

Wigton Motor Club Ltd

Start Line

Issue: 05/14

www.wigtonmc.co.uk

May 2014

Flying Start To the Season On The Devils!



David & Nicola Agnew

There was a different take on the Devil's Own Rally this year with Katy Mashiter in charge and the event followed a straight forward all test format. Read Mike Garstang's report inside.

JLT MSA Club of the Year

Diary

Club events over the next month or so

Grass Autotest At Blackbeck (Egremont)

Wednesday, May 7th. 19.00 start

Entries to David Agnew on 01946 841455 or DAVIDWAGNEW@aol.com

May Pub Run

Wednesday, May 14th. 19.00 start

Buffet fee of £4 per head.

Starts at the Williamsgate lay by on the A595 near Redmain

Entries to Graeme Forrester on 01900 825642 or gtfmg@yahoo.co.uk

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

I read recently that the Olympic legacy has failed, certainly in terms of increasing participation in sport. Indeed the Football Association has just lost a Sport England grant of £1.5M due to the lack of success in its recruitment programme. Both codes of rugby are suffering a lack of new blood as is swimming and many forms of athletics.

Of course the same can be said of spectator numbers. More and more people are happy to sit in their armchairs and watch top level sport of TV rather than head for their local pitch, ground or circuit to see their local team or drivers perform. No doubt it's all part of the obesity epidemic that seems to be affecting the country.

I think part of the problem is that most sports and the media seem to push the idea that you can be the next Hamilton, Hoy or Beckham rather than just have the pleasure of taking part in a sport. The number of youngsters to take part in sport than drop out in their late teens is alarming. I gather it applies to all sports but around 95% of ten year old karters have given up by the time they are 20. That is no doubt why Go Motorsport has decided to target over 40s in their recruitment campaign rather than 18 plus.

Realistically the chances of any young karter getting into F1 in a few years time are about nil. Indeed the chances of being a professional racer or rally driver are about the same the way things are going. There are just not the drives available unless you are able to pay for it. You might just get a ride as a "professional" in the British GT series paired with a rich amateur but that is about it.

Add to that the need for people now to have "success". I've alluded to this in the past in terms of the bewildering number of classes we seem to have in many branches of the sport now. Organisers have to do this in order to attract entries sadly as it enables "Fred Bloggs" to tell his pals he finished third in class in a rally and to issue a glowing press release to that effect. The fact being there were only three cars in the class! Thus we see in the motoring press just about everyone mentioned is a "star" or an "ace". That's because the editorial team at the publication print anything they get without checking it.

I doubt if anyone in the Club has any delusions about being a professional racer or rallier, we are all here to take part at what ever level we compete at. Taking part has to be more important than winning a pot because otherwise there would be no events as the folk who never, or rarely win an award, would simply not enter.

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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Classic Column

News from the Classic Scene

Drive In Day

Sunday May 18th

11 to 3

At Dalemain

All interesting vehicles are welcome, arrive at any time, admission free
Come and kick tyres, view the gardens and house, use the tea room.



BMC Competition Department in 1966 - a bit different to M Sport now!

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Kames (AC) – Sunday 13/04/2014

Ronnie MacGregor



Season Starter April Kames Can it really be true that everyone parked up their car after the WMC Season Finisher at October Kames, with great plans of winter work to be done. Can it really be true that nobody has actually done anything until the last minute ?

One notable absentee at this event, in an effort to Extend the useful life of his car had actually removed his engine and gearbox. He claims Extonordinary Extonuating circumstances, and an under-estimation of the Extont of the work involved, for failing to get it back together, and have it ready. Only when he actually turns up at an event will he be Extonerated.

Messrs. Iveson and Wiggins were also in absentia, both proffering feeble and unacceptable excuses relating to other activities. And what a good day they missed !!

Initially dry, but so bitterly cold that one bright spark en-route to the Gents was heard to proclaim that he was away to check his thermometer !! First timed runs were the counters for the day, with some later cars catching the first of the rain, as the heavens duly opened thereafter depositing copious quantities into any open topped car to be found.

Entered in class **A1**, WMC fresh face, **Wayne Gregory** filled the place of the missing pale blue Mini, and safely crossed the line in **96.17** seconds. **Steven Holmes**, **99.28** seconds, failed to entertain the crowds with the usual chalk graffiti on his matte black bonnet, instead, just a single “size eleven” boot print to be seen.

Public enemy number one, **Alex Thornton** appeared in class **A2**, with a large target on his back, and returned a very respectable **89.65** seconds result. Fast Dad **Mike** could apparently see this large target too, and with the performance enhancing drugs now seemingly working, romped home at **88.79** to give a well deserved First in Class on the day.

Bionic Boy, **Richard Shaw** is back, with his lovely sounding Impreza, and produced a lonely in **A3** result of **106.23** seconds.

Merged with potentially faster cars, **Les Golding** running quietly in **A5** produced a time of **86.87** seconds, and still produced a Second in Class on the day. Now that’s a good time, but should we tell him that there is a cluster of “WMC R2” road cars snapping at his heels ? No pressure Les !!

Chomping at the bit in **A6**, **Graham Denholm** produced what is possibly a new PB of **84.74** seconds, and took a merged First in Class on the day.

In the old man's classic class, **A7, Fraser Graham** showed us how surprisingly good an A series engine can sound, and also how to fail to achieve a first timed run time. So forced to brave the elements in order to record a time of **100.51** seconds was he. In the same class, a certain Mk 1 **Colin Sutherland** had chosen not put his super sticky Avons on the back, but forgot to tell his brain !! It appears that a kiss from Mr S will slightly crush your nose, and create a bulge in your box section. Not to be outdone by a Midget, Colin also did three lengths of the Kames pool to record a time of **103.07** seconds.

In class **A8, Ronnie MacGregor**, freshly suspended, shod, and untested, headed up the WMC contingent on **89.38**, just good enough to see off Alex and split the Thorntons, but still forced to admire Mike's rear, half a second distant. **Chris Harris** in his "*I've been kissed too*" Elise followed on **90.94** seconds. Another WMC fresh face, this time with a dodgy choclatier friend, **Daniel Broomfield** showed us all, to some amazement, that the rear of an MR2 does not have to sit permanently at 45 degrees to the track in order to achieve **95.66** seconds. Come on Dave Where were you ??? !!!

In class **B2**, WMC's Champion bunny girl **Angela Jones**, on **97.04** seconds, has not yet been heard to moan about Willie. Enthusiast **William Jarman**, a few paces in front on **91.65**, has not yet been heard to moan about Angela. The season is but young !!

In class **B4** returning WMC members **Malcolm Mackay** and **Chris Boyd** fielded their delightful dayglow green Sylva Riots to return **86.99** seconds, and **89.44** seconds respectively.

Class **B6** on the day saw secret weapon **Mark Purdham** across the line on **84.31** and collecting a First in Class on the day by virtue of his FTD opponent being just too Mutch. Followers, the indomitable **Melvyn Hartley** drifting through the timing beam on **89.02** seconds, **Coleman** brother **Darren** home in **91.73** seconds and **Gareth** on **105.56**.

A good representation by the Club, and a very respectable performance by Club members, with no less than five awards collected on the day. The intensely competitive WMC R2 gang continue to push boundaries, with times only dreamt of just a few years ago. Once more this could be the crowd to watch, or come and join in !!



Chris Harris



Alex Thornton

Jottings

Andrew Coe to depart as head of International Motor Sports:

The Motor Sports Association (MSA) has confirmed that Andrew Coe will leave his post as Chief Executive of International Motor Sports Ltd., the MSA's wholly-owned commercial subsidiary, on 2 May.

Andrew joined IMS from the International Tennis Federation (ITF) in 2001. Since then he has been in charge of the UK's round of the FIA World Rally Championship – Wales Rally GB – and cultivated a long-term relationship with the Welsh Government that has seen the rally based in the Principality ever since. In that time, IMS has also organised the RACMSA International Rally of Scotland, the MSA EuroClassic and many other successful events, including the on-track organisation of the British Grand Prix.

Alan Gow said: "However now is the time for this organisation to rationalise and utilise the great resources and expertise that exist within the MSA group, in order to create a more cohesive and dynamic company structure!"

Read into that what you will! This year's EuroClassic was cancelled and the other classic events including the hugely well supported "Norwich Union" Classic all disappeared in the last 15 years under Coe's watch. I often wondered what in fact the IMS did. Perhaps the MSA could take all the British Championships back in house and use the income to support Go Motorsport?

It's good to see that the Pirelli Rally is going ahead but certainly no thanks to the level of support from the British Rally Championship who can only muster 20 BRC and 10 Challenge competitors. The Historic class has more entries on it's own. Looking at the entry and there are just five drivers in the BRC I have heard of, Can you really have a British Championship without the likes of Bogie, Thorburn, Petch, Bird and Perez in cars that actually have some spectacle? Time for a rethink perhaps?

I was interested to read an article in Berwick DMC's magazine where the cost of events was broken down into £s per mile. Forest rallies are from about £10 to £14 per mile. Surprisingly the Jim Clark on closed public roads is in the same ball park not doubt due to the huge amount of administration and safety work that needs to be done. This puts a big question mark on the viability of any future closed road event as the JCMR gets a huge entry with which to divide the cost.

In contrast a typical NESCREO historic rally comes out at less £1 per mile and that includes all your food for the day!



Marshals' Post

Marshals' Championship Scorer: David Wiggins 016973 49488 Email: michellewiggins137@btinternet.com

Marshals' Contact David Agnew 01946 84145 Email: DAVIDWAGNEW@aol.com

Marshals Championship

- The Championship is open to all current WMC members
- Points will be allocated with 5 for a half day event and 10 for an all day event.
- Points will be allocated from signing one sheets and/or members claiming the points within 30 days of the event. The 2014 championship will run from March 1st until December 30th.
- All WMC events will count plus events where the club is invited to have a marshalling team.
- Named organisers of events are not eligible for points.

Prizes:

- 1st Passenger ride in an M Sport WRC car. (Donated by Malcolm Wilson)
- 2nd Two pairs of tickets to the Knockhill BTCC round. (Donated by Knockhill)
- 3rd Two Weekend tickets to the Croft Nostalgia Festival (Donated by Croft Circuit)
- 4th Two Weekend tickets to the Croft BTCC round (Donated by Croft Circuit)
- 6th Two tickets to Autosport Show/Race Retro/NEC Classic
- 7th Two tickets to the Donington Classic Festival
- 8th 1 ticket to the Autosport Show/Race Retro/NEC Classic
- 9th 1 ticket to the Donington Classic Festival
- 10th 1 ticket to the Croft Historic Meeting

Dates for the marshals' diary:

- | | | |
|------------------|-----------------------------|--------------|
| Sunday June 29th | Lake District Classic Rally | Penrith area |
| Friday Aug 15th | Dalemain setting out | |
| Sunday Aug 17th | Cumbria Classic Car Show | |

Brockbanks Solicitors Cross Border Speed Championship

EACC	Kames	April 13 th	Results available
MGCC	Scammonden	May 18 th	Regs available
YMC	Teesside	May 26 th	Regs available
KLMC	Barbon	June 14 th	Reg available
MSCC	Forrestburn	June 29 th	
CMC	Three Sisters	Aug 3 rd	
MGCC	Anglesey	Sept 6 th	Regs available
MGCC	Anglesey	Sept 7 th	Regs available
BARC	Harewood	Sept 20 th	Regs available
BARC	Harewood	Sept 21 st	Regs available
WMC	Kames	Oct 5 th	

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.

Mark Purdham – Penrith	Alexander Young – Co Durham
Graeme/ Sarah Mactavish/Hardern – Wigton	Ken Fawcett – Carlisle
Chris Sparks – Whitehaven	Ruth Ricketts- Carlisle
Stephen Dixon Frizzington	

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.

Open Gardens

Sunday June 15th	Crookdake, near Aspatria, Alana Rylands gardens plus classic cars on display. Teas and plants for sale. 13.00 to 17.00
Sunday June 29th	Blindcrake Gardens, Arts & Crafts Trial plus teas. Classic Cars. Free admission and tea for classic car drivers. 13.00 until 17.00



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Events & Organisers 2014

This is how the year is shaping up. There are some TBAs to be filled so volunteers please step forward!

A full list of the organisers so far this year will appear in the next editions so we can show our thanks to them.

Month	Date	Day	Event	Organisers	Assistants
May	7th	Wednesday	Grass Autotest	David Agnew	
	14th	Wednesday	Pub Run	Graeme Forrester	Helen Brooks
June	4th	Wednesday	Pub Run	Kendall Bruce	
	11th	Wednesday	Autotest	John & Chris Hunter	
	29th	Sunday	Lake District Classic	sub committee	
July	2nd	Wednesday	Pub Run	TBA	
	27th	Sunday	Autotest	Willie Jarman & Angela Jones	
August	6th	Wednesday	Pub Run	Charles Graves	
	16th	Saturday	Rose & Thistle	Ron Palmer	
	17th	Sunday	Classic Show	Sub Committee	
September					
	TBA		Autotest	TBA	
October	5th	Sunday	Kames Classic Sprint	Graeme Forrester	Peter Garforth, David Wiggins
	19th	Sunday	Solway Historic Rally	Stephen Palmer	Roger Pope
November					
December	28th		Autotest	Stephen Palmer	

As usual we are indebted to our contributors, both the ones with monthly columns and those who do reports of events. These all help to make Start Line the best club magazine around.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

One of the things in life that do not change after retirement is the way - understandably - that most social and recreational events take place at the weekends leaving few taking place during daytime Monday to Friday. For those of us that have cars which are our hobby it is not difficult to fire up the beast and go for a saunter when time permits. Don't get the impression that retirees sit at home twiddling their thumbs waiting for the weekends to come round but just think of the days in summer when all those quiet back roads are traffic free midweek except for the odd white van or tractor and no motorcycles.

So I have a suggestion for those who have time midweek for a group drive out. Why not meet up for a coffee then drive a simple route for an hour or two have a spot of lunch and then return in the afternoon. No navigation involved in fact a driver on his or her own could manage easily. There would be no cost involved only what you eat and drink and the fuel that goes in the tank. I know it means that those who are working or otherwise engaged will miss out but your opportunity will come in time. I was thinking of one Wednesday or Thursday in July as a starter and I will do the organising. Interested? Then drop me an e-mail at ronpalmer777@hotmail.com or phone 01228 575153 and I'll see if it's worthwhile to move forward. Tell your pals in case they are amongst the many who gave up reading this rubbish long ago.

I've fallen out with Tebay Services or rather the filling station there. I love the food and facilities, in fact their homemade pies are as good as they come and the coffee - unbranded is equally palatable. But the cost of fuel is horrendous. Recently I had to do a splash and dash to get me home and needed a small mortgage to get past the till. I should have realised that being the only vehicle filling up on that forecourt in the late afternoon something was up. And so it was. Diesel at Tebay was 146.9p when in Sainsburys, Carlisle later that day it was 132.9p/litre. Why a switched on organisation can't see that bad news spreads I do not know and in modern parlance they just don't get it do they! So until their fuel becomes more reasonably priced the tumbleweed will continue to blow through the pump islands at Tebay - unless you are really desperate.

Whilst having a grumble I have a suggestion to help those who pull a trailer or caravan on motorways and for whom the third lane is 'verboden'. The problem occurs on both three lane and two lane roads when trucks pass each other. I'm not talking about the Irish truckers or some independents whose speed restrictors have been disconnected because it's difficult enough to keep up with them at 75mph or more as they come down off Bowes Moor heading west. No the problem is with the guy whose truck will do 56.5mph while the one he is trying to pass is doing 56mph. They grind on in their own little world with neither wanting to give way and it is not too bad on a three lane where cars can ease past in the third lane but if you are towing you have to wait and it can take 10 minutes and a few miles for the manoeuvre to finish. So I think trucking could take a leaf out of F1 with each truck being fitted with KERS which would allow them one clean pass to 60mph and then spend the next 50 miles harvesting power for the next lunge up to 60 or even DRS allowed every 20 miles or so with an adjustable spoiler.

I have been busy this last month, marshalling on the Flying Scotsman with Paul in the rain near Bewcastle, and taking part in the HRCR Ilkley Jubilee with Charles (TR4). A good oversubscribed event not far from home. Off on the Gallop this weekend, the Berwick Classic next followed by the Monaco Historique. Yipee!!

Ron.



Gates Tyres Northern Historic Rally Awards

Devil's Own Rally, March 30th 2014

With 28 crews lined up for scrutineering at the new Auction Mart at Crooklands including a number of regular NESCR0 crews, KLMC had attracted an interesting mix of Historic and Targa cars to its "tests only" event. *WMC/Gates Tyres Northern Historic Rally Awards* current registered contenders were well represented and they included: David and Nicola Agnew, Tot and Maureen Dixon, Brian Bradley and Paul Makinson, Richard Goodacre and Peter Birtles, David Alexander and Steve Perry.

The Cortina was "resting" before its last outing on the Berwick so David and I were scheduled to man the test at Hardendale Shap and the MTC Finish control at the Heaves Hotel. Consequently, this report is from the roadside and not the navigator's seat – an odd feeling after all these years!

The start facilities were excellent and after a short run out crews tackled two runs through Harry Robinson's farm. Historics went well through the intricacies of the farm with the Midget of Rose/Shearer showing early form on 43s, Dave/Nicola Agnew in the 911 on 44s, Tot/Maureen Dixon's 1380 Mini, Graeme Cornthwaite's Mini and Dave Short/Roy Heath's 4-door Mk11 Escort all on 45s, Ian Curwen/Martin Taylor on 46s, Bertram/Fish, NESCR0 Mexico, finding their feet on 48s, Barnes/Dewhurst, Mini, on 49s, Goodacre/Birtles, Volvo Amazon, 49s, Bradley/Makinson, 1275 Mini, on 50s, Alexander/Perry, Vauxhall Viva, on 56s. Quickest of the Targa crews was David/Grace Pedley, MX5, on 44s, with Anthony Harrison's 205 on 47s, Ayrton Harrison, Micra, showing early form on 48s.

Tests 3&4 were through the woods near Killington and a number of the leading crews beat the boggie on at least one run if not both – apparently it was slippery.....but obviously not too slippery!!

Test 5 was a quarry Test where David and I spectated for a while along with Kevin Savage and his son - there were some experienced autotesters in this group of spectators and our expectations were high. However, confusion seemed to be the order of the day as crews entered the unsurfaced quarry from the tarmac access road. The Rose/Shearer Midget had it all hooked up with 48s, Dave/Nicola Agnew cruised through on 49s, Barnes/Dewhurst, Mini, 50s, Staniforth/Ekin, Mini, 51s, Goodacre/Birtles and Short/Heath equal on 53s but then times began to slip away with Bertram/Fish on 61s, Tot/Maureen Dixon on 63s, Curwen/Taylor on 74s, Bradley/Makinson on 83s and David Alexander/Steve Perry on 84s. Graeme Cornthwaite/ Steve Aspin developed gearbox problems and although they travelled to Test 6 their rally was over. Among the Targa cars Ayrton Harrison was quickest on this test with 48s (well done).

A leisurely lunch was taken at the Tebay truck stop and the dry start to the day's weather was turning into a sunny afternoon. From the restart, crews travelled north to Shap for two runs through Waters Farm and one run up Hardendale. David and I took a drive through Waters to check the Test and then positioned ourselves with watches at the start of Hardendale (but only after he took me by surprise and landed me in the footwell by demonstrating that he could handbrake an LDV van almost as well as a Cortina!!).

Hardendale was on loose gravel with a number of handbrake manoeuvres and big boulders along the roadsides to keep the adrenalin flowing. Dramatically quick were Tot/Maureen Dixon on 77s, Rose/



Devil's Photos



Terry and Maureen Dixon



Brian Bradley and Paul Makinson



A new role for David Marsden

Photos by Tony North

Shearer's Midget and Staniforth/Ekin's Mini both pushed them hard with 78s, Short/Heath and Johnson/Wison's Fulvia both on 79s, Bertram/Fish, 80s, Dave/Nicola Agnew, 85s, the big Amazon of Goodacre/Birtles and the Byrne's Fulvia both on 86s, while Tom Leeming/Lee Marples stormed round in the 2-stroke *Castrol R* burning Wartburg in 88s and Bradley/Makinson clocked 94s. Bruce/Long took the Targa category with 81s, David/Sally Winter, Fiesta, on 82s and Tony Harrison, 83s.

Ian Curwen flew through Waters to take quickest Historic over two runs with a fastest time of 81s, John Bertram/Andy Fish got the Mexico hooked up with 84s, Tot/Maureen Dixon 85s, Dave/Nicola Agnew 87s, Staniforth/Ekin 88s, Goodacres/Birtles flung their Amazon around in 92s, Alexander/Perry had 93s and Bradley/Makinson took 95s. In the Targa category, Alex Willan equalled Curwen's flying Mini with 81s, Anthony/Christine Harrison, 205, 84s and Tony Harrison, Focus (totally standard), with 85s edged out son Ayrton on 87s.

From Shap, crews headed south for two more farm based tests just north of Kendal and each test was set up for two runs. Things were tight in the Historic class but Tot/Maureen Dixon forged ahead despite considerable challenges from Rose/Shearer's Midget, Short/Heath's Mk11 Escort, Dave/Nicola Agnew's 911, Curwen/Taylor' 1380 Mini and Bertram/Fish's Mk1 Mexico – and there were plenty more biting the heels of that group! It was similarly close in the Targa section.

Collecting time cards at the entrance to the Heaves Hotel (with a cool beer in hand), it was evident that crews had enjoyed a good days sport and were keen for more. The Savage/Mashiter results team produced provisional results quickly and these were finalised during a classic Heaves' roast dinner. Tot/Maureen Dixon 1380 Mini took the win by just 2s from Dave Agnew's Porsche 911, Rose/Shearer's Midget was close behind in 3rd, Bertram/Fish went well in the Mexico to take 4th and Short/Heath took 5th in their Mk11 Escort. In the Targa category, Ayrton Harrison, Micra, was 1st Targa and 1st Novice, 2nd Targa was David/Grace Pedley, MX5 and 3rd Targa was Hill/Pears, Corsa. Five different cars occupied the top five places in both the Historic and Targa categories. Lady co-drivers were evident throughout the field and occupied seats in the 1st and 2nd cars overall – go for it ladies!

Katy Mashiter was the new CoC and she and her team did a good job to pull together an enjoyable Devil's. From the comments at the finish, there is certainly demand for another Devil's in 2015.

The Flying Scotsman Reliability Trial, 2014

Before signing off, I'm happy to say I've not long returned from navigating the course closing car on the spectacular Flying Scotsman Reliability Trial (as the last minute substitute for the regular navigator). It comprised 100 pre-1940 cars from all over Europe, from Australia and from the States - 100 cars with an estimated total value of around £76 million.

The event started in Warwickshire and over 3 days made its way north through Staffordshire, Derbyshire, Yorkshire, Lancashire, Durham, Northumberland, the Scottish Borders and then north into the southern Highlands before finishing for a gala dinner and awards at Gleneagles.

The entry was full of the most exotic Bentleys, Lagondas, Delahayes, Frazer-Nash, Aston Martins, Rileys etc – all being driven with *vim and vigour* along some of the best roads in the UK with special tests and regularities to sort out the men from the boys.

Charles and Kit Graves had a good run in their *Derby* Bentley and were worthy representatives of Cumbria and the North West. There were many familiar faces among the marshals from local motor clubs along the route (especially from NESPRO folks) and just enough time for a quick chat with most of them.

Now for the Berwick!!

Mike Garstang.

BYGONES

Anecdotes

I mentioned a few months ago that the Forton service area tower had been made a listed building. Can anyone remember when it was last used? I think the top area was meant to be a restaurant. Most of our motorway service areas are 40 years old or thereabouts and are showing their age and a lack of investment to upgrade them. There are a few more recent ones which are more pleasant with picnic areas and lakes etc but the older ones are the tired concrete blocks they have always been. The first service area was at Newport Pagnell and we popped in to look at it a couple of years ago and it does need knocking down and rebuilding. Of course a peak times most of the service areas simply do not have enough parking or facilities for the volume of people wanting to sue them.

One change that has taken place is travellers eating habits. The old service areas served plated food, most of which had sat on a hot plate for several hours. I remember at the end of a rally many years ago trying to eat a fried egg that Dunlop would have been proud of! Now days it's more grab and go food and many take their own food and just buy a coffee and eat in the car. The old "diners" have been replaced by Costa Dishwater, Starbut and MacDreadful food. Hardly the healthy option!

I am currently reading "*The Great North Road, Then and Now*" which is a history of the A1. There is a huge amount of research gone into it to get old photos and also to take current ones from exactly the same point. When I was a kid I lived in Hertfordshire for ten years and we had regular trips to my parents home territory in Edinburgh and Fife, so I remember the road well. Endless traffic jams in all the main towns and at that time the slow upgrading to dual carriage way. In a Morris 8, or later, a Ford 100E the journey took ages particularly in winter. Ten to twelve hours was the norm.

What is interesting is that some bits of the A1 have been improved several times. Indeed the ten miles south of Scotch Corner is currently being upgraded from dual carriageway to motorway which will make the whole route from London to Newcastle a motorway - not before time! Indeed you could ask why the A1 north of Newcastle is not being upgraded to motorway standard?

Interestingly there are a couple of bits of the A66 in Cumbria which have been "bypassed" twice. Also the section past the Pheasant Inn at Bassenthwaite and a loop near the Castlerigg Stone Circle.

I wonder if there are any car dealerships still in town centres? Over the years they have gradually moved to industrial estates and their glass palaces. No doubt it gives them more space and a much lower council tax but surely a much lower footfall. Indeed I doubt if I could locate all the dealerships around Carlisle these days. I did notice recently that the Vauxhall agency is now in Bristol Street Motors. Vauxhall in Carlisle must have had at least six changes of name or ownership since they were under the SMT banner. Is there some reason that Vauxhalls don't sell in this area?

I actually wonder if dealerships are an anachronism. In ten years time will we buy our cars on the internet and they will then be delivered to our door just like a fridge is these days?

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call
0844 824 1135 and don't forget to mention your
club when you do!

Annual General Meeting

The A.G.M of Wigton Motor Club Ltd

Will be held at the

Greenhill Hotel

On Wednesday, May 21st at 20.00

All members are requested to attend

Refreshments will be provided

Agenda

- 1 Apologies for absence**
- 2 Minutes of the 2013 AGM**
- 3 Matters Arising from those Minutes**
- 4 Reports: a) Chairman's
b) Treasurer's**
- 5 Acceptance of the reports**
- 6 Election of Officers and Committee**
- 7 A.O.B.**

Matters for inclusion on the agenda, including nominations for officers and committee, should be with the secretary by midday on May 14th



Steve Entwistle/Bob Hargreaves on the Ilkley Jubilee

RACING LINES

News from the Circuits



ABKC National O Plate Rowrah 2014

Minimax

1st Luke Wooder

2nd William Pettit.

3rd Sam Kirkpatrick



Went the day badly! Eddie Farrell at Snetterton last month

Rally Torque

News from Road & Stage

Rob's Excursion into Rallying



After competing in the speed championship in 2012 I found myself hooked but wanting more. I also started looking at the value for money side. A sprint typically cost £90 entry for 5 runs at around 1 mile per run, so I started looking at something I'd always wanted to do- Rallying. Ok, so the cars preparation cost more but a single venue event is on average £150 for around 20 miles.

I already had the required overalls, gloves and helmet. So a car, well an unseen, badly photographed Peugeot 309gti seemed a good bet. So the poor running, ex welsh road rally car was purchased via ebay. After

spending many months of welding, making, altering and upgrading the car was looking ready. I also made a trip over to Chris Birbeck's rally school to do the practical test required to obtain a stage rally license. By now it's 2014, I haven't entered the speed championship and I am longing to be out in a car again.

The 1st event- where to go? When? Tarmac? Gravel? In the end I decided to go back to the rally school on the 30th of March as Whitby & District MC were holding a Rallysprint. The layout was simple- 3 laps of a part tarmac part gravel stage, 1 convoy run 1 practice and 5 competitive. The timing was equally as simple and no navigator needed. So what could go wrong? The convoy run was ok so back out into the practice, all was going well until the chicane at the finish where the engine cut out and refused to restart! In service I found the offending ignition wire and it burst into life. In the timed runs things went well, I was getting faster every time and I even managed to stick with a professionally build very quick puma that emerged right in front of me. The gravel was more like mud, the car was too low, the half worn slicks on the rear were meaning I spent a lot of time going crossways (lots of handbrake use might not help). But at the end of every stage I was grinning from ear to ear. The end result was good- I'd finished and not come last (13th out of 16)

The next step was to sort the rear suspension, torsion bars from a Peugeot van were fitted with the ride height set to a sensible level. Several other little jobs were carried out to improve the reliability and performance. The next event would be a rally at Kames on the 20th April, so first thing was to find someone brave enough to navigate. Surprisingly, despite crashing into a tree on our last outing in the mini, Les Golding was happy to sit in the silly seat once again.

The day of the rally came, the journey up to kames was very relaxed in Les's comfy and quiet Audi A4. Scrutineering was passed with out an issue, once signed on bacon sandwiches and tea were needed whilst studying the map. Then before we knew what was happening we were on the start line waiting for the green light, the stage seemed to be going well unit Les shouted "stop" down the intercom. It turned out to be a navigation error and the marshals shouted to carry on! At the end of the stage we studied the map and worked out what had gone wrong, the next stage was a rerun and we stopped the clocks 39seconds quicker than the previous. The next few stages went well swapping times with the Nova ahead of us, Mum and Dad showed up to watch and Dad told me I was using the handbrake too much. The next stage it was decided no handbrake, keep it neat and hopefully gain some speed. It was all working until I tried to go round the hairpin which turned out to be too tight and reverse was needed and the time gained slipped away!

The rest of the stages went well we were gaining speed and my confidence in the car was growing. Then on stage 14 coming into a medium right hander I left the braking too late and we under-steered off the

road into a small ditch bouncing off a tyre wall. As the dust settled I hit the starter stuck it in gear and after some revving and rocking we got back on the road. I then quickly pulled over and let the car behind (that had caught us) pass and continued to the end of the stage. Back in the pits the losses were 1 indicator, 1 mirror glass and 40seconds, we also gained a bleb on the nearside front tyre, some dents and black marks to the nearside wing and door. The last 2 stages were more relaxed and we settled for 9th position. So after 16 stages, 11 cars started and 9 finished, not the best result but we finished. A new list of jobs has been drawn up ready for next time. I just hope I haven't put Les off after crashing on 2 events with him in the silly seat!

Robert Iveson



One is famous and one is a vegetarian!

Autojumble

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FOR SALE - Peugeot 306 Rallye, 2.0 16v 167BHP 6-speed

Standard road going car except for Peugeot Sport Group 'N' Engine and Gearbox mounts + Suspension, v stiff car, handles like its on rails. Lightweight, make ideal Sprint / Hillclimb / Classic Rally / Fast Road car. New radiator, brakes, recent Cambelt and Tensioners. Just MOT'd and taxed. Photos by request

Only £2000. Tel: 01931 712345 / 07899 992830

FOR SALE - Peugeot 205GTi 1.9

Early 1988 car, dry stored for 10 years so very good shell, non sunroof model, fitted with a Safety Devices roll cage. Comes with many spares including doors and boot lid, gearboxes etc including 205 box with the ultimate Mi16 gear ratios fitted. Competition seats and race harnesses. Goodridge Braided Brake Hoses. Reconditioned rear beam.

Ideal competition car base or future investment opportunity.

Only £2500 Tel: 01931 712345 / 07899 992830

MGBGT for sale AHH688T 42,694 miles first reg 01 11 1978.

It looks clean colour white and 4 former keepers

£1000 for it without MOT or will do any jobs required to get an MOT but would then want £1500.

Its been kept inside but space now needed for a big lawn tractor so car has to go

Owner is Stephen Hetherington , Branthwaite near Workington

Tel 01900 68765

Black Sea Vista in Bulgaria. A few weeks still free in August: www.blackseavista.com

Barn storage: There is a space available at the moment. Ring Graeme on 01900 825642

Oil: Fuchs Classic Oil - Titan 5 litres for £14.95. *Special offer two cans for £28.00* and for moderns Fuchs 10/40 semi synthetic - 5 litres for £16.95. *Special offer two cans for £29.95.* Ring Graeme on 01900 825642.

North East Fun Run

Nicky Porter is organising a "Fun Run" Summer Drive for his local Butterwick Hospice. The entry fee is £30 & all proceeds will go to the Hospice.

The Date is Sunday June 8th 2014. The distance is 90 miles with a soup & bun lunch.

Start & Finish in Barnard Castle, Co Durham.

Entry forms are available from Helen Kirby on 01388/660644 or email: [helen-](mailto:helen-kirby@butterwick.org.uk)

kirby@butterwick.org.uk

Or, Nicky Porter on 07971/606686 or nickyporter@btinternet.com

Inside the Industry

Paul Gilligan keeps us up to date

UK Car Sales Continue To Boom

March is the biggest new car volume month of the year so sales in March are critical for all concerned. This year did not disappoint with new car registrations almost 18% up on last year, and last year saw sales recover from the dark days of 2009-2012. Almost everyone achieved an increase over last year, one surprising exception being Land Rover, but with very strong worldwide demand LR are short of cars, not customers.

Renault are coming back from the dead with March sales more than double last year, and with Dacia now taking 1% of the market Renault dealers sold almost a total of 19000 cars in the month against about 8000 in 2013. Audi continue to outsell BMW, Mercedes continue to catch both and with the new C Class being very well received this seems likely to continue. Whilst VW themselves were up pretty much in line with the market, SEAT and Skoda both recorded increases of about a third on 2013. Fiat weren't far behind them.

Certainly there's a lot of happy dealers out there now and the only cloud on the horizon is the long lead time for many models, but that doesn't seem to stop the deals that are driving the market. Customer's the winner, no question.

Electric Cars

One thing not booming is sales of these. The Government provides a grant of £5000 for every purchase. They introduced this in 2011 and it's due to end in 2015. £400M was budgeted for the period, it is now expected that little over half this will be spent as sales fail to hit forecasts by over 40%. Official forecasts said 16% of new car sales would be electric by 2020, this has now been revised down to 9%, again little over half.

Even those who've taken the plunge and bought an electric car don't seem always happy about it. Many seem keen to change the car after only a year compared to the normal 3 year average. One major used website recently showed 1369 hybrid and electric cars for sale, almost half under a year old. Only just over 25% of London charging points are used at all, and most days only 10% are used.

Fact is the technology just isn't ready. The cars are too expensive, too range limited, and have little demand on the used market. One day probably these problems will be overcome, but until then we should stop wasting public money that could be used in better ways like schools, hospitals, or the London GP.

Alfa Romeo's Future Becomes Clearer

Last month I reposted that Fiat Group were reviewing Alfa's future. News and rumours are beginning to emerge. Lightweight rear wheel drive cars are to be the basis of the plan, but even more patience will be needed. Alfa's next new product was to be a re-bodied version of the next Mazda MX5 due next year. Fiat have now decided that this would be damaging to the image they want to build for Alfa, so the car will still be built but badged as Abarth. Good news for Abarth dealers, but very bad for Alfa dealers most of whom are on suicide watch currently. The average Alfa dealer has registered about 15 cars so far this year which means genuine sales of probably under 10 when demonstrators etc are taken out.

Alfa dealers will have to wait for 2017 (3 years!) before they see the new Giulia saloon and estate, pitched to compete with BMW 3 series etc. Then in 2018 Alfetta a BMW 5 series rival and in 2019 an SUV similar to Land Rover Freelander. Patience they say is a virtue.....

Peugeot/Citroen Have a Plan

Another manufacturer in trouble has begun to announce details of their future. No European manufacturer is in more difficulty than PC. Losing billions of Euros a year they have recently completed a financial restructure which brings a capital injection of 3 billion Euros shared equally by the French Gov

ernment and Chinese manufacturer Dongfeng. Each will get 14% of the equity in the company and the Peugeot family will be left with a similar 14% and lose control of the company for the first time.

PC also have a new boss and he recently gave some details of his plan dubbed “Back In The Race”. Key points are:

The DS brand which has been successful for Citroen will be developed into a fully fledged premium brand to rival Mercedes/BMW/Audi. Please stop sniggering at the back, this is serious stuff!

Reduce costs and in particular stock of unsold cars.

Triple sales in China with the help of Dongfeng’s distribution network.

Turn losses in Russian and South American operations into profits (although they don’t say how).

Most interesting cut the number of models offered for 45 to 26 by 2020. All other manufacturers seem to be doing exactly the opposite, Audi in particular seem to spot a niche for a new model where nobody else thought it existed. Which models will be dropped is not yet clear. It may be that in the future badge engineering will be dropped. Some cars will be only Peugeots, some only Citroens, some only DS.

The last point, the dramatic cut in models is the most unusual and interesting part of all this. Certainly PC offer a bewildering variety of models on some sectors, particularly small MPVs where they have 8 cars between the two badges. However many of these are simply a van with rear windows and seats added, so that is hardly a costly thing to offer? PC have traditionally struggled with selling any thing other than small cars, but if they abandon the larger end of the market where does that leave the DS brand?

It will be interesting to watch this one develop, from a safe distance I’m glad to say!

Paul Gilligan

pg@gvcontracts.co.uk



A proper rally car seen at Race Retro



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

After the Bahrain Grand Prix qualifying the media was full of Lewis Hamilton equalling Jim Clark's record of 33 pole positions set by a British driver. Needless to say, as a Clark devotee I wasn't pleased as it's the strike rate that counts not the number of poles alone. To cut a long story short Autosport magazine came to the rescue this Thursday by printing the following information Clark 33 from 72 starts which is 45.8%, Hamilton 33 from 131 which is 25.2%. So there we are, to pinch the line from a very well known advert on TV, "good try Lewis but it's not Clark (sberg)".

Continuing the theme of Lewis. I actually admire the bloke, and I'm still convinced he's the fastest driver in F1 at the moment. When he left McLaren many, me included, thought he was daft but he's certainly proved us all wrong as if he'd stayed put he'd be no-where at the moment. Throughout testing pre-season many of the pundits were also saying that with the new gizmos and the need to conserve fuel, Lewis wouldn't cope as well in races as Nico Rosberg his team-mate. Nico was more cerebral whereas Lewis was quick but it needed a more academic approach to get wins. Nobody actually said Lewis is stupid and Nico isn't but it was certainly implied! Happily they've been shut up and Lewis doesn't have a problem after all. With the car and the talent at his disposal there's plenty of room left in the Hamilton brain to work out what to do in the car and probably dictate a "start line" article while lapping in the lead if he had a recorder in the cockpit.

Returning to statistics do you realise that if Giancarlo Baghetti had hung his helmet up after the 1961 Grand Prix he would have guaranteed that he was the greatest racing driver of all time. His first Grand Prix, he won it, 100% success, makes Jimmy, Stirling, Jackie, Lewis, Schuey and Seb look like mere amateurs. It certainly makes you think.

Moving on to the rallying front the WRC isn't going too well for our lads at the moment. Kris Meeke seems to be trying too hard and needs to keep it on the road, to finish first and all that! Elfyn seems to be catching the same problem and our adopted Pole, the bold Robert, must be keeping the skips round the back of Dovenby Hall pretty full. It's also amazing how well Hyundai have settled in. It must be galling to see how competitive they are so quickly, maybe Ford need to come back and help with the funding of some development. Toyota have also been testing and Aygo so by 2017 the WRC looks like blossoming again.

The BTCC is up and running and the racing from Brands Hatch was quite entertaining but after about 2 hours I was so sick of the constant adverts I had to surrender and record the rest. I know commercial TV has to fund itself but they're taking it to the giddy limit "Dunlop proud sponsors" haunts my dreams, and believe me, hell will freeze over before I buy their products simply because their adverts are so annoying. It really does make the BBC license fee look something of a bargain.

Ends

AA

What's On

WMC events and other events of interest

May

3/4th	CSCC	Pirelli Rally (Go Motorsport display in Carlisle city centre)
3/4th	B&DMC	Berwick Classic (Gates Tyres Rally Awards)
7th	WMC	Grass Autotest
10th	KLMC	Barbon National Hill Climb
11th	SoSCC	Targa Rally
14th	WMC	Pub Run
18th	WMC	Drive In Day at Dalemain
18th	MGCC	Scammonden Hill Climb (BSCBSC)
26th	YMC	Teesside Sprint (BSCSC)
30-1st	BECC	Jim Clark Memorial Rally

June

4th	WMC	Pub Run by Kendall Bruce, starts at the Mockerkin lay by.
11th	WMC	Grass Autotest by the Hunter family
14th	LMC	Barbon Clubmans Hill Climb (BSCBSC)
15th		Crookdake Gardens open
29th	WMC	Lake District Classic Rally

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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