

***Wigton Motor Club Ltd***

# ***Start Line***

**Issue: 10/13**

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

**October 2013**

## ***September Action***



***The Year of the Volunteer***

# Diary

Club events over the next month or so

## Kames Classic Sprint

October 6th at the Kames Circuit  
Final round of the Speed Championship  
Marshals wanted—ring 01900 826542

## Solway Autumn Classic Weekend

October 19th/20th

Saturday - The Copeland Canter Touring Assembly

Sunday - The Solway Historic & Targa Rallies and Solway Saunter.

Entry forms on the website: [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

## WIGTON MOTOR CLUB LTD

### Officials

<b>President:</b>	Stuart Turnbull		
<b>Vice Pres.</b>	Stan Glaister, Ron Palmer & David Turnbull,		
<b>Chairman</b>	Jim O'Neill	01768 870236	elizabeth-oneill@sky.com
<b>Vice Chair</b>	Graeme Mactavish	016973 44542	graeme@pcxinternet.com
<b>Sec/Editor</b>	Graeme Forrester	01900 825642	gtfmg@yahoo.co.uk
<b>Treasurer</b>	Paul Gilligan	07785 293 222	pg@gvcontracts.co.uk
<b>Memb. Sec.</b>	Liz O'Neill	01768 870236	elizabeth-oneill@sky.com
<b>Social Sec.:</b>	David Agnew	01946 841455	DAVIDWAGNEW@aol.com
<b>Child Protect.</b>	Alan Jackson	01900 828428	bigwalk1@gmail.com

### COMMITTEE MEMBERS

John Graham	01228 534483	
Lynda Graham.	01228 534483	
Andrew Graham	01228 534483	andy-lake3rec@hotmail.co.uk
Ron Palmer	01228 575153	ronpalmer777@hotmail.com
Charles Graves	01768 776551	charles.graves@armathwaite-hall.com
David Wiggins	016973 49488	michellewiggins137@btinternet.com
Peter Garforth	016973 21762	petergarforth@btinternet.com
Chris Leece	01768 867576	chris_1lowtherview@yahoo.co.uk
Stuart Turnbull	01228711276	
David Rushton	01900 824831	derdar@talktalk.net
Roger Pope	01900 827181	rcpope@btinternet.com

# Talking Point

## Topical comment from the world of motoring

I've done a few restorations over the years and am just starting on a another one. If you restore a 60s/70s popular car then most of the parts are available off the shelf and the technology is within most folk's capabilities. However if you go back in time and pick a rarer model then things get more difficult although usually the actual mechanics of the car are simpler. Go into the vintage era and that situation gets worse in that there are fewer of each car around and replacement part will usually have to be made to order or in small batches.

I have the greatest admiration for craftsmen who can take a block of metal or wood and hone it into a mechanical component or an item of beauty. Sadly craftsmen who have those skills are a dying breed and it is an area that the FBHVC is trying to address. I think the same may soon apply to mechanics. Those who work for main dealerships etc are used to plugging the car into a computer and then solving the problem by changing the back box indicated by the computer program. Give them a non functioning SU carburettor and they are stuck.

I've always been a fan of industrial archaeology and I can see the appeal of restoring a huge steam powered mill or lift or a mill etc. I can also understand Ron's interest in the railway engines at the York Railway Museum because I can understand how they work (I still have a Mamod steam engine in the garage somewhere). The folk who take on these huge restorations are really dedicated in that so many of the components are massive and/or unique that a complete restoration can take many years. Not only that but I am sure that their working conditions can be far worse than in the garage next to your house!

The other week I got a free copy of "*Fly Past*" magazine, a sister to "*Classic & Sports Car*" but for planes. Reading that was a real eye opener in that there are many enthusiasts, individual or groups, restoring planes of the 50s to the 80s. Not only is size an issue (where to you keep it) but also the planes are powerful jets with massive amounts of technology. You need plenty of well qualified helpers to undertake the work.

I think most people are familiar with the Vulcan project but there seem to be dozens more, some planes will not fly again but will be able to taxi on runways but others will fly. Sadly it looks as if the Vulcan will not be able to fly after 2014 so take any opportunity to see it before then.

I was really surprised at the number of historic aircraft events there are each summer as advertised or reported in "*Fly Past*", although nearly all are down south. There is new one coming up at Sywell near Northampton which mixes cars and planes which sounds interesting.



GTF

**Editor: Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth,  
Cumbria, CA13 0QP. 01900 825642**

**Email: gtfmg@yahoo.co.uk**

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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# Classic Column

## News from the Classic Scene

The **Volkswagen Type 2 van** has finally stopped production in Brazil. The iconic motorhome and general purpose vehicle much loved by surfers and campers has one of the longest production runs ever. However Brazil has now demanded that safety features like airbags be fitted which is impossible. Motor caravan builders Danbury have order 100 of the last ones made.

**Goodwood** is to have a second race meeting in March next year as an event solely for the members of the Goodwood Racing Club both as competitors and spectators - very much the “right crowd and no crowding”!



A selection of photos from the Shelsley Classic Hill Climb by Keith Thomas

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# PG Tips

Good news – Ugly the 105 LUX Estelle is now the proud owner of an MOT and tax disc! My aim of keeping the cost down with a view to ultimately make a profit has slipped slightly, although mostly not down to personal choice. After replacing the discs, pads and rear wheel cylinders I found both front callipers were seized and duly bought a rebuild kit and for good measure the final part of the brake system jigsaw – a master cylinder. The stuff that came out of the seized callipers and pipes around them was the colour of sewage and the pistons seized solid to the point of needing a hammer to move them. After a lot of work everything was freed off, cleaned and put back together and so I was ready to bleed the system and get out on the open road.....until a bleed nipple sheared off one of the callipers. Quick bit of EBaying got me a bolt and stud extractor set. This is going to be easy I thought....rock hard extractor vs soft bleed nipple. So in went the extractor and then it snapped, nicely in line with the end of the stricken bleed nipple. Apparently stud extractors are so hard that it's not possible to drill them, obviously I wasn't going to let some old wives tale off the internet stop me from sorting the problem out so on I laboured. About 5 minutes later and with a newly blunted drill bit, I can indeed confirm that stud extractors are the hardest known item on the planet! So that was that – new calliper time...or rather 2<sup>nd</sup> hand Ebay item (which I was lucky to find as parts are getting quite sparse). 2 days later Ugly went off for an MOT and after an initial fail on lighting issues (full beam didn't work due to a faulty relay) the old Skud passed.

Driving it is such a laugh....it's super comfy in a soft and bouncy way that cars no longer are and the only things on the car are functional – no heated or electric things, no I-pod dock....in fact no stereo at all! It's also glacially slow – I have had it up to 70mph and quite frankly it felt like warp speed and a bit dangerous....which is good because modern cars feel like they're hardly moving at that kind of speed and is probably more dangerous than driving old Ugly around - unless I crash into one of them in which case I will be facing certain death while they formulate their whiplash claims. I drove round in Ugly for a week or so after the MOT and then got back into Snotty.....oh my god....formula 1 car! Snotty is still fine, just had a few suspension tweaks sorted out and altered the throttle so that I am actually achieving full throttle instead of only  $\frac{3}{4}$  as it appears to have been doing!

I often watch the touring cars on ITV4 and see people in the support races who look about 12 years old thrashing round in Renault Clios and the like, which has made me wonder – how young is too young to start? We had a family outing to Diggerland over the summer holidays (great fun for adults by the way) leaving our youngest behind and swapping her for Haydan, (my eldest daughter) Emily's cousin. So, two four year olds and lots of things to play with – except Emily only really wanted to race round on the electric go karts. She also proved to be quite adept at it, lapping cousin Haydan and being fearless to the point of crashing several times (just like her dad!). I've also noticed that she can oversteer her Peppa Pig truck round corners in our house and has good 'truck' control and almost no fear of the inevitable impacts. I am of course winding you up a bit here, because I don't imagine this is any indication of things to come and I am not planning a career in motorsport for her any time soon. Apart from the financial ruin it would bring upon us, I also think it's exceptionally hard for a girl to make it in professional motorsport and I think 4 is way too young to start. I have heard though that there are people out there priming their off spring to be thrust into the world of motorsport, football or whatever it is that their parents really want them to do – or maybe wished they had done themselves perhaps. I think for now I will just let Emily muck about with whatever she wants and hope that she likes shoes and clothes by the time she's a teenager so we don't need to re-mortgage the house to buy a Formula 3 car!

Peter

# ***Brockbanks Solicitors Cross Border Speed Championship***

## **Round 8, Harewood**

Harewood saw several of the local drivers take in both days of the double header but only the Sunday counter for the Cross Border series. The event attracted 117 entries.

In class 1a, Steven Holmes did well to take second in his Saxo with Robert Iveson fourth in his Mini. In the well supported 1b, Alex Thornton (Honda Integra) was fourth head of Ronnie MacGregor's S2000 with Mike Thornton eighth, Dave Exton (Toyota) ninth and Chris Jackson (Clio Trophy) fifteenth.

Les Golding in his Caterham was second in class 2a and Graham Denholm was third in class 2b in his Caterham. Colin Sutherland had an excellent day winning class 3a in his Spitfire against more modern cars.

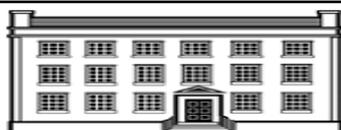
Angela Jones took her first class win in class 3b in the Peugeot 205 and peter Sewell was fourth in the same class in his MG B. Willie Jarman won class 3c in the Escort Cosworth and in class 3f Malcolm Mackay and Chris Boyd were second and third in their Sylva Riots. In the single seaters and class 5c Jim MacDiarmid was eighth in his OMS.

The championship now heads to Kames next weekend for the final round.

## **Championship points**

<b>Driver</b>	<b>Car</b>	<b>Class</b>	<b>Time</b>	<b>OA</b>	<b>Class</b>
Jim MacDiarmid	OMS	S	<b>58.65</b>	25	10
Graham Denholm	Caterham	RS	<b>64.66</b>	24	10
William Jarman	Escort Cosworth	M 4-5	<b>64.96</b>	23	10
Les Golding	Caterham	RS	<b>68.73</b>	22	8
Alex Thornton	Honda Integra	R2	<b>69.05</b>	21	10
Ronnie MacGregor	Honda S2000	R2	<b>69.43</b>	20	8
Colin Sutherland	Spitfire	C	<b>69.86</b>	19	10
Mike Thornton	Honda Integra	R2	<b>70.78</b>	18	6
Dave Exton	Toyota MR2	R2	<b>70.81</b>	17	4
Angela Jones	Peugeot 205	M 1-3	<b>72.17</b>	16	10
Chris Jackson	Clio	R2	<b>73.20</b>	15	3
Peter Sewell	MG B	C	<b>75.12</b>	14	8
Steven Holmes	Saxo	R1	<b>78.19</b>	13	10
Robert Iveson	Mini	R2	<b>79.19</b>	12	8

**Congratulations to Annamarie and Justin Storey on their recent marriage.**



**Brockbanks  
Solicitors**

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## Planning the Future

At this time of year the committee start planning next year's events. We are always looking to improve our events and what we can offer our members. We are now asking for your help and comments.

Are there events we don't currently run that you would like to see us organise? Or do you want more of some of the things we want to do?

The biggest limitation we have is the number of members who are happy to help **run events**. We've had to call off a couple of autotests recently due to none of the regular organisers being available and no new ones coming forward, this despite having venues for them!. On our bigger events like the Lake District Classic and Solway we really need more people to join the organising teams and learn how to do our we will, like so many clubs, be unable to run events when the experienced folk have decided to call it a day. Can you help?

We were very pleased with the way the Classic Show went and the feedback we had. There is an issue in the class judging in that there are a few cars that are not driven and others which are well used. If anyone has a way round this please let us know.

**Everyone who helped at the Show this year will be getting a free WMC polo shirt with their name on it! If you have not had an email about it please get back to us ASAP.**

We are looking for suggestions for featured cars/models/makes for 2014 and any suggestions for additional attractions.

The committee has reluctantly shelved the "venue" project due to the current economic climate. Unless we can get grant assistance from the MSA or a commercial partner we cannot proceed. This does mean that we do have a fund of money built up over the years for this purpose and we are looking at other ways of investing it to benefit members. We are looking and buying land but there are other ideas that might appeal. Would a fully equipped workshop for members be a good project? Again your ideas are welcome.

**Track days** (say at Croft, Knockhill or Teesside) are popular but is there enough interest from WMC members to take a batch in a future event? Again let us know?

The **Le Mans Classic** takes place next July 4-6th. Over the years many members have attended. We have an offer of a club booking for ferry accommodation and admission. However we do need some commitment in advance so expressions in interest are welcome now.



## **Gates Tyres Northern Historic Rally Awards 2013.** ***Durham Dales Classic Rally, September 1st, 2013.***

Durham Automobile Club ran its Durham Dales Classic Rally on the Nissan factory site near Sunderland. Among the site's many advantages are numerous large tarmac areas and linking roads with varying amounts of grip where the organisers can set up some challenging "drivers" tests; and, access to the Nissan Sports and Social Club for signing on, meals and awards. In addition to the Historic entries Durham had attracted a big entry of Targa cars and a number of specialist autotesters. In total some 50 cars started the event and there was an interesting variety of cars and crews competing.

Signing on was from 08.00 and it took us just over 2 hours travelling the scenic route via Ingleton, Hawes, Leyburn, Scotch Corner etc. It was cool travelling over the tops and as we unloaded the Cortina it was coughing and spitting a bit, but we put that down to the colder conditions and headed to scrutineering. We were soon in the thick of the NESCR0 Historic competitors and it looked like we were in for a very competitive day. Archie and Richard Symonds were there with their Midget, John Bertram/ Andy Fish in the Mk1 Mex, Tom Hall/Bob Hargreaves in the Elf, Neil Campbell/Sandy Harry in another their Escort Mk1, Clive Escreet/Tom Leeming in a Talbot Sunbeam Ti, Graham Couser/Jim Hendry in the TR4, Ian Dixon/Richard Welsh in their recently and immaculately prepared MGB GT (previously in a Mk11 Escort), Stuart Bankier and daughter Sio-bhan in a Nova, David and Mathew Alexander in another smart B GT (David was Stuart Bankier's regular navigator). From Wigton the Historics included David Agnew and daughter Nicola in the 911, Nigel Cardale/Peter Littlefield in the Anglia, Peter Birtles/Richard Goodacre in their Volvo Amazon, Malcolm Davey/Paul Slingsby in Paul's splendid MGB (familiarisation for the forthcoming RAC in Malcolm's Escort) and in the moderns Andrew and John Graham in their quick Puma, David Charlson and son Dan (his first rally) in their enduro Rover 214, Stephen and Jack Palmer in the Fiesta, and Maurice Ellison (normally in the left hand seat of Paul Brereton's Mk1 Escort) navigated for Stephen Perry in a Corsa – we understand that Paul is unwell at present and we wish him a full and speedy recovery.

Test 1 was outside the site security area enabling members of the public to come and spectate without going onto the main factory site. We visited this test site 4 or 5 times during the day using different test routes. The majority of the tests were run within the site security area where there was immense scope for some imaginative tests. We put in a banker on Test 1 with 49 secs but the Cortina coughed and spluttered and never really came on song; Andrew Graham roared round in 45s, Tom Hall and Gordon Clendenning (Chevette) 46s, Archie Symonds, Nigel Cardale and David Agnew were on 47, Dave Charlson and Malcolm Davey on 48s, Stephen Palmer 49s, Birtles/Goodacre on 50s and Perry/Ellison on 54s. Quickest outright was David/Sally Winter, Fiesta, on 42s.

Test 2 was again on smooth tarmac but with the Cortina's power starting to drain away we recorded 55s whereas Archie had got into his stride with 41s, Hall 45s, Agnew 48s, Charlson and Graham on 49s, Perry/Ellison on 50s, Birtles on 52s, Cardale 53s, Davey on 88s and Palmer on 90s. It was already becoming evident that those with a strong autotesting background were settling into their rhythm quickly. Interestingly, Paul Swift in his Mk1 Escort clocked 42s and Gordon Clendenning 43s in the Chevette.

After a short transit along the site we arrived at Test 3 which was much longer than the previous tests but nothing like the "big" tests that awaited us after lunch. The tests were planned with the drivers very much in mind and so they comprised long sweeping tests with the majority of 360 and

180 turns with the driver's door to the cone. It was becoming more and more evident from the persistent misfire and increasing engine temperatures that all was not well with our old girl but we continued to battle on, changing up (!) to keep within the diminishing power band and determinedly going clean on the tests to minimise our losses. A time of 113s on Test 3 confirmed that September the 1<sup>st</sup> was not going to be our day and after adding a couple of litres of water into the radiator we were pretty sure the head gasket was going (later in the week a large crack was found in the head – *heyho!*). While we were licking our wounds Tom Hall had clocked 90s, Archie 92s, Birtles 101s, Andrew Graham and Nigel Cardale 106s, David Agnew and Stephen Palmer 107s, Perry/Ellison 115s and Malcolm Davey on 124s.

After the first cycle of 4 tests, Tom and Archie shared the lead on 231s. Andrew Graham was on 252s but a Wrong Test (WT) on Test 4 had caused Dave Agnew to drop back from the leading group on 298s – WTs were also picked up by Stephen Palmer, 303s (Test 2) and Dave Charlson, 285s (Test 3). After the 2<sup>nd</sup> cycle of the same 4 tests Archie Symonds was opening up a small lead that he would hold all the way to the finish.....but, it was going to be closely contested especially on the penultimate run through the longer afternoon tests. By now the varying grip on the tarmac surfaces was taking its toll and a number of Targa cars were suffering with drive shaft problems.

Alterations were made to the tests for the third run through and when we adjourned for soup and sandwiches at lunchtime Archie was on 693s, Tom Hall on 710s, Gordon Clendenning on 721, the Grahams were going well on 754s, Dave Charlson on 805s, David Agnew was pulling steadily back into the fray on 808s, Nigel Cardale going well in his 1500 Anglia on 810s, Perry/Ellison getting on well together at 813s, Birtles/Goodacre were getting their Amazon excited on 821s, we had fingers and toes crossed and a dying twin cam on 823s, Stephen/Jack Palmer on 852s, the MGB of Davey/Slingsby on 879s. Unfortunately, Paul Swift retired his Mk1 Escort at lunchtime whilst on 699s – only 6s down on Archie but having completed the last 3 tests on what sounded like 3 cylinders (and we thought we were struggling)!

Returning to the Cortina after lunch, I found David going through a series of careful checks, liquid top-ups and a rotation of tyres. On completion, he decided that we'd continue provided nothing got any worse. A short opening test in the public area was followed by a much longer test where the three tests on the test track/link road areas had been joined together. This arrangement was maintained for the rest of the afternoon with different routes through the tests to trap the unwary.

After the first afternoon cycle Archie handed in Time Card 4 on 935s and he had increased his overall lead by another 3s, followed by Tom/Bob on 955s and Gordon Clendenning in the immaculate and quick Chevette on 970s. Many of the modern (Targa) cars were revelling in the smooth tarmac, autotest style event and putting in very competitive times. Amongst them was a dramatic 3litre BMW Z3 that would ultimately take 7<sup>th</sup> O/A and a well driven full rally spec Peugeot 309 that took 4<sup>th</sup> O/A ahead of all the quick Mk1 Escorts (I haven't seen a "proper" 309 driven in anger since the Le Touquet rallies of the 90's when they were competing in the French national rally championship!). Among the Wigton members, the Grahams were flying in their Puma on 1017s (6<sup>th</sup> O/A), David Agnew was on 1070s, Dave Charlson on 1075s, Perry/Ellison continued to improve on 1082s, Birtles/Goodacre were pushing on with 1101s, Nigel Cardale's Anglia on 1111s, we were on 1128s, Stephen Palmer on 1133s and the Davey/Slingsby B on 1171s.

Rain had been forecast for the late afternoon but other than a short heavy shower it stayed dry if a little cooler. Two more runs through the tests brought us to the finish and the cooler conditions (and a lighter driver's right foot) probably accounted for the Cortina getting us there. The longer tests were great for the crews and times were generally in the 180s – 230s bracket. On the final test Archie eased back a bit to record 186s whereas most of the other contenders for 1<sup>st</sup> O/A were still

pushing hard: Tom/Bob on 184s, Gordon Clendenning on 185s and the flying 309 on 187s. *Speedy* Grahams were on 199s, David/Nicky Agnew on 200s, Dave Charlson and Perry/Ellison both on 203s, Birtles/Goodacre maintained their form to the end on 213s, Davey/Slingsby gave it everything and also recorded 213s, Stephen/Jack Palmer kept pedalling hard to record 216s and with a big “PHEW!” we tied with Nigel Cardale’s Anglia on 219s.

At the end of the day crews were agreed that Durham AC had organised a compact and demanding event that suited both Targa and Historics alike. The *Dales* is no longer in the mould of the other NESCRO rounds but it is an enjoyable and good value. Wigton crews had put on a good show and in the Targa section Andrew and John Graham took a very good 6th O/A, 3rd in Class and 3<sup>rd</sup> Targa; Perry/Ellison 13<sup>th</sup> O/A, 4<sup>th</sup> in Class and 9<sup>th</sup> Targa Dave Charlson 17<sup>th</sup> O/A, 6<sup>th</sup> in Class and 11<sup>th</sup> Targa; Stephen Palmer 25<sup>th</sup> O/A, 9<sup>th</sup> in Class and 17<sup>th</sup> Targa.

In the Historics, David Agnew scooped maximum Challenge points with 11<sup>th</sup> O’A, 1<sup>st</sup> in Class and 4<sup>th</sup> Historic; Birtles/Goodacre were 19<sup>th</sup> O/A, 2<sup>nd</sup> in Class and 5<sup>th</sup> Historic; Nigel Cardale 26<sup>th</sup> O/A, 3<sup>rd</sup> in Class and 6<sup>th</sup> Historic; we took the Cortina to 28<sup>th</sup> O/A, 4<sup>th</sup> in Class and 7<sup>th</sup> Historic; and, Davey/Slingsby 30<sup>th</sup> O/A, 5<sup>th</sup> in Class and 8<sup>th</sup> Historic. Nicky Agnew was completely unphased by father David’s antics and seemed to have enjoyed her day out in the North East – another new navigator? Father and son Palmer had big grins at the finish; *Speedy* Grahams had earned bigger grins and..... well we enjoyed our drive home through the dales and into the sunset!

Bring on the Doonhamer!

*Mike Garstang.*

## ***Rush!***

**We are delighted to announce that we have arranged an exclusive showing of the new Hunt v Lauda film based on the 1976 F1 season at the Kirkgate Cinema in Cockermouth on January 13th 2014. Put that date in your diary now!**

## **MG Cumbria**

### ***The Famous Christmas Cracker Run***

Sunday, December 1st

Starts at Rheged and finishes near Keswick

**70 mile fun event, includes coffee and 2 course lunch for 2**

Open to MGs and other fine cars of any age.

Ring Graeme of 01900 825642 or email [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk) for entry forms

# More Classic Show Photos



# Elderly Utterances

## The Venerable Ron has his say

Almost fifty years ago I sat beside Robin Murray in a 997 Mini Cooper for our first rally together, on the Furness and District Motor Club's R L Brown Memorial Trophy held on 19<sup>th</sup>/20<sup>th</sup> September 1964. We had previously been in other 'relationships' but this was our first time together and it worked pretty well with a 4<sup>th</sup> place overall. These Morecambe Bay Championship events attracted the best of the region's crews and the roads used were the best in the North and before the days of National Park consultations and incomers who did not want any disturbance. My diary records the weather was foul and the 160 mile event was a road race so pretty satisfactory all round for a first dance together. Credit then for any success was probably due evenly to the driver and navigator.

Forty nine years on I find myself once again sitting in a Mini Cooper 'S' with Robin at the start of the Spadeadam Motor Club's Countdown Rally ably organised by John Ross and Phil Jobson. The original Mini is a small car but in its day was a bit of a Tardis and had considerably more interior space than many cars of its period so settling into what was a very familiar space was not difficult and although there are many Minis in classic rallies today not many are the original Cooper S with all the value connotations which that bring and Robin's is the real thing.

These days I don't care much for rallies that keep me out of bed after midnight but this event started within 4 miles of home, used maps 85 and 86 and Robin was up for it so that was that. In addition I needed some practice to get me match fit before the Rally of the Tests at the end of October. For all the hours of planning and administration that go into organising a competitive road rally Spadeadam were able to attract only 20 crews to the start. Someone said that the Countdown would be 95% navigator and 5% driver and it's true that I find the paperwork for timing and some of the navigation styles almost unique to the organising club and a formidable experience for a novice crew. We were running at number 11 and were surprised to find only four cars in the historic class a Porsche 911, Mk 11 Escort and another Mini. There were also nine Protons in the entry but it was explained to me that their popularity in this branch of the sport is because they are cheap and they share parts with Mitsubishi and take Evo suspension and are quite tough so suitable for the rougher roads.

The route instructions were in through the window at the start of each section so it was to be all go through the event. The navigation was varied and the pace achievable but before long we were held up by a tractor and trailer travelling at walking pace and filling the road. As this clearly provides pleasure for our farming friends at midnight then who am I to question it. This deliberate baulking cost us a minute and we carried on. I was surprised to find so many thick black tyre marks at junctions because it wasn't necessary to go mad to keep on time at this stage of the event and there would be a queue of cars waiting for their minute at the next control. Anyway our evening was short lived when the osf tie bar broke and the wheel ended up tucked under the wheel arch at an odd angle which led to instant retirement.

I sat in the car for an hour and a half listening to owls and other nightlife by moonlight while Robin got a lift back to base and brought the Volvo and trailer to get us home. Never leave a classic rally car at the roadside unattended at night otherwise it can disappear or at least lose all the important bits. The event was later marred by a heavy accident when Sasha Heriot and Max Freeman hit a bridge parapet end on near Kellah in yet another Proton and put them both in hospital. Results :-

- 1<sup>st</sup> Alex Willan / Ali Proctor. Proton. 4 pens
- 2<sup>nd</sup> Steve Retchless / Cath Woodman. RS2000. 10 pens
- 3<sup>rd</sup> Andy Whittaker / Charlie Tynan. Proton. 21 pens

Ron



# Gates Tyres Northern Historic Rally Awards

## Doonhamer Classic Rally

Sunday 22<sup>nd</sup> saw the SOSCC Doonhamer take place with Roland Proudlock once again at the helm with the help of his family and the club's organising team with support from sponsor Galloway Industrials. Over the years the organisers have developed the Doonhamer and kept in touch with the wishes of the competitors and this one was the best yet in recent years. The SOSCC is well connected and in the sparsely populated area in which it operates it has access to land in excellent locations with varied tests of good length. Among the new tests this year were the Eastriggs MOD site and a super forest test at Fingland Fell run twice. The entry list of 30 cars included many of the top NESCR0 competitors including Tom Hall, Archie Simmonds, Dave Marsden, John Bertram and David Agnew with a welcome return of Robin Murray and Stuart Turnbull at number 9.

The event was based at the excellent facility of the Barony Agricultural College just north of Dumfries where the first two and last two tests were based as well as documentation, prize giving and food. The 95 road miles meandered through pleasant countryside which we know well taking in 16 tests and lunch at the Lockerbie Lorry Park. The format made for an excellent well organised event. David and I were lying in third place at lunch by only one second but were overhauled by the following crew after lunch. Robin and Stuart were a little rusty with no recent form and finished 16<sup>th</sup> and 4<sup>th</sup> in class.

Results:- 1<sup>st</sup> Archie and Richard Simmonds MG Midget. 1252  
2<sup>nd</sup> Tom Hall and Bob Hargreaves Riley Elf. 1317  
3<sup>rd</sup> John Bertram and Ralph Miller RS2000. 1351  
4<sup>th</sup> David Agnew and Ron Palmer Porsche 911. 1387

Ron

Photos by Brian Huddleston



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



# HAGERTY

## CLASSIC CAR INSURANCE

More than a month has gone by since your show, with every weekend involving a classic car show of one kind or another – it's a busy time for our hobby!

We were delighted to have been invited to attend the Cumbrian Classic Car Show this year and also to support your event in providing our Hagerty Bags for every entrant.



We set off from Northampton early on Saturday morning with my little car packed to the hilt with our camping gear and Hagerty banners, being fortunate enough to combine working at your show with a few days' holiday. Coming up the M6 on Saturday afternoon, we wondered if it was such a good idea as the rain lashed down on us and we thought of you out on your run that day. As we arrived at Poo-ley Bridge campsite, we were lucky to get 15 minutes' of clear sky in which we hurriedly put up our home for the next few nights.

On arriving at Dalemmain House on Sunday morning, it seemed like the memory of Saturday disappeared as the sun came out and we got busy chatting to everyone who came to see us on our little stand. Thank you Graeme for announcing that we were there and telling people to come over to get a quote – we met some incredibly lovely people during the day and also had the opportunity to wander around and simply admire the cars on display. Hard to choose a favourite amongst them – right from the little Austin 7 through to the stunning Aston Martin! It was lovely to bump into people we had met earlier during the season at other shows as well – some of you travel widely.

We collected a number of quote requests which I got through as soon as I returned to the office and I'm very pleased to say that already three members of your club have their 2014 membership paid for! I have just one outstanding quote to deal with and know I am going to make the member in question very happy when I contact him – Data Protection prevents me from naming names here! Naturally, changing insurance company is not something you do immediately but as and when your renewal date comes up so I feel sure we will have more members of your club joining us in time.

The week after your show we went to the Norfolk Broads so you can imagine what a contrast in scenery that was – you are very fortunate to live in such an outstandingly beautiful part of Great Britain and we hope to be invited back again next year to explore further. Don't forget to mention WIGTON MOTOR CLUB when you call us to get a quote – our number is 0844 824 1130 – we look forward to hearing from you!

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

<https://www.facebook.com/HagertyCollectorCarsUK?fref=ts>

Janet Cesar

# Me and the wife and MGB

In the 1950s I met and became engaged to my wife. Our transport was a BSA C11G, during which time we shared many experiences including a front tyre blow out when my then girlfriend, who was asleep as normal on the pinion, cleared a four foot hedge to wake up in a ploughed field; many times we came out of Streatham Ice Rink at 10.30pm and drove the 40 miles to Brighton for coffee.

However this article is not about our time with the BSA but what followed.

Not long before our wedding I decided, after much nagging by the shortly to be Mrs Rengger, to get a more comfortable form of transport. We would have loved to have an MG, ideally an MGA. The MGB was not launched until the year after we were married but the funds would not stretch, so our upgrade took the form of a three wheeled Bond minicar. I collected the Bond and as the vehicle had no reverse gear. I set off to drive home under my motorcycle licence. I suffered a number of problems whilst getting used to the foot operated clutch and coordinating my feet, but eventually made it to my fiancée's house to take her out to a dance in luxury. She was delighted to see the Bond and being able to dispense with the crash helmet, and providing one did not look too closely it almost looked like a sports car. However her delight was short lived, as I took the left hand corner at the end of her road, misjudged the width of the Bond and hit the kerb with the nearside wheel, catapulting her up, hitting her head on one of the roof bars of the soft top. The rest of the evening went well until on our way home when I let the clutch out a bit quickly, only to hear a loud bang from under the bonnet coupled with a complete loss of drive. Yes you have guessed it; the main drive sprocket had disintegrated, so we ended the evening by pushing the Bond back to her house, followed by the need to obtain a replacement final drive sprocket.

This initial problem did little to dent our enthusiasm for the Bond and we planned to use the car for our first holiday (delayed honeymoon) in the Lake District. The Bond was a mark E fitted with a Villiers 9E engine of 197cc but to get a bit more power I fitted a 250cc barrel/head and piston. This raised overall performance and gave a genuine 40/45 mph cruising speed (assuming a following wind). We were living in South London so faced a near 300 mile journey to get to the Lake District; however, with the enthusiasm of youth we set out very early one June morning and in spite of not using any motorways (other than the Preston bypass, later to form part of the M6) we did the journey in one very long day. Whilst touring the Lakes we came up against a minor difficulty in that the Bond with two up and all our luggage could not make some of the steeper hills. We overcame this problem by developing a technique where by my wife would leap out of the Bond just before we came to a stop and with the reduction in weight plus an additional push we were able to get up even the steepest hill. Unfortunately I injured my back in a fall so on the way home I had to support myself on my left arm which resulted in my wife having to operate the gear change, made all the more difficult when we hit heavy rain which meant that between changing gear Judy had to bail out the car, as it proved not to be water tight with the rain coming through the soft top, side screens and even round the windscreen. Still we made it home (all 300 miles) and survived to have more adventures.

One beautiful summer's day on our way down to the south coast with the hood down, pretending we were in an MG and Judy engrossed in her copy of *Lady Chatterley's Lover*, there was a sudden bang from under the bonnet and the car veered violently to the left, hitting the grass verge and turning over, bridging a ditch which my wife (still clutching her copy of LCL) and I ended up in. Crawling out from under the Bond I found that the front tyre had blown (this did not go down well with the Judy as you will remember she had been dumped in a field when a similar problem occurred on the BSA). However there was no other damage to the car and a group of passing cyclists kindly

lifted the Bond back onto the road and turned it right side up. This done I changed the front wheel and we carried on as if nothing had happened.

I mentioned earlier that my Bond had no reverse gear as I was driving it under a motor cycle licence. The reverse gear on a Bond was achieved by a second set of points and simply running the engine backwards, so all four gears could be used. One day coming out of work I leapt into the Bond and pulled the starter, the engine backfired but the started so I engaged first gear only to be very surprised to shoot off backwards. This puzzled me but I decided to carry on to my home, a distance of about three miles through the outskirts of Croydon. Other road users looked on in amazement as a Bond minicar was driven backwards, including changing gear, with the driver apparently unconcerned about this unusual method of propulsion. When I got home I stripped the engine down only to find that the flywheel key had sheared and the flywheel had spun on its shaft coming to rest in a position which equated to  $\frac{1}{4}$  of an inch after TDC (but a  $\frac{1}{4}$  of an inch before TDC with the engine running backwards).

We kept the Bond for almost three years and had other memorable experiences including driving from Croydon to Maidstone mid-winter 1963 with snow piled high both sides of the road and two tyre tracks to follow, which made driving a three wheeler very interesting to say the least. Another time we were driving off the IOW ferry only to find that the crew had put down two planks but our Bond came to a sudden stop when the front wheel went between the planks and found itself throwing up a wave of water rather like a paddle steamer.

Looking back were we mad, probably, but as a newly married couple it was all we could afford and with the blessing of over 50 years of hindsight it really was fun and has certainly left us with very happy memories. To complete the saga, when it came to celebrate our Silver Wedding we decided that as funds were more available we would purchase the MG we had always wanted. We settled on and MGB GT and so became the proud owner of our 1967 MGB GT (christened Annie for obvious reasons!). The car required considerable work to get it into a drivable condition and this took a couple of years to complete, but that's another story. We still have the car, it's now part of the family and I can truly say that we have really enjoyed the MG family and after joining the MGCC and becoming a committee member of the MGB Register our only regret is that it took us 25 years before we took the plunge.

**Bernard Rengger**

This article is reproduced from the MGCC's *Safety Fast* magazine by kind permission of the Editor Andy Knott.

## 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.**

Mal Mackay – Carnforth

Mark and Elaine Little – Cockermouth

Andy Thomas – Carlisle

David Cuff and Isobel Burns -Garstang

Richard Graham and Pamela Bonnick -Penrith

Scott and Julia Taylor - Branthwaite Lake

John and Rosie Nicholson - Ravenstonedale

David Waddington - Whitehaven Eric Smith - Dalston

Chris Boyd - Brampton

Tom Hall - Co Durham

Ian Smith - Workington

Daniel Mason -Milnthorpe

Bradley Dickerson -West Yorks

Martin White - Silloth

Robert and Sylvia Wilson - Yarm

**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**

# Bo'ness Revival Hill Climb

Some of the most iconic saloon, sports and racing cars in the world were competing in the revival speed hillclimb held at Bo'ness near Edinburgh on Saturday and Sunday 7<sup>th</sup>/8<sup>th</sup> September, an event that is only six years old since its revival yet attracted thousands of spectators.

It was held in conjunction with the help and blessing of a very forward looking Falkirk City Council on who's land it is held in the grounds of the magnificent Kinniel House. It was here in a workshop behind the large house which is more like a typical Scottish castle that James Watt designed the first steam engine in the 1760s to pump water from the coal mines under the Firth of Forth and so started off the industrial revolution.

Lots of other attractions such as a classic car show, lots of trade stands and even a fly past by a Spitfire and a Hurricane from the Battle of Britain aircraft based at Conningsby in Lincolnshire had one wondering if we had really been transported back in time, even Sundays weather was like it used to be, hot and sunny, well it certainly was on Sunday anyway.

Cut off date for competing cars was 1975 apart from some specially invited cars such as Mk 2 Escorts, Subaru, Firenza and Opel Manta rally cars, a couple of TVR Griffiths and Porche 911s and a Caterham 7 to give a bit more spice and thrills to the eager spectators.



Thrills there were in plenty with several spills during the weekend but fortunately no one was injured, with a 1071cc Cooper S rolling, a three wheeler Morgan Vee Twin attempting a barrel roll not once but twice and some lurid spins and wall of death acts on some of the banks and bales all in front of the grandstand it was a busy time for recovery crews and kept the crowd on their toes with lots of oohs and aarghs as competitors tried harder and harder.

Wigton members did very well and put up some really good times forgive me for not mentioning everyone but I only know so many of them.

Bob MacGillivray won his class on both days in the MG Ashley Midget, Alan Smith drove brother Ian's lovely Alvis 12/70 special and put up some quick times in the wet especially as he

has only driven the car a few times previously.

Nephew David won the class on both days also driving the same car and Ian drove it on Sunday so it had to work really hard all weekend.

Ian got a big cheer and a mention from the commentator as he three wheeled the big car through the tricky courtyard where all the accidents had occurred right on the limit and Ian has only recently just started competing as a 70<sup>th</sup> birthday present to himself

I mentioned his spectacular piece of driving to him when he returned to the paddock and he said when he braked he got his foot on the accelerator as well so instead of slowing down it speeded up so he steered like hell as it was all he could do !!!

This car is going really quickly as Ian, former chief engineer on the Ravenglass miniature steam railway known as the "Ratty" raised the compression ratio by having the pistons built up by welding on top of the piston crowns then machining the pistons afterwards as high compression ones are not available

Once again I entered my Buckler MK5 1172 cc in the "Flathead class" against the V8 Mercury's as those cars are "proper" cars in my mind, being the predecessors to the AC Cobra. In wet conditions on Saturday we almost managed a class win, leading the class on three runs but as the sun came out and the track up Jim Payne eventually tamed the vicious beast that is the Fairley Mercury kept it out of the bales and on the track and did a 37.57 beating my 37.70 by 0.11 of a second. We will be back next year to have another go

at winning.

On returning home after looking at the video from my in car camera we decided to check the supercharger boost pressure and found the variable blow off valve we made had weakened and was blowing off too early and only giving us 3psi at 6000rpm. Initially we had been getting 4 psi so we are making a new pulley and lifting the boost pressure and hoping to get about 7 psi in time for Prescott on 6<sup>th</sup> October. When we first fitted a supercharger we had to guess at pulley sizes and guessed wrong. Our first attempt gave us 18psi at 4000rpm and immediately blew the head off and a second set of pulleys gave us 12 psi at 6000rpm which lasted a bit longer but also blew the head gasket but waited until our timed runs at Boness two years ago which was really frustrating as it was going very well in practise hence our rather cautious approach in our quest for reliability since then.



Lorton Fraser Nash supremo Dick Smith brought one of his very famous cars a “supersport” and son Adam from Peebles also brought his “Nash supersport” but both had problems as Dick had a bad knocking which was a suspected big end type knock so retired after the first practise run on Saturday and Adam’s car broke its clutch fork after Sunday’s practise and these cars were two of the quickest combinations of car and driver in the whole entry so spectators were denied a real treat I’m sure.

Other competitors tried all they could to help and a Boness resident took parts to his garage to weld up but time ruled out any chance of getting the car repaired in time, great pity.

It is a great event and getting lots of famous cars competing due to some very dedicated and hard working organisers who are regular competitors at other prestigious events such as Shelsley, Prescott etc. My Buckler was next to a genuine 4.7 Litre Cobra, the ex Roy Salvadori Connaught these two lovely cars owned by a very lucky Robert Bremner and the ex Stirling Moss’s CooperT59 F/J was on the other side.

Competitors are supporting these organisers to the hilt with three drivers towing cars over 420 miles to get there and in turn are rewarded with a superb weekends motorsport. A deal with the Boness steam railway and Boness car museum meant you could get massive reductions on entry to these attractions too making it a great family weekend.

How about going there next year you will be made very welcome.

Thanks to all who helped in any way.

Keith Thomas

## **Solway Historic Rally & Targa Sunday, October 20th**

### **Marshals**

**We need your help!**

**We have a variety of tests in west and North Cumbria (covered in the area Rowrah, Wigton, Maryport)**

**There will be marshals gifts, free meal at the finish and a raffle.**

***Get Involved!***

**Ring Stephen on 01900 816331**

# Inside the Industry

**Paul Gilligan keeps us up to date**

## **European Sales Remain Low**

After rising 5% in July over last July in August European sales were 5% BELOW last August. France Spain and Italy remain very weak with sales almost 10% below last year YTD. In Spain more new bicycles have been sold so far this year than new cars.

August sales in Europe were also effected by a hailstorm in Germany damaging 28000 (yes you read that right) new VWs outside the Wolfsburg factory. The cars have been “quarantined” for damage assessment. Last time this happened (yes it’s happened before!) in 2008 VW had 30000 new cars damaged. Some were written off and broken for their brand new parts, some were repaired and sold at a discount.

UK sales continue to run around 10% above last year. August is a very low month with the plate change coming in September, so it’s sales in September that will be most interesting and decide winners and losers for the year. However UK car production numbers continue to rise with almost as many cars produced by end August this year as in the whole of 2009. Over 8% of cars exported from the UK now go to China.

## **Jaguar On The Up**

It takes a long time for investment in new models to go from the initial decision to design a new car to actually seeing it drive out of the showroom and bank the takings. 3-5 years in fact. So it’s a long time since Jaguar Land Rover took the decision to invest firstly in new Land Rover models, which have seen the Evoque, new Ranger Rover, and new Range Rover Sport launched in the past 2 years. Now it’s Jaguar’s turn. So far we’ve only seen the F Type, but in a couple of years the new small Jaguar to compete with BMW 3 Series etc will arrive, and the concept of a Jaguar SUV based on the Evoque was shown at the recent Frankfurt Show. Good news is that JLR are creating 1700 new jobs to build the new small car. Good news is that JLR are spending £3 billion a year on product development every year, including developing a new range of 4 cylinder diesel engines to be built in Wolverhampton reducing their reliance on Ford-derived diesels. Good news is that from 2015 on Jaguar dealers who’ve had a very hard time for a few years now can look forward to some well deserved profits.

## **Peugeot-Citroen/GM Alliance Offers Hope**

I have written previously of the enormous losses being suffered by Peugeot-Citroen (PSA) and GM Europe. About 4 BILLION Euros a year between them. Some time ago they decided to share the pain by agreeing to co-operate on new model and engine developments. Joint platforms are being developed, the first of which will be launched in 2016-17. Savings are already being made it is said in component purchasing. PSA trade unions (French unions never the easiest!) have apparently come to understand the stark realities that face them, and have agreed to flexible working practices and a pay deal that has enabled PSA to confirm that their new family of diesel engines will be built in France.

Will this be enough to save both businesses? Only time will tell.

## **Luxury Manufacturers Rush To SUVs**

It’s just over 40 years since the original Range Rover was launched. It wasn’t exactly luxurious with plastic seats and rubber floor mats, but with the Buick derived V8 up front and a suspension and 4WD drive system that gave excellent performance both on and off road it was an instant hit and there were long waiting lists for years. Gradually it moved upmarket to the £100k 4WD limo we see today. Gradually others came to join the party, BMW X5, Audi Q7, and perhaps the real game-changer, the Porsche Cayenne.

Last year Bentley showed an SUV “concept” at the Geneva Show, and later at the Beijing Show. The Chinese loved it, everyone else hated it. The car has now been “completely” restyled both exterior and interior and will be launched next year. Hot news is that it will almost certainly be offered with a diesel engine, no doubt a derivative of the wonderful Audi 4.2 V8 diesel. A diesel Bentley! Good news is that it will be built in Crewe although it was thought for a while production would be in Bratislava where VW Group build Touareg, Cayenne, and Q7.

Bentley intend it to be the most luxurious SUV in the World, and say they have no competition in this niche above Range Rover. Not now perhaps, but they will have soon. It is known that another part of the VW empire, Lamborghini, are working on a similar car, rumours that Maserati are also considering such a thing. Now word has leaked out that Rolls Royce are looking and building THE most luxurious SUV ever. That won't compete with the Bentley though, the Rolls is rumoured to have a start price if ever made of over £250,000, about £100k more than the Bentley.

Footballers will be spoilt for choice!

### **Ford Optimism**

At the Frankfurt Show Ford's worldwide boss announced that by 2020 Ford intended to build 8 million cars a year, up from 5.7 million last year. Strongest growth is expected from the US and China but the European market was thought to have “hit bottom” and there were “signs” of recovery. It seems clear that Ford intend to stay in Europe and take the painful actions needed to restore profitability.

One of these actions is rationalising production facilities. This summer the Transit plant in Southampton and the large car plant in Belgium both closed. Large car production has been moved to Valencia in Spain where labour costs are 22 Euros an hour compared to 35 Euros in Belgium. Transit production has been moved to Turkey where the smaller Transits have been made for some time. I'm not sure what Turkish wages are, but certainly well below UK levels, so the benefits to Ford are clear.

However long term gain has resulted in short term pain. It's just about impossible to buy a big Transit or a Mondeo in the UK currently, with 12 week waits being quoted on both. The unions wouldn't allow the tooling to be removed from the Belgian factory until it officially closed, although they didn't bother building many cars for the last few months. Production in Spain is not yet properly up and running, Transit similar.

Meanwhile Ford's UK boss said that he didn't believe the UK market had yet peaked, and should continue to rise for the rest of this year, and certainly not fall next year. With The UK Ford's biggest market in Europe it's a very important one for the Blue Oval.

### **Fiat Stays with Petrol/Diesel**

Fiat are not known under current management for wasting money on product development. Indeed apart from Ferrari and Maserati we have seen few new cars from Fiat/Alfa over the last few years. Now Fiat have announced that they have abandoned work on pretty well everything that isn't either petrol or diesel. They produce an electric version of the 500 for California and lose \$10000 on every one. Hydrogen they see as impractical in the real world.

Fiat's strategy seems to be to sit on the sidelines for 5 or 10 years, then if others having spent billions make something work Fiat will either buy or copy the technology. Seems to make a lot of sense to me?

### **Classics Replace Sports Cars?**

Those who follow the classic car market will have noted that values are rising and rising rapidly, particularly for the very top end stuff. Indeed I read an article in a financial journal recently that after careful analysis concluded that classic cars were the number one investment choice, far ahead of property, fine wines, stock and share etc. The HAGI (Historic Auto Group) index measures the growth in value of classic cars based on the prices of 50 key “collectables”. Since 1<sup>st</sup> January 2009 it's almost doubled. In the past year it's up almost 28%. It's reported that classic car dealers who

own their stock rather than acting as brokers are actually unwilling to sell a car unless there is an attractive part exchange involved. They know the car they're selling will be worth much more next year.

At the same time sales of new sports cars are falling. Porsche's biggest seller is the Cayenne SUV. Mercedes can only shift SLKs by offering very cheap lease deals. Big discounts are available across the market including the 911. "Deals" are even being done on the F Type Jag just a few months after launch. One industry pundit said recently that he thought the rise in classic car values and the drop in sales of new sports cars were linked. Many expensive sports cars, he reasoned, are bought as 3<sup>rd</sup> or 4<sup>th</sup> cars for occasional use on sunny weekends. That's why you see 10 year old XKs and DB7s advertised that have only done a few thousand miles a year.

Last year I sourced a Jag XKR convertible for a client. The car was 6 years old and had covered a documented 13500 miles with one owner. It had originally cost almost £80000. I think the owner would have dropped almost £60000 on it. Now what would have happened if in 2006 he had put his £80k into a classic? According to the HAGI index he would have MADE a lot more than £60000. OK his maintenance bills may have been a bit higher but not much at 2000 miles a year.

Most wealthy people are pretty shrewd, that's how they got rich. Footballers excepted. They understand these sums and are, it seems, buying a classic not a new sports model as their fun car. Makes classics too dear for the rest of us though!

*Paul Gilligan*

### **Keith Baglee**

Sadly I have to record the passing of Keith Baglee who was a member for over 30 years. Keith was a very good navigator and his name is on many of the Club's 12 Car trophies and he also organised many of these events as well. He navigated for many of our members on road, stage and historic events over the years and more recently was involved as entries secretary of the Pendragon Stages.

He was also Cumbria secretary of the CSMA for many years and a keen supporter of beer festivals.

Our condolences to Margaret and the family.



# Andy's Armchair

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

I can't help thinking that our editor has missed the point somewhat when it comes to grey and silver cars. If a near neighbour of mine is anything to go by then the primary reason for selecting such colours is because "it doesn't show the muck!" Of course that doesn't mean the car's not dirty, and I have wondered if the same people extend the theory to washing themselves, their clothes or changing their beds i.e. if it ain't filthy looking then just leave well alone. It makes you think a bit really.

A friend of mine has enjoyed driving at track days at various circuits for a good number of years. During this time he's used a Subaru, a Clio Cup racer, a 911 and more recently a very rapid Caterham. All this time there's been no problem, stick the car on the trailer, pick up the packed lunch and off you go.

Now things have changed, and there's a cautionary tale here for younger club members, so if you fit that description then read on. Said friend now has two small boys who are just old enough to want to accompany daddy on his day out. Well that's fair enough, but it also entails mummy going to keep an eye on the young ones and she twigged pretty sharpish that these long running outings are just a little more dangerous than she'd realised up to now. Anyway, diplomacy skills vastly more advanced than those of President Obama will be needed if the Caterham is going to get properly abused in the future. You have been warned.

I see the new film "Rush" is receiving rave reviews. As far as I can make out it's all about the '76 season and the Hunt versus Lauda fight for the championship. All well and good, but as far as I'm concerned it's relatively recent history and when you've lived through the real thing, and still have magazines in the loft to prove it, why would you want to go and watch people pretending? What else is there to tell?

You can't help thinking there are plenty of other motor sport themes with a much better storyline which someone could adapt for the silver screen. Personally I'd love to see something based round Hawthorn and Collins. Just think two young British chargers who were poles apart character wise but somehow became friends, world championship rivals, and both coming to sad and premature ends. Throw in the following, the '55 Le Mans disaster debate, a world champion with terminal kidney disease, dodging National Service, and illegitimate child, a father involved in some rather strange dealings who died in an unexplained road accident, gifting a world title to Fangio, marriage to an American actress and death on the Guildford by-pass while racing a mate. All this plus losing the last ever Mille Miglia a few miles from the end when the car lets you down, winning the Targa Florio with Moss and dying two weeks after becoming a national hero by winning the British Grand Prix. In my eyes it makes the "Rush" script look a bit thin to be honest, maybe Mr. Howard will make it his next block buster after all he has to do is read Chris Nixon's "Mon Ami Mate", probably the best motor sport book ever written. It sounds like I'm advertising lager time I shut up!

Ends  
AA

# Adverts

Adverts are free for members

## Electrical

2 Carriage lamps. Raydot, Lumax, lucas sft 700s, Butler mk 2 saucer lamp, Lucas lr 6, Lucas cats eye lens and rim MG TC.

Several pairs of Clear Hooters windtone horns. Various pre war headlamp reflectors.

Smiths black faced gauges,oil, amps,temperature. Electric fuel pumps, S.U. and others, about thirty in all. Smiths pre-war? ammeter, all brass. Smiths car clocks, early.

Spark plugs,new old stock, n-9y fourteen in total. Lucas sealed beam unit, lh traffic, n24 113. new.

Pre-war side lamp lenses, and a pair of rims, MG T type. Lucas d lamp. has been painted.

Lucas d lamp lenses, five, L 060, red. Large quantity of new old stock spark plugs.

Lucas d lamp, chrome, good condition. Red and white lens. Large quantity of regulators, different types, ring for details.

## OTHER STUFF.

Pair of headlamp stoneguards, Mounteney, 7 inch, still in packets. Pair of wind deflectors.

Brass Autoram grease gun, other brass grease guns, and vintage brass oilers.

Pre-war Burman worm and peg steering box. MG pre-war knock on wheel spinners. one set.

MG t type spare wheel spinner. Vintage Shell motor spirit petrol cans,two.

MG pre-war type chrome arm rests, door tops, good. Xpag or xpeg 1250 engine, almost complete, probably out of a wolseley 4/44

Pair sidescreens , prewar mg? Slab type fuel tank, pre -war probably MG. L type, or K type.

Zenith carb part bronze body, large, pre-war. MG TC brake hoses, new.

MG TC rear wheel bearings. S16 track rod ends, new, three.

MGB rear wheel bearing new. AA badge, early number v 131024

MG TD various rubber parts, and small chrome parts. MG M TYPE front axle and steering gear.

SU carbs, various, and parts.

## PISTONS....mostly MG

Set of Hepolite 7759 "plus thirty" in box. New Wellworthy pistons, 1189/1 pzv , p type, or j type.

Set MG TC pistons, used, "plus sixty". Plus various other loose pistons, some in very good condition, ring for details.

**DAVID WILSON, HARRINGTON.....call for details...01946834285,**

**For sale, 3.5Ltr V8 Buick engine c1963** fitted with quadjet Rochester carb , Mallory distributor and new clutch/ flywheel assembly. Slightly later 5 speed gearbox to match. Also V8 Rover engine for spares. Would suit special builder or MGB conversion, period racecar etc. Enquiries to Mike. Mansergh on 01900 65288 Thanks.

**2 windscreens for sale.** a) Morris 8 1935; b) MG Midget age uncertain. In good condition. Edinburgh area. Details and photos can be supplied. Telephone: 01875 821611

**BMW 318is (sports).** 1800cc. 150Bhp. 1995. Alloys. Airbag. Power steering. 160,000mls. Electric windows, mirrors and sunroof. Towbar. Taxed to Feb 2014, MOT to Dec 2013 Inspection welcome. Tel 01900 62014 or email [philhartley@outlook.com](mailto:philhartley@outlook.com) for more photos £695

**As new books for sale - Half price!** : The Gentleman's Guide to Motoring (Vic Blackwood) £5.00; The Inside Track (Jake Humphrey) £9.00; Works Wonders (Marcus Chambers) £9.00; Mason's Motoring Mayhem (Tony Mason) £10.00; Reg Parnell (Graham Gauld) £9.00. Ring Graeme on 01900 825642, or email [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

# What's On

## WMC events and other events of interest

### October

6th	WMC	Kames Sprint (BSCBSC)
11-13th	MCC	Mull Rally
19th	WMC	<b>Copeland Canter Touring Assembly</b>
20th	WMC	<b>Solway Historic Rally &amp; Targa and Tour</b>
20th	WhDMC	Cheviot Stages on Otterburn
31-3	CRA	Rally of the Tests (Chester to Harrogate)

### November

2nd	H&DMC	Hexham Road & Historic Rally
9th	VSCC	Lakeland Trial
8-9	RCRC	Roger Albert Clark Rally
15-17	MSA	Rally GB
16-17		NEC Classic Car Show
30th	FDMC	Grizedale Stages

### December

1st	MGC	Christmas Cracker Run
7-10	HERO	LE JOG

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.

## Careers at M-Sport Limited

See all our vacancies online at

[www.m-sport.co.uk](http://www.m-sport.co.uk)

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