 mph on Hangar Straight, as various tyres exploded. The race became farcical and Charlie Whiting came very close to showing the red flag. After the finish drivers were justifiably non too pleased and at the time of writing there's even talk of a boycott at this weeks German Grand Prix, as everyone now realises the dangers inherent when a car lurches out of control and slows much more suddenly than expected.

Of course Mr. Brawn is now smiling knowingly as all of a sudden his status is restored. No longer is he a cheat taking an unfair advantage but a "grand lad" whose main objective in life is to help the opposition and make things safer for us all, even the spectators who could have been smacked by shredded rubber. Presumably the teams who complained will be presented with a large slice of humble pie, Mercedes got a win, Louis made a good recovery, and whisper it, the Spanish tyre tests had absolutely nothing to do with their car suddenly becoming more competitive.

Returning to spectators, quite honestly I was pleased BRDC didn't sell all the tickets. Apparently our home Grand Prix is one of the most expensive on the calendar to watch. Now maybe that's OK if you're a corporate guest or a member of the "in crowd" who process round Henley Regatta, Ascot, the Chelsea Flower Show, Goodwood (horses and cars) and Wimbledon etc. but for the ordinary fan who'd like to take his family to share his passion, them believe me it's very expensive indeed.

Moving away from smooth tarmac to a nice rock strewn track and a note or two about the World Rally Championship. Now as you'll probably know VW have come into the series this season and are basically running away and hiding from the opposition. Understandably the big boss at Citroen is far from pleased with this as his two highly paid drivers are only managing to be lying 5<sup>th</sup> and 6<sup>th</sup> in the points table after 7 events. On the other hand the semi-retired Sebastian Loeb is lying 3<sup>rd</sup> after only doing 3 events for the team. Apparently they're desperate for him to commit to doing more rallies in order to bail them out but it can't be doing the confidence of Sordo and Hirvonen a lot of good. It seems to suggest that the old adage of "the older I get the faster I was" may not be accurate, it should read "the older I get the faster I am". Hope for me yet then nearly at my peak at 62.

Ends

AA

# What's On

## WMC events and other events of interest

### August

3/4	BARC	Harewood Hillclimb
3/4	HSCC	Croft Historic Festival
4th	CMC	Three Sisters Sprint (BCBSC)
7th	WMC	<b>Pub Run</b>
10th	BDC	Bentley Silverstone
11th	BDMC	Tyneside Stages
17th	WMC	<b>Rose &amp; Thistle Challenge</b>
18th	WMC	<b>Cumbria Classic Show</b>
31st/1st	MGCC	Anglesey Sprint Weekend (BCBSC)

### September

1st	DAC	Durham Dales Classic (GTNHRA)
8th	TDMC	Lindisfarne Stages
13/15		Goodwood Revival
14/15	SMC	Countdown Road Rally
15th	WMC	<b>Autosolo</b>
21/22	BARC	Harewood Hill Climb (BCBSC)
22nd	KLMC	Pendragon Stages
22nd	SoSCC	Doonhamer Classic (GTNHRA)

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.

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To apply for any of these roles, please forward an application form & medical history (available on the website) along with your CV, to Rachael Hook at M-Sport Ltd., Dovenby Hall, Dovenby, Cockermouth, Cumbria-CA13 0PN