

**Wigton Motor Club Ltd**

# **Start Line**

**Issue: 01/15**

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

**January 2015**

## **Looking Forward To A Great Year in 2015**



**Photos from Tony North's gallery**

# **Motorsport for All!**

# Diary

**Club events over the next month or so**

## January 17th Annual Awards Dinner

Skiddaw Hotel  
Keswick

Tickets £25 (subsidised)

Contact: David Agnew

01946 841455      DAVIDWAGNEW@aol.com

## January Autotest January 25th Maryport Business Centre *Entry forms will be emailed*

### WIGTON MOTOR CLUB LTD

#### Officials

**President:**

**Vice Pres.** Stan Glaister, Ron Palmer & David Turnbull,

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<b>Social Sec.:</b>	David Agnew	01946 841455	DAVIDWAGNEW@aol.com
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# Talking Point

## Topical comment from the world of motoring

Most car manufacturers spend millions on motorsport, Renault, Fiat and Mercedes in F1, VW, Hyundai, Citroen and Toyota in rallying and many others including even Lada in various touring car series quite part from the new technology being used at Le mans and other endurance races.. The odd thing is that they don't seem to use there participation, or success, in any advertising. Walk into any dealership and do you see many posters of their competition cars? Do they have any advertising in the press or TV that shows their rally or race cars? Well the answer is basically "No".

I assume the reason behind competing is to show design excellence but also to make their products that bit different, given that there is little to choose between different makes these days. A sporting image may help sales. I wonder how many Hyundai i20 owners know of their cars link to a rally winning version? Very few I suspect.

It's not many years ago that local dealers had shows where replica race and rally cars were on display with perhaps appearance from drivers and all sorts of give aways of sporting freebies. You almost wonder if the marketing and PR departments of the manufacturers actually know what is going on. Indeed how many of the salesmen in dealerships know what their make is doing in motorsport?

The danger is, at least for motorsport fans, is that some one at a high level will start to say, "We've spent x million pounds on motorsport this year so how many extra cars has that sold?" Unless sales can justify the cost then the bean counter will have every right to cut the race or rally programme.

Last year we made a major effort increase participation levels at our events with considerable success. The Novice Autotest Training day has meant full entries at events and several new organisers. This year we are doing the same format with Historic and Targa Rallies, training both competitors, organisers and marshals. Details will be emailed out in the next couple of weeks. We are also going to run an under 17s autotest (actually a PCA so passengers are allowed) so if you have a young driver between 14 and 14 this will be their chance to get involved. Details in the next Start Line.

David Agnew tells me that the Awards Dinner is a sell out already. If you are not attending and are due an award it would be helpful if you can let either David or myself know and can you also let us know how we can get your award to you.

GTF



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## My “new car”, a daunting but interesting project.

When competing at Prescott in October I agreed to buy, from a fellow competitor, the remains of a trials car which was based on a 1936 Austin 7 chassis with a Ford sidevalve E93A engine, gearbox, front axle, steering box and an Austin 7 rear axle. If it had been a dog it would have been called a mongrel a few years ago but recently they have acquired rather posh names such as labradoodle or cockapoo if a labrador or cocker spaniel has had a bit of a fling with a poodle. Presumably it will be an AusFord or something similar or maybe even grander if I succeed in getting it mobile again.

The guy I bought it from didn't know very much about it but thought it belonged to someone called “Oliver” who's car collection had been sold when he died and he thought he may have even been a founder member of Coventry motor museum but that was about all the information he had. He just felt it had “history” so decided to buy it rather than let it be scrapped.

He didn't know how much he wanted for it having paid £450 originally but said he was quite prepared to take a loss as he couldn't see himself getting around to restoring it and he'd owned it a long time so when I got home I popped a cheque in the post that was rather more than he thought it was worth and I said I would give him more if he decided he had undervalued it when I picked it up. Not the normal way one does business on an unseen purchase but I too felt whatever it turned out to be it would be an interesting adventure along the way. It also meant my wife couldn't say it wasn't worth the money as none of us knew what I had bought! I am thinking being Christmas she hopefully won't have enough time to read this.

When asked for his address he gave me a post code and it turned out to be near a village I had never heard of but transpired it was south of Oxford so even collecting the parts was definitely going to be a day out if nothing else. The Peter Garforth in me was definitely coming out, I mean who else would do things like trawl ebay and the British Isles looking for old Skoda's then give them pet names or buy a heap of scrap that one has never seen.



Carol on hearing about my exciting new purchase and it not being a Bugatti, Riley TT or a very early MG TA suddenly hadn't much interest in a trip to Oxford. From this I deduce there can't be either an IKEA or a Lakeland Ltd handy as these two places seem to attract the female species like wasps to a pot of jam and although we haven't ever stopped at one on the way to or from an event she thinks there is always a chance we might. Well as most of you will know it's just not possible with a trailer is it?

Anxious to get the trip underway a phone call to Edwin Cook, John Hunter and Alan Smith

found two willing day trippers, Alan being unavailable on this occasion due to a family trip to Center Parc where he had an appointment with Santa with his Christmas wish list.

7am on Monday morning saw us up and away and even so far “down the road” which is a truckers expression I gather. This unearthly hour I don't generally see much of but according to Edwin and John its quite late in their normal day as these two hardy gentlemen are both from farming backgrounds and

*Lake District Hotels*  
LIMITED

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

Edwin being a haulage contractor as well both are used to starting even earlier they tell me. I didn't realise it was still dark when so many people get out of bed because at 8am it's nice and light.

The vendor told us to take a Merc Sprinter or similar van to collect all the bits as he feared if we took a flatbed trailer we may have nothing left when we got back home to Cumbria as much of it was so rusty it may have blown away at the end of the 250 mile journey home. Undeterred we took Edwin's 3 litre, twin cab Toyota pick-up which is a fantastic piece of kit with full leather and 4wd, really plush and comfortable plus a trailer and it felt as if it would go anywhere, it turned out it did.

With the aid of post code and Google Earth I thought I knew where we were going but my memories and years as a rally navigator came flooding back to me as we went up unmarked narrow lanes that became narrower and narrower and much further off road than you expect in Oxfordshire and certainly with no room to turn around I was a bit more than worried. The bushes by now were scraping the trailer mudguards and almost scraping the sides of the pick-up.

This was most definitely like rallying in the 1960s when I recall about 30 or 40 cars on a Tirril rally strung out all over a fellside on Shap, no road in sight, up to the axles in mud and myself having discussions with the likes of Ron Palmer, John Taylor, Robin Murray and others whether or not we navigators had kept them on the right route and drivers weren't coping with the conditions or had us navigators taken them on a wrong route. Navigators were right in this instance I have to say in our defence but ground conditions had deteriorated with rain the organisers said.

After negotiating electronic gates that opened unexpectedly we finally arrived in a complex of buildings and were greeted by rather large dog we hoped had been fed that morning, fortunately it had been, hence I am able to write this tale. The custodian of the buildings came and checked us out, made a couple of phone calls to the guy I was buying the bits from as I stupidly had forgotten to confirm we were definitely going having only found my willing fellow travellers late the previous night.



Whilst waiting for my man to arrive we looked at some of the cars owned by the family and what a good job Carol wasn't with me. A Bugatti Brescia had just been rebuilt after a massive engine blow up at Prescott four years ago when only the cam cover remained in original condition. A Frazer Nash recently returned from racing around the streets of Angouleme in France, a Morgan 3 wheeler with JAP engine and another 4 wheel Morgan having an ash frame fitted. Several different Allards, GNs imported from Australia by his wife, a Porsche 356 and a 911, various vintage Austin 7s and other models

plus vintage MGs, Ford model A Tudor and a model A special, Reliant Scimitar, and others I just didn't recognise. A series one Landrover and a shepherds hut on wheels plus model aeroplanes of 8 feet or so wing span hung from the roof beams showed tastes weren't just confined to cars.

The workshop was equipped with lathes, milling machines, welders, drills, guillotines and presses and no less than 3 English wheels used for rolling out flat metal into complex shapes to form bodywork. This is a job that takes real skill and when the guy arrived we were treated to a demonstration of how to do this and common pitfalls to avoid. With 3 English wheels each one could be set for rolling different curves without having to reset the machine, that was some workshop indeed.

After this fantastic tour we went outside and located my "new car" under a load of brambles and it had obviously been there for several years. It took the stalwart efforts of a Landrover Discov



ery and Edwin's pick-up to extract the bits from the brambles, pull the trailer it was sitting on over a load of scrap then finally winch the rusty chassis from trailer to trailer, a pallet shoved beneath the chassis rails preventing complete collapse.

I was offered my money back at this stage but like a climber starting out to climb Everest or an explorer to cross the poles I was even keener to succeed and complete the task in hand. I may take sometime could be substituted for" I may be gone sometime".

Finally we were loaded up with the dismantled engine parts, gearbox and smaller items in the back of the pick-up and the rusty remains strapped as best we could onto the trailer ready for off.

We said our goodbyes and thanked my fellow competitor for taking almost four hours of his time to show us around and explain in detail any queries we came up with about restoring motor cars. Again he offered me my money back but as I said to him if I had paid that amount of money for entry to a museum and such a detailed guided tour for three of us I would have thought it fantastic value Edwin and John will confirm this I'm sure.

I am now trying to find out some history of the car and contacts made with various people since acquiring these remains have proved every bit as interesting as collecting it.

Look at the pictures and if anyone has any information about this trials car built about 1949/50 please get in touch.

Keith Thomas.  
01900 603073.

## 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.**

Russell Robertson – 5273 of St Helens  
Dave Garner & family—5300- 5303 of Cockermouth

**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.**

### Renewal Draw:

**Two membership renewals were pulled out the proverbial hat on December 31st for free membership. The lucky people are: Ken & Glenys Rudkin – 5383-84 and Robin Murray & Family 5323-26**

### Membership Renewals:

If you have not renewed your membership as yet it would be appreciated if you could do so as soon as possible and this reduced the amount of work for Club officials . Please use the form emailed to you in December. Thanks

# PG Tips

I was going to start by wishing you all a merry Christmas but by the time you read this it will all be over...so how about – happy festive period and new year!

2014 has been...um...well...not exactly a great year with most of my cars being broken for most of the year! I have however made some of the key events I targeted (Skodafest, the Dalemain show) and got to navigate on the LDC and Solway. I think my main problem is I might actually be addicted to cars. It's possible to be addicted to drugs, drink, gambling, sex and even shopping, so surely cars is a possibility? Barely a days go by when I don't look on Ebay at a car, get excited when anyone posts a for sale ad on any of the web sites I go on, or plot how I can swap one of my cars for something else. I have learned to cope with this affliction now and have a method of coping when I see a car I must absolutely definitely own, and that is to sit and think about it and how I am going to get it home, where it's going to go and how I am going to pay for it. I then keep revisiting the site/picture for several days and allow reality to sink in and slowly but surely my brain talks my heart out of wanting the vehicle.

Unfortunately alcohol can interfere with this process which often leads to post pub impulse bids....like the Mini Moke with no MOT in Cornwall....which thankfully I got outbid on at the last minute. I don't think I am alone in having this addiction either...if you're reading this and seeing a similar affliction then perhaps we could start up some kind of Wigton MC sponsored help group? My other problem is that I actually like fiddling/improving/modifying/damaging cars as much as I like driving them – which means that at least one of them is invariably in pieces.

2015 is going to be great! Snotty is now operational and has a tax disc. It says 1987 on it but the main thing is DVLA have their money and the green beast is road legal. A few weeks back whilst trying to fire the old boy up I removed the injectors to check something and a cloud of petrol spray came out, hit the hot exhaust and went up in flames...as did my arm and hand. Very scary stuff. Thankfully I had a boiler suit on and medical type gloves, but I did still lose a fair bit of hair from my arm and got a couple of nice blisters on my hand. I had a bucket of water in the garage with which I put out the fire on the engine and avoided any serious damage. I had melted some of the injector loom and blackened the engine bay a bit. Off it went to Jonathon at JDM and last week back it came fully working and sounding very fierce and revvy.

2015 is also the start of a new era for the speed championship which will be new and exciting. I am pleased to say I have badgered Trudy my wife enough for her to talk her colleagues at Brockbanks solicitors into continuing sponsorship again...which means I've effectively given myself a job to do because I tend to have the fun of choosing the trophies!

Anyway, that's it for another year, I look forward to rambling on once a month about my mishaps, old east European cars and other nonsense again in 2015. Happy New Year!

Peter



# Christmas Ice Skating



Arriving at the Maryport Autotest venue I spotted the gates still padlocked and the usual suspects were gathering in the industrial unit for craic, tea and coffee. The reason the gate was locked – the course was too dangerous to walk because of the inch of standing water that was now ice. A comprehensive risk assessment was completed on a small matchbox and we got started. Scanning the entries revealed David Agnew had left the 911 at home and changed to front wheel drive in the form of a Clio, a brace of Rover 214/ZRs a few cars from Vidal Sassoons stable (That includes my girlie Puma, no discrimination

to MX5s intended), an interesting looking Mk 1 Escort and a Sunbeam Lotus.

Someone mentioned defending title and I was pressurised to be the first to skate round the course. Two separate tests were laid out and completed twice each before lunch. At this point we must congratulate Helen for the excellent lunch and constant supplies of tea/coffee. I guess the marshals were glad of this, particularly Neil Horsfall who appeared to be frozen to a plastic chair for most of the day, two WCMC members Mitch and Ryan on one startline and Steve Palmer, James and David Wiggins on the other.

After lunch a further four tests were completed, almost a reverse of the morning. The top course was now ice free and the bottom course beginning to break up and melt. John Sloan was flying in the little Midget although it was revealed that he had previously been a karting champion – we don't care if it was 40 years ago, it's an advantage! The Minis of Brian/Rob Iveson, Brian and Paul Mackinson, Roger Pope and notably Edwin Cook were all taking advantage of the conditions. The rear wheel drives were proving more difficult to handle. As Ron Palmer shot off from the startline in the MX5, my daughter rather rudely commented 'He looks too old to be driving like that'. Great entertainment was provided for the few spectators who were a) laughing uncontrollably at some of the donut antics of certain drivers and b) ready to run for their lives as cars slid towards them.

Megan Iveson was notable in her new found use of the handbrake and I was notable in a new found route which took me near the bushes next to the A596! The final test added both areas together and a nice long run over the whole yard, although to confuse the issue, it was now freezing again!



Irving Wilson calculated the results and, to no one's surprise, Willie J came out on top, Edwin first FWD, John S first RWD, Rob Iveson first PCA FWD, Steve Douglas first PCA RWD. Quick learning Mark Messenger claimed 1st Junior and Angela Jones first lady.

So, sweeties were handed out, backs were patted and our bellies were filled. For the benefit of any MSA official unlikely to be reading this drivel – I am prone to exaggeration.

Steve F

# Annual Awards 2014

## Club Champions

Club Champion	Willie Jarman
Ladies Champion	Angela Jones
Autotest Champion	Steve Fishwick
External Champions	Robert Gate & Eddie Farrell
Enthusiast of the Year	Robert Iveson
Newcomer of the Year	Marian Sloan
Stage Rally Champions	Richard & Edward Cook
Marshals Champion	Neal Horsfall

## Marshals' Championship:

1 <sup>st</sup>	Neal Horsfall	Passenger ride in an M Sport WRC car. (Donated by Malcolm Wilson)
2 <sup>nd</sup>	Ron Palmer	Two pairs of tickets to the Knockhill BTCC round. (Donated by Knockhill)
3 <sup>rd</sup>	Roger Pope	Two Weekend tickets to the Croft Nostalgia Festival (Donated by Croft )
4 <sup>th</sup>	Rob Iveson	Two Weekend tickets to the Croft BTCC round (Donated by Croft Circuit)
5 <sup>th</sup>	Eileen Horsfall	2 tickets to Autosport Show/Race Retro/NEC Classic
6 <sup>th</sup>	Angela Jones	2 tickets to the Donington Classic Festival
7 <sup>th</sup>	Steve Fishwick	1 ticket to the Autosport Show/Race Retro/NEC Classic
8 <sup>th</sup>	James Wiggins	1 ticket to the Donington Classic Festival
9 <sup>th</sup>	Kendall Bruce	1 ticket to the Croft Historic Meeting
10 <sup>th</sup>	Chris Hunter	1 ticket to the Croft Historic Meeting

## Gates Tyres Northern Historic Rally Challenge

### 1. Overall Classification.

#### Drivers:

1st & 2014 Champion, David Agnew  
2nd Colin Rose  
3rd Richard Goodacre  
4th John Sloan,

#### Navigators:

1st and 2014 Champion, Bob Shearer  
2nd Peter Birtles;  
3rd Marion Sloan  
4th Paul Makinson

#### Class Awards: Drivers.

Class H2: David Agnew;  
Class C1: Brian Bradley;  
Class P1: Colin Rose;

#### Class Awards: Navigators.

H2 Peter Birtles;  
C1 Paul Makinson;  
P1 Bob Shearer;

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

<b>1st Overall</b>	<b>Mark Purdham</b>
1st Lady	Angela Jones
1st Classic	Peter Sewell
1st Mod saloon	Angela Jones
1st Modified Sp	Darren Coleman
2nd Modified Sp	Gareth Coleman
1st Road to 1400cc	Wayne Gregory
1st Road 1400cc+	Ronnie MacGregor
2nd Road 1400cc+	Mike Thornton
1st Road Spec	Les Golding
1st Comp	Jim MacDiarmid

**Loyalty:** Willie Jarman, Ben Butterworth, Steven Holmes, Chris Harris, Alex Thornton, Dave Exton. Graham Denholm & Phil Hallington.

## **Helmet Sizes**

Many rally and speed drivers will need new helmets this year (if you currently have a Snell 2000 one with a flammable lining). Use a tape measure to measure the widest part of the head (usually over the ears!). Then use the chart below to check your size.

**56 57 58 59 60 61 62**  
**S S M M L XL XL**

The best deals are usually on Ebay or other on-line shops. However do check they are to the right spec and if the supplier can include an MSA sticker. Otherwise you will have to have it checked by a scrutineer in order to get the required sticker.

Again some drivers will have to buy new seats and/or belts due to the completely illogical lifing system used by the FIA/MSA. Check the dates on these before you enter any events!



# NESCRO Historic & Targa Rallies 2015

<b>Saltire Classic Rally (C, E &amp; N)</b>			<b>Saltire Rally Club Ltd</b>	<b>1<sup>st</sup> March</b>
<b>Event Type</b>	Tests, Regularities and Pre Plot Navigation			
<b>Location</b>	Birnam, Perthshire			
<b>Contact</b>	Colin Wallace	07443 573155	<a href="mailto:saltireclassicrally@btopenworld.com">saltireclassicrally@btopenworld.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.saltireclassicrally.co.uk">www.saltireclassicrally.co.uk</a>		
<b>Hexham Historic Rally (C, E &amp; N)</b>			<b>Hexham &amp; District MC</b>	<b>14<sup>th</sup> March</b>
<b>Event Type</b>	Night Navigation			
<b>Location</b>	Hexham, Northumbria			
<b>Contact</b>	Ed Graham	01661 833167	<a href="mailto:edgraham@btinternet.com">edgraham@btinternet.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.hexhammotorclub.co.uk">www.hexhammotorclub.co.uk</a>		
<b>Training Day (C, E &amp; N)</b>			<b>Wigton Motor Club Ltd</b>	<b>22<sup>nd</sup> March</b>
<b>Event Type</b>	Training Day			
<b>Location</b>	Penrith			
<b>Contact</b>	Graeme Forrester	07950 646377	<a href="mailto:graeme@gtforrester.freeserve.co.uk">graeme@gtforrester.freeserve.co.uk</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.wigtonmc.co.uk">www.wigtonmc.co.uk</a>		
<b>North Yorkshire Classic (C, E &amp; N)</b>			<b>York Motor Club</b>	<b>29<sup>th</sup> March</b>
<b>Event Type</b>	Tests & Regularities			
<b>Location</b>	York, North Yorkshire			
<b>Contact</b>	David Ruddock	07552615004	<a href="mailto:davidruddock123@btinternet.com">davidruddock123@btinternet.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.yorkmotorclub.co.uk/">www.yorkmotorclub.co.uk/</a>		
<b>Devils Own (C, E &amp; N)</b>			<b>Kirkby Lonsdale MC</b>	<b>29<sup>th</sup> March</b>
<b>Event Type</b>	Tests Regularity and optional Run			
<b>Location</b>	Kirkby Lonsdale, Cumbria			
<b>Contact</b>	Mike Kirk	01539 728832	<a href="mailto:MIKEKIRKRALLYING@aol.com">MIKEKIRKRALLYING@aol.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.klmc.org.uk">www.klmc.org.uk</a>		
<b>Ilkley Jubilee Rally and Run (C, E &amp; N)</b>			<b>Ilkley &amp; DMC</b>	<b>12<sup>th</sup> April</b>
<b>Event Type</b>	Tests, Regularities and Navigation with Alternative Run			
<b>Location</b>	Ilkley, Yorkshire			
<b>Contact</b>	Henry Carr	01274 586461	<a href="mailto:carrh@btinternet.com">carrh@btinternet.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.jubilee-rally.org">www.jubilee-rally.org</a>		
<b>Berwick Classic (C, E &amp; N)</b>			<b>Berwick &amp; District MC Ltd</b>	<b>2<sup>nd</sup> / 3<sup>rd</sup> May</b>
<b>Event Type</b>	Tests & Regularities			
<b>Location</b>	Berwick upon Tweed / Whitekirk			
<b>Contact</b>	Stuart Bankier	01289 382025	<a href="mailto:stuart@sbankier.wanadoo.co.uk">stuart@sbankier.wanadoo.co.uk</a>	
<b>Website</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.berwickmotorclub.co.uk">www.berwickmotorclub.co.uk</a>		
<b>Great Glen Rally (C, E &amp; N)</b>			<b>Highland Car Club</b>	<b>14<sup>th</sup> June</b>
<b>Event Type</b>	Tests Simple navigation & regularities.			
<b>Location</b>	Fort Augustus / Inverness			
<b>Contact</b>	Dave Spence			<a href="mailto:Dave.spence47@btinternet.com">Dave.spence47@btinternet.com</a>
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.highlandcarclub.co.uk">www.highlandcarclub.co.uk</a>		
<b>The Shaw Trophy Classic Rally (C, E &amp; N)</b>			<b>Whickham &amp; District MC</b>	<b>14<sup>th</sup> June</b>
<b>Event Type</b>	Tests, Regularities & Navigation			
<b>Location</b>	Morpeth, Northumbria			
<b>Contact</b>	Ronnie Roughead	01661 886845	<a href="mailto:r.roughead@btinternet.com">(r.roughead@btinternet.com)</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.wdmc.org.uk/">www.wdmc.org.uk/</a>		

<b>Lake District Classic (C, E &amp; N)</b>		<b>Wigton Motor Club Ltd</b>		<b>29<sup>th</sup> June</b>
<b>Event Type</b>	Tests Simple Navigation in advance and no timing on public roads.			
<b>Location</b>	Penrith and North Cumbria			
<b>Contact</b>	Ron Palmer	01228 575153	<a href="mailto:ronpalmer777@hotmail.com">ronpalmer777@hotmail.com</a>	
<b>Contact</b>	David Agnew	01946841455	<a href="mailto:davidwagnew@aol.com">davidwagnew@aol.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.wigtonmc.co.uk">www.wigtonmc.co.uk</a>		
<b>Summer Lanes Rally (C, E &amp; N)</b>		<b>Queens University (Belfast) MC</b>		<b>18<sup>th</sup> July</b>
<b>Event Type</b>	Tests & Navigation			
<b>Location</b>	Barnscourt, Northern Ireland			
<b>Contact</b>	Clifford Auld	07713855692.	<a href="mailto:hungryauld@btinternet.com">hungryauld@btinternet.com</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.motor.club.qub.ac.uk/">www.motor.club.qub.ac.uk/</a>		
<b>St Wilfrid's Classic Rally (C, E &amp; N)</b>		<b>Ripon Motorsport Club</b>		<b>9<sup>th</sup> August</b>
<b>Event Type</b>	Tests, Navigation & Regularities			
<b>Location</b>	Ripon			
<b>Contact</b>	Sam Wainright	<a href="mailto:info@riponmotorsportclub.co.uk">info@riponmotorsportclub.co.uk</a>		
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.riponmotorsportclub.co.uk">www.riponmotorsportclub.co.uk</a>		
<b>Durham Dales Classic (C, E &amp; N)</b>		<b>Durham Automobile Club</b>		<b>6<sup>th</sup> September</b>
<b>Event Type</b>	Tests Only			
<b>Location</b>	Nissan, County Durham			
<b>Contact</b>	Lindsay Burnip	<a href="mailto:poshbirdincontrol@sky.com">poshbirdincontrol@sky.com</a>		
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.durhamautoclub.org.uk">www.durhamautoclub.org.uk</a>		
<b>Doonhamer Classic Rally (C, E &amp; N)</b>		<b>South of Scotland CC</b>		<b>20<sup>th</sup> September</b>
<b>Event Type</b>	Tests and Navigational			
<b>Location</b>	Dumfries			
<b>Contact</b>	Roland Proudlock	07824 847383	<a href="mailto:rolandproudlock@annandalefinancial.co.uk">rolandproudlock@annandalefinancial.co.uk</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.soscc.co.uk">www.soscc.co.uk</a>		
<b>Solway Classic Weekend (C, E &amp; N)</b>		<b>Wigton Motor Club Ltd</b>		<b>18<sup>th</sup> October</b>
<b>Event Type</b>	Tests and Simple Navigation or optional Run			
<b>Location</b>	Cockermouth			
<b>Contact</b>	Graeme Forrester	01900 825642	<a href="mailto:graeme@gtforrester.freemove.co.uk">graeme@gtforrester.freemove.co.uk</a>	
<b>Web Site</b>	<a href="http://www.nescro.co.uk">www.nescro.co.uk</a>	<a href="http://www.wigtonmc.co.uk">www.wigtonmc.co.uk</a>		

# Autojumble

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**Barn Storage near Wigton:** 2 places currently available. Contact Graeme Forrester on 01900 825642.

# *Club Championships 2015*

**All Club Championships** run for 12 months from December 12<sup>th</sup> to accommodate the Festive Autotest.

**Club Championship:** Scoring 25, 24,23, etc on overall positions on all **WMC run** events. The number of scores to be 2 less than the number of events held.

**Autotest Championship:** Scoring 15, 24, 23, etc on overall positions on all **WMC run** autotests. The number of scores to be 1 less than the number of events held.

**Marshals' Championship:** Scoring 10 for a full day and 5 for half a day on all **WMC events** and events where WMC are asked to provide a marshals team.

**Stage Rally Championship:** Decided by the committee.

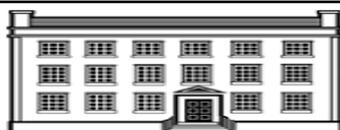
**Enthusiast of the Year:** Decided by the committee.

**External Events Champion:** Decided by the committee.

**Newcomer of the Year:** Decided by the committee.

**Brockbanks Solicitors Cross Border Speed Championship:** Regulations will be emailed out once the regulations have been approved by the MSA

**Gates Tyres Northern Historic Rally Awards:** Details will be emailed out shortly once the events have been confirmed.



**Brockbanks  
Solicitors**

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

# Elderly Utterances

## The Voice of Experience!

Ron Palmer has his say

I have no real theme this month so will content myself with odds and ends. I suppose I should really have looked back at 2014 in December's Startline but here are one or two items. On balance during the year we had some success in fewer rallies and I edged forward into the world of technology and social media.



I recovered some of my former good health, super fitness and sylphlike figure in the first half of the year spurred on by a boot up the rear from Charles and frequent use of the words wuzz and wimp. Our bouncy Labrador Oscar certainly helps with the exercise bit coupled with Christine's healthy eating regime.

A curtailed programme of events with Charles did yield a pleasing second place on the 1000 Mile Trial in July in the Bentley Sports and a win in the TR4 on the two day commemorative 'HRCR 30' celebration rally at the end of September.

We lost some good friends in the year and in particular the unexpected sad loss of Stuart Turnbull was hard to take in as I had been talking to him whilst he worked on his Healey at home only the previous week and was a picture of tanned good health. We all miss him.



My lap top self destructed a couple of months back and was replaced with a shiny (expensive) new one and for some reason I also bought an i-pad although I'm not yet sure what to do with it. Perhaps I will use it for posting messages for my recently acquired membership of Facebook – can you imagine me on that instrument of the Devil after denigrating it for so long? I'll be on Twitface next.

Missing my Yellow Mk 1 Mexico since I sold it two or three years ago (especially as it has since doubled in value) and after a brief dalliance with a 205 GTi I now have a black MX5 to play with on club events after Christine mentioned she would prefer not to have her shiny red one trashed by me. The power steering and soft top are useful pensioner aids.

Had a browse through the latest MSA news this week and couldn't help but smile at their claim for this year's Wales Rally GB which had a record number of fans – 80,000 - and boasted a capacity 160 entries and 23 stages. I recall that the Lombard RAC Rally in the late '70s had over one million spectators out watching each year with 249 entries and 69 stages in 1977 and 200 entries and 76 stages in 1978. Both were a truly memorable experience that will last a lifetime. My congratulations to all at M-Sport for a great result this year in Wales and we hope Malcolm gets the necessary planning per-



Talking of results Iain Tullie of M-Sport navigated Andy Lane to a fine win on the December Le Jog in the BMW 2002Tii, streets ahead of the opposition while John Millington also from the logistic brains department of M-Sport guided Steve Perez to a fine 8<sup>th</sup> place in the recent Roger Albert Clark Rally in the awesome Lancia Stratos – a braver man than me ‘Gunga Din’.

I do like the continuing fall in fuel prices. Is now the time to snap up a bargain V8 petrol Range Rover? It will be interesting to see if the steep depreciation curve of gas guzzlers improves at

all and will their values actually improve? I imagine Paul G will say no chance at this time of year.

A Happy New Year to one and all.

Ron

## **Historic & Targa Rallying Training Day March 22nd Near Penrith**

This will be a full day of training and practical activity aimed at newcomers to Historic & Targa events. As with the Autotest day we ran in 2014, it will also include a section on event regulations and organising and everyone will get some practical experience of marshalling during the day.

The navigational training will be given by Ron Palmer our most experienced and successful navigator.

The morning will be indoors and after a buffet lunch there will be practice navigation run and a sample special test.

Booking forms will be emailed out shortly and places will be limited to 40 people so don't delay!



## Classic Column

The advantages of email and Face Book allowed us and many others to spread the word that Archie Simmond's Escort RS had been stolen from his garage. I don't know whether it helped in it's recovered or whether the miscreants have been caught but it must have made the car too "hot" for the thieves to handle. Sadly it would seem that most of the parts have been stripped from the shell. If you are offered any escort parts for sale it may well be worth checking with Archie in case they are "hot."

Several members asked if we could give some advise on preventing or deterring such happenings. Thankfully classic car theft is relatively rare but on the other hand older cars are very easy to steal! Rally cars, particularly rally cars are a much more likely target due to the value of the parts and the fact that most cars are "bitsas" to start with which makes stripping and selling the parts an easy task. Sadly there have always been some dodgy folk in motorsport and rally car theft was endemic in the 80's.



It would certainly seem that Archie's car was targeted by folk who knew what it was worth and had some idea of selling it's component parts. I gather his garage was broken into and others cars moved to get the Escort out.

There are a number of ways you can make the theft of your car more difficult. The most costly is one of the "tracker" type devices that tell you where your car is. If you car is stolen it can be found and hopefully the thieves duly dealt with.

Some of the more traditional anti theft devices like "Krook Locks" are still valid as they deter thieves who realise that while they may be able to remove them, it will take more time.

If you are leaving your car unused for some time then simply remove the rotor arm, a common way to immobilise your car back on the 50's and 60's. You can also just pull off one of the leads to the coil. Mr Thief may find this but it will take him time and he is also unlikely to be carrying a spare rotor arm. There are a number of "immobilisers" on sale, although with older cars it is possible to circumvent them. On the other hand they will delay Mr. Thief and he may then give up.

Another option if the car is stored for the winter is to take a wheel of the car and leave it on an axle stand. Some folk do take all four wheels off to preserve the tyres of course but if you remove one wheel and store it and the wheel nuts in a different building Mr Thief cannot drive the car away.

We can of course, all do our bit by being vigilant. If you watch on Ebay or in the various sales magazines and you see a classic near you for sale, you could ask why you did not know it was there? Many dodgy folk are keen to sell the car as parts so if an unknown person starts selling a load of Mini parts, for example, that should trigger some question marks as to the source of the parts. We should all keep our eyes and ears open and make use of our emailer and Face Book to share information.



# BYGONES

## Anecdotes

Over the years I have collected race programmes from events in Scotland and the north of England prior to about 1980. They come from a variety of sources and these days many get sold on Ebay or via specialist dealers.

Many of the circuits have long gone - Ingliston, Rufforth, Ouston, Charterhall, Winfield, Longridge to name a few. I was lucky recently to add a couple of new ones to the collection; one being a Charterhall event which saw Jim Clark in his first full year of competing in the Border Reiver's Lotus Elite and Lister Jaguar while in the saloon race Andrew Cowan had a Sunbeam Rapier.

The other acquisition was an early Ingliston programme, I think one of the first on the "long circuit" which included the hairpin. At that meeting they had a race for the 250cc karts which were every bit as fast as the single seaters round the very tight circuit. It was interesting to see in the entry list that the David Leslies Senior and Junior were competing. I'd not realised they had ever competed in the same events.

I never raced at Ingliston but I did several sprints there and as far as I know hold the classic class record, mind you it's not likely to be broken now! As the Showground developed more and more buildings were added near to the track and much of the track was surrounded by Armco which made it a little daunting. At one race meeting a car veered off the track and into the toilets which was a little inconvenient for anyone inside!

In its heyday Ingliston attracted big crowds (9,000 to 11,000), something that few race meetings would aspire to these days. Being the Royal Highland Showground the facilities in terms of loos, food and grandstands were way ahead of what most UK circuits had at the time. With good crowds the SMRC could afford to pay starting money and prize money! Again something that does not happen these days.

You used to get some really "unsuitable" cars racing there. Jock Russell was a regular in his Lotus 43 with a 5 litre V8 while the Ecurie Ecosse were a great supporter of the track with entries in just about every meeting. In its later days they brought their Ecosse C2 Le Mans car for David Leslie, a car more used to doing near on 200 mph at Le Mans but fighting around Ingliston against the more nimble Mallocks and Davrians.



For historic buffs have a look at: [www.ingliston-circuit.co.uk./index](http://www.ingliston-circuit.co.uk./index) or [www.pindas.com/photos/smr/](http://www.pindas.com/photos/smr/)

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# RACING LINES

## News from the Circuits

The 24 Hours of Daytona Classic run to a similar format as that of The Le Mans Classic. 6 period correct race grids competing on a rotating schedule. But in the case of Daytona, open to all significant sports cars from 1961-2010.

The track features multiple layouts including the primary 2.5 mile high speed tri-oval and a 3.81 mile sports car course, our race used the latter.

The banked part of the circuit is 18 degrees which doesn't look much on the TV. But it is nearly impossible to walk up the incline and bloody terrifying when you stand at the bottom of it for the first time!

The effect of the banked track is that the fastest lap recorded for the Tri-Oval circuit is at 223MPH average!

The stadium layout is such that when renovations are complete, it will seat 101,000 spectators, is fully lit at night, although only 20% of the full NASCAR lighting was used for our meeting and practically no time at all is lost to the recovery of broken cars. This means that in the 24 hour race competitors get four 1 hour sessions in contrast to the three which is the norm for the Le Mans Classic.

One of the features of the event is the amount of track time available to competitors. Spread over the five days. With untimed and timed practice, qualifying, day and night sessions, a qualifying race and a 1 hour warm up on race day. I think we had about 5 hours on track before the race started.

On 16th October we delivered Roberts trailer containing my E type Jaguar to the Wilhelmsen Wallenius shipping terminal at Southampton. It was to be loaded onto the MV Don Juan, a 56000 tonne vehicle carrier. The Don Juan was due to leave Southampton on Sunday 19th sailing via Halifax Nova Scotia, Newark, and Charleston before arriving in Brunswick .Georgia on 3<sup>rd</sup> of November.

Sue and I flew out on 1<sup>st</sup> November Manchester to Orlando to sort out a suitable tow vehicle and generally acquire all the bits and pieces we were not allowed to ship with the car.

On 3<sup>rd</sup> November the WWL ship tracker showed the Don Juan 2 days behind schedule. Call to the agent in Newark resulted in being told *"Don't worry, It'll probably be in on the Tuesday 4<sup>th</sup> or Wednesday 5<sup>th</sup>"*. Level of concern rose slightly. Question to agent was when will we be able to collect the car and trailer? To be told *"Don't worry it will probably be unloaded on Wednesday 5<sup>th</sup> or Thursday 6<sup>th</sup> but you won't be able to collect it on Friday 7<sup>th</sup> as it probably won't have cleared customs and the port is closed for collections Saturday and Sunday"*. I explained to the agent that my

level of concern was PROBABLY becoming significant. The car had to be in the paddock for Wednesday 12<sup>th</sup> so the very latest we could collect it was Tuesday 11<sup>th</sup>. *"Oh you can't do that. It's Veterans Day, everywhere is closed"*. I suddenly became fluent in American; the ensuing explanation resulted in an email 2 hours later from the agent confirming we could collect the car on Friday 7<sup>th</sup> or Monday 10<sup>th</sup>

Stephen "Kip" Smith came as Pit Crew and Mike Beaty as Kips minder/assistant they arrived on the 8<sup>th</sup>. By which time we had obtained an enormous SUV in the form of a



Toyota Sequoia . Stephen brought a female trailer socket and I had packed a 50mm tow ball. The Americans use strange trailer wiring due to the electric trailer brakes they use. They also have 3 different ball hitch sizes all Imperial !

10<sup>th</sup> November we arrived at Port Brunswick Georgia to collect the car and trailer from Atlantic Vehicle Processors.

The car handling facility is enormous; apparently they handle on average 5000 vehicles a day which are shipped all over the USA by barge, truck or vast double deck trains. There are acres of Volkswagens, BMWs, Jaguars and Range Rovers.

Having paid my \$50 escort fee I was escorted to the “Special” compound, where else? To discover the Gates Tyres trailer with the E Type still inside it parked amongst an array of new Van Hool coaches and JCBs of every type imaginable.

Four hours later we were back in the bar of the Daytona Beach Hilton Garden Hotel wondering if we should have a beer? It was then, as if by magic, Robert and Di Gate accompanied by Tony and Ann Wareing appeared.

The entourage was complete. (And the bar bill doubled)

In the USA motorsport is for the enjoyment of all concerned.

Now I know that for many this is a radical concept but in the USA the organisers aims are to make a profit and the best way to do this is to ensure everyone has a “Fun Time”.

Primary officials who display any of the “Armband and Whistle” tendencies displayed by many in the UK are dispatched to oversee driving standards in one of the outer parking lots. preferably Wal-marts)

Marshals or Corner Workers primary function is to keep cars racing. There is a complete absence of those whose weekend is incomplete if they haven't dragged a million pounds worth of classic car sideways through a gravel trap.

In the USA, when appropriate, they will actually push a stranded car back on to the track!

They will even tow a broken car back to the pits or garages whilst the race is ongoing.

With this prevailing attitude and almost wall to wall sunshine. We arrived at the track expecting to have a great time. We were not disappointed.

The Daytona International Speedway is owned by the France family who for many years ruled NASCAR with a rod of iron. Consequently as Daytona is their showpiece the facilities make Bernie's parameters for a F1 circuit look totally inadequate.



11 November “Load In Day”. This was when the paddock opened. The smallest American team consists of a 52ft trailer towed by the ubiquitous Freightliner tractor unit, a minimum of 3 golf buggies , at least one 40ft RV and a race car or six. Setting up, for them, was a day long operation.

Our low profile operation was delivered installed and set up in no time at all.

“Tech Inspection” (Scrutineering) went without incident. By mid- afternoon we were standing around listening to Mike's theory that it was opening time some-

where in the World, when, it was pointed out that there was a brake pad lying underneath the car! The car had shed a handbrake pad for some reason. So a delighted Stephen was able to get his spanners out.

12 November. Day and Night free practice sessions. Robert did the night session and reported that there was no need for any auxiliary lights as the track lighting was fine. The drivers briefing was in

teresting, particularly different nationalities reaction to the American flag signalling system. The Germans were annoyed. *"You must use the internationally recognised FIA system"*. The Aussies were confused *"Rules, what rules?"* The French were totally disillusioned. *"The food in the Drivers Club c'est terrible"*. The British were very quiet. *"Nobody actually takes any notice of flag signals, do they?"*

13 November. More day and night timed practice. The car was indicating 6000 rpm in top twice per lap. This works out at 154mph and was followed by some very heavy braking, this meant a change of pads as we were using them up rapidly. The fuel supplied at the circuit was 108 Octane leaded. The engine loved it, running at the correct temperatures even with 40deg. track temperature and guzzling it at the rate of just over 1 Quart (USA remember) per minute.

14 November. The qualifying race was tricky at the start as a car in the previous race had dumped all its oil on the first corner. There must have been a ton of "Oil-Dri" on the track as from a rolling start the grid arrived at the first corner to be completely enveloped in an impenetrable dust cloud. I am not sure how everyone got through unscathed, but I am certain no skill was involved.

The thinking behind a qualifying race is a mystery, as grid positions are not based on positions in the qualifying race but on your best lap time. This was bit of a disappointment as our transponder had failed, so with no lap times recorded we were consigned to the back of the grid.

15 & 16 November. The Race. 4 sessions over the 24 hour period. 13.00hrs-19.00hrs-01.00hrs-07.00hrs.

R1. Robert started the race having gone through the full range American event start formalities. Including "Gentlemen Start Your Engines".

He had a brilliant first session getting us from last to 13<sup>th</sup> o/a in the first 30 minutes. I took over and gained one more place. We finished in 12<sup>th</sup> position no real dramas the car required only fuel, a check over and a polish.

R2. It was dark at the start of the second race which went without incident. The car was working really well in the cooler conditions and lap times were improving. We thought at one point we might be able to challenge the class leader Tim Summers who was driving his glorious Ferrari 365 GTB4 Competizione. Unfortunately his lap times were improving at the same rate as ours. However we had gained another place at the end of the session. More fuel, a little oil and off to bed for a couple of hours.

R3. We were now having to push really hard to gain any more positions. Robert had reduced the gap between us and Jim Pace who was driving a Gp5 BMW. Both the BMW and our pit stops were identical. I was gaining on him but not significantly when suddenly there were big yellow lights flashing all around the circuit. This was the famous American "All Course Caution". The entire track was yellow flagged and the course car sent out to control the race. For some reason the course car did not pick up the leaders. This meant I was fourth position in the queue and quickly right on the BMWs tail who was third in the queue. The course car restart rules are different from the rolling start in that once the course car, having turned off its beacons, drops below the yellow lines defining the start of the pit lane the yellow circuit lights go off and the race is on, whatever your position on the circuit.

I got the jump on the BMW before the start line only to find the GT40 at the front of the queue hadn't read the rules. By this time he should have been long gone but instead was, as he thought, controlling the grid up the start line as in a normal rolling start. The Porsche who was second in the queue dropped down the circuit to avoid hitting the GT40, I braked to avoid the Porsche and the BMW, having already been hit by a Chevron, hit me in the rear quarter. The Chevron poorly driven by someone calling themselves Randy Buck (No really) then managed to hit me in the door and bonnet. When I stopped gyrating the Jag started up no problem. So I carried on for the two laps to the finish of the session. Back to the paddock. Having given Jim Pace and Randy Buck (Honest) some constructive advice as to their retirement plans. I returned to find everyone setting about the Jag with hammers and tank tape

R4. Final session. Jag now looking a little second hand. I started the race. Surprisingly the car felt fine and lap times weren't affected. We managed to make up a couple more places and were both relieved to see the checkered (USA remember) flag.  
10<sup>th</sup> o/a 2<sup>nd</sup> in Class.



We had a great time although the body damage did knock the shine off the experience a little. Highlight was when our new old friend Jochen Mass came over to tell us. *“Hey fellas I've been watching you, the car looks fantastic and you guys can really drive it”*. That'll do for me!

Eddie Farrell

**Under 17s and Novice Autotest  
Sunday, February 15th  
Maryport Business Centre**

This event is for 14 to 17 year olds and anyone who has never competed in motorsport

It's a Production Car Autotest so you carry a passenger/navigator

**If you know of any teenagers who may be interested please encourage them to enter.**

# Rally Torque

News from Road & Stage

## Heroes Stages And More

Weeton Barracks 28<sup>th</sup> September

I intended to compete in the Thor Hammer stages on the 21<sup>st</sup> but just 2 weeks before, the event was canceled due to the MOD needing the site that weekend for training. So with nothing else planned it was decided to put an entry in for The heroes stages at Weeton on the 28<sup>th</sup>, unfortunately Heather was unable to navigate so another new victim was found in the form of Mr. Wiggins!



On the day of the event scrutineering went well, signed on and then had a quick walk around most of the site and some bits caution on the stage diagrams. So new venue, new navigator (own hadn't navigated for 5 years) what could possibly go wrong? Well stage 1 would be the place to get the mistakes out of the way which resulted in a telling off and a small loss of time. Stage 2 went a lot better and that set the tone for the rest of the day, each stage finding more speed and getting braver between the killer curbs that make up Weeton. The biggest surprise was the amount of cars that were being worked on or loaded onto trailers at the end of every stage. Subaru's with bust wheels and bent suspension, Evo's with broken rear diff mounts, several broken driveshafts and then there we were sat in our deck chairs brew in hand wondering what all the fuss was! We actually had to get the trolley jack and toolbox out of the van but only to weigh down the ground sheet that was trying to blow away.

On stage 5 we had a small slip up which resulted in a missed split and a stage maximum but then back to full attack. Everything was still working and the times were improving despite running out of road and rubbing the passenger side of the car on a tree on stage 10, stage 11 was canceled due to a marshal getting injured whilst helping a car that was off the road. So after stage 12 the results were in, from 46 starters only 19 finished and we were 15<sup>th</sup> overall and 3<sup>rd</sup> in class which meant we even had a small pot to bring home.

The next outing was marshaling at Kames on the 5<sup>th</sup> of October, which was a good day out surprisingly the weather was nice and everyone looked to be enjoying themselves. Well done to everyone involved, it was good to see the speed championship ending the year on a high.

## Adgespeed Stages

3 Sisters Race Circuit 12<sup>th</sup> October

Just 2 weeks after Weeton was my final stage event of the year, Adgespeed stages. So a quick call round to organize a navigator ended badly, Heather was jetting off on a work trip and Wiggy was the only responsible adult in their household that weekend so wasn't aloud out to play. A desperate plea was made on Face book and within a matter of minutes Richard Barnard of Radrallyesport at Distington had volunteered. Luckily or unluckily Richard is a experienced driver but had never navigated but was keen. The day of the event came with scrutineering and sign on out of the way and the wind up started, we were car 33 and car 32 was Mrs. A Jones and Mr. W Jarman.

The tactics were push from the first green light and that we did, the event was made up of 6 stages each run twice. We seemed to be getting the better of team Jones on the first run though the stages with them gaining it all back on the second run. Due to the timing of the merges we always ended up on track just behind team Jones in the stages which was keeping the pressure on. It all came down to the last pair of stages, the advantage was just 2 seconds to us in the less powerful, heavier 309 (getting the excesses in) and team Jones managed to pull 4 seconds. Well done to Angela that's 1 all. The final results were Me and Richard finished 32<sup>nd</sup> (from 48 starters and 39 finishers) and 5<sup>th</sup> in class from 7 with Angela just ahead in 31<sup>st</sup> overall.



The 19<sup>th</sup> of October was the next venture and as a treat for Dad trailing all over the country taking me to events and never complaining, much, I'd entered us in my favorite Wigton event of the year The Solway. With just 6 weeks before the event I found that the 205gti I had sat at work wasn't savable and required to much welding. A quick search on ebay and a Ford Sport Ka for found with tax and test for just a smidge over £500, several late nights had a sump guard, Spax dampers and a harness for my side of the car. This was Dads first rally after a 31year gap and my first time navigating and we had a great day with some very quick times for a almost standard car on budget tyres. So well done to all involved in the organizing of the event its been the best one yet.

Robert Iveson

# Inside the Industry

**Paul Gilligan keeps us up to date**

## **2014 Goes Out With A Bang**

November followed the trend we've seen all year with sales 8% up on last November, with the year looking to top out at about 2.4M new car registrations, almost the highest ever. December will be interesting as manufacturers seek to maximise their scores for the year and dealers strive to hit their annual and final quarter sales targets to secure those vital financial bonuses. Even Porsche are pushing hard for December business.

A couple of manufacturers seem to have eventually accepted reality. Vauxhall look like they've given up (for the moment) their struggle to overtake Ford being 50000 cars behind just now. Equally BMW, unless they do a MASSIVE December pre-registration exercise (which has been know!) have NO chance of beating Audi and must be looking over their shoulder at a fast-advancing Mercedes.

## **Honda Hobbling**

In advance of their zillion dollar return to F1, Honda in the UK have suffered a terrible few years. In 2007 they had a 4.5% share of the market and sold over 100,000 cars. This year market share is less than half at 2.2% and they will sell just over 50,000 cars, so in simple terms they have halved their business in 7 years. And this story is repeated for Honda all over Europe. Rumours are that the Swindon factory may close, many Honda dealers are on suicide watch and reported to be close to giving up the franchise.

While F1 may not be the cure new product may well be. In 2015 Honda will launch 6 new cars in the UK, the most important being new Civic, Jazz, and CRV models. Although some might say that for the enthusiast the fact there is a new NSX coming late next year is the vital one! When I was running a leasing company and we were buying a few hundred Hondas every year one of the best perks of the job is they used to lend me an NSX for a long weekend every year. I'm not sure they were pleased with the miles I managed to fit in to a few days, or the rear tyre wear, but they were far too polite to mention it! Fabulous car!

Honda UK now have the difficult task of creating enthusiasm in a depressed and cynical dealer network. Obviously dealers have sought to cut costs as sales volumes have slumped. Sales staff have been cut back, marketing budgets have been cut. Sales people need to be tempted back to working with a franchise that has been "hard work" for years now, and dealers who have suffered years of losses need to be encouraged to spend money to market the new products. A lot of money and hard work required, and it won't happen overnight however well the new power plant works for Fernando & Jenson.

## **Infiniti Unhappy**

Infiniti is the name you might have seen on the F1 Red Bulls and wondered what it was. It is in fact Renault-Nissan's upmarket brand, their equivalent of Toyota's Lexus. You can be forgiven for not noticing. Having launched in the UK about 2 years ago they have managed to achieve sales (including dealer and manufacturer demonstrators) of about 50 cars a month this year. Andy Palmer, possibly the most respected British motor industry executive currently, was Nissan's Worldwide Strategy Director and was asked earlier this year to add Infiniti to his responsibilities as it was badly underperforming, and not just in the UK.

Andy had his eyes on the CEO role at Nissan which is coming up soon, but when he was told that that job must go to a Japanese person, he jumped ship and was appointed CEO at Aston Martin. So Infiniti are looking for a new boss for the second time this year, and UK sales are dreadful. The manufacturer has taken over control of the dealerships in Reading, Birmingham, Stockport, Leeds, and Glasgow. As with Honda, new products are on the way both more expensive and cheaper than the current offerings, but again this will be a long haul.

## **Peugeot Looks Promising**

Hopefully that's got the bad news out of the way. Having clocked up enormous losses in the past few years Peugeot / Citroen was only saved from bankruptcy by the French Government and a Chinese manufacturer each taking a major share and injecting capital as a result. A new management team was installed headed by ex Renault-Nissan star Carlos Tavares.

He and his team have worked miracles, nothing less, and the enormous losses have now turned to a small profit. Something Ford and GM are still a long way off achieving in Europe.

Plants have been closed, stocks of vehicles and components slashed dramatically, and the car range will be cut from 45 models to 22 over the next few years. For the first time for a long time Peugeot's future looks bright.

### **A Nice Aston Martin Cygnet**

My regular reader may remember that I wrote a fairly critical article about this car a few months ago. Effectively it's a Toyota iQ with an Aston grille nailed on and swathes of leather inside. And cost when new about four times as much as an iQ. Amazingly didn't sell and it's thankfully not made any more.

However when in London on business recently I saw one that was UNBELIVABLY cool. Parked down the side of the Park Lane Hilton was one in a shade of green that was never offered on the car and was somehow familiar. The clue was the number plate – SM 7. So the car belonged to Sir Stirling Moss, who lives just behind the Hilton.

And the green was EXACTLY the shade of the Aston Martin sports cars that he drove so successfully in the 1950s. So I take it all back. Cygnet is a great car, or that one is anyway!

### **Dealer Howler of the Month**

After all my comments about dreadful dealer service in recent months I decided to share with you any particular examples. It might not be every month (hopefully) but this might provide some amusement.

Recently we were looking for an Audi A8 for a customer, something ex demonstrator would be ideal. These are pretty rare cars so we used our clever system to email every Audi dealer in the country with the requirement, which included that the car must be black with black interior and have a factory sunroof. I received an email from one dealer, and the email exchange was:

Dealer: Good morning, I have a black ex demo for sale.

PG: Thanks, does it have a sunroof and black interior?

Dealer: Is this car OK for you?

PG: Does it have a sunroof and black interior? If so when was it registered, how many miles, what options are fitted, and what is the best price for a no part exchange deal this month including driven delivery to Newcastle Upon Tyne?

Clearly the salesman found this a bit stretching, that last email from me was on December 4th and I haven't had a reply yet!

### **Dealership Teamwork In Action**

This will be familiar to anyone who's ever worked a car dealership, There are basically 4 departments, sales, service, parts, and admin. The players here are a salesman, his sales manager, the business manager, admin, service, and parts. They are all supposed to work together. Those who've been there will know this is rare! The salesman has sold a car. He wants number plates fitted, not an unreasonable request. This is how it went:

S/man to Service: Can you put new plates on my car going out tomorrow please?

Service to Salesman: Not without a WIP

S/man to Service: I'll get one within an hour, can I get the plates on please?

Service: Not without a WIP.

S/man to BM: Can you send a WIP for plates on the car going out tomorrow please?

BM to S/man: I know nothing of this ask the Sales Manager.

S/man to S/manager: Can I get a WIP for some plates please?

S/manager: How much will they be?

S/man to Service: How much for the plates?  
Service to Parts: How much for number plates?  
Parts to Service: £8  
Service to S/man: £8  
S/man to S/manager: £8  
S/manager to S/man: Did we agree on plates?  
S/man to S/manager: Yes it was in the deal.  
S/manager to BM: Did you know about these plates?  
BM to S/manager: Not sure who did the deal, sorry.  
S/manager to S/man: Hmmmm  
S/man to S/manager: It's only £8!  
S/manager to S/man: Well you pay then.  
S/man to S/manager: Are you serious?  
S/manager to S/man: OK get it done.  
S/man to S/manager: Can I have a WIP then?  
S/manager to S/man: I'm busy ask Admin.  
S/man to Admin: Can I have a WIP for some plates please?  
Admin to S/man: I need authority from a Manager.  
S/man to Admin: You ask I'm sick of this.  
Admin call S/manager: No answer.  
Admin to BM: Can you OK these plates please?  
BM to Admin: I never said it was OK.  
BM to S/man: Who authorised this?  
S/man to BM: The Sales Manager.  
BM to S/manager: Did you authorise this?  
S/manager to BM: Yes the sales guys are giving money away again.  
BM to Admin: OK.  
Admin to S/man: WIP sent.  
S/man to Service: You should have the WIP now.  
Service to S/man: Can't see it, sorry.  
S/man to Service: You sure?  
Service to S/man: Yep!  
S/man to Admin: Did you set that up, Service can't see it?  
Admin to S/man: Definitely, I'm looking at it on screen now'  
S/man to Service: It's definitely there.  
Service to S/man: Sorry it is, looked at the wrong bit.  
S/man to Service: So it's all sorted now?  
Service to S/man: Yes here's your job card, take it to Parts to get the plates.  
S/man to Part: Can you make these plates up please?  
Part to S/man: Yes no problem, plates are on back order, should be ready a week Monday.

Many a true word, it's really often like that!

### **Now a GOOD Dealer**

These are rare I find. So it's nice to praise one. Particularly when it's owned by a WMC member. This week I needed a Mitsubishi Pick Up for a local construction company, quickly and at a BIG discount. Well known enthusiast Nicky Porter owns a Mitsi dealership, Oakley Service Station in Bishop Auckland. They were like a breath of fresh air, everything got sorted quickly with no fuss and the customer gets his truck at the right price before Christmas. Unashamed plug, thanks Nicky and to your Sales Manager Andrew.

**Paul Gilligan**  
**pg@gvcontracts.co.uk**



# Andy's Armchair

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

I was recently returning home across the A66, the weather was miserable and the large sign on the A1 had very clearly shown the message "A66 West closed to high sided vehicles". The wind and rain/sleet were both vicious and in the gathering gloom conditions looked likely to get worse rather than better. So were the high sided vehicles taking note? No they weren't, were there any policemen turning them back, no there weren't. Did it feel safe trying to battle through the spray to overtake and hope you weren't going to end up squashed under a huge trailer? No it didn't! The question is why bother with the sign, it either means what it says or there's no sense displaying it. Typical really, I suppose the attitude is we've done our bit so that's OK but the poor devil who ends up crushed would disagree. No doubt after that happens they'll start shutting the road to everyone even if it's safe enough for cars to use. Come on Mr. Plod, you can rig up cameras to check average speeds in roadworks, let's have a similar set up to enforce things like those mentioned above. Surely it's not difficult to record and punish those ignoring your instructions.

I saw that the fastest crew were disqualified from the recent RAC rally for what appeared to be pace notes in the car. Now granted they shouldn't be there but where does an "aide memoire" become a pace note? Several years ago the HRCR Historic championship visited a place called Rother Valley country park as a special stage. It happened for 2 years running both times in the dark, the stage being basically the same, as there were no alternative roads in the venue. Now let's say after the first year a navigator scribbled down a few exclamation marks, asterisks or ticks on his map and then used them to remind himself the following year. Is that a pace note or simply making use of the fact you've been there before. I'm sure different people could interpret it in various ways.

If you want to get really picky Ron Beecroft knew every brow used on selectives in Yorkshire in the MN championship days, but I never heard of him being disqualified for having an unfair advantage. Likewise someone like Steve Perez must know most forest stages inside out so he's always got a massive advantage over a newcomer.

Finally I've just been ordering a new car, now I know I'm old fashioned but I like to own what I drive so have always traded in the old car and then handed over a cheque to make up the difference. It's mine then, I'm not worried about excess miles, a scratch, or a scuffed rim it's nothing to do with anyone else. I can keep it as long as I want and if I'm daft enough to paint a purple stripe on it then its up to me.

Anyway I went onto the web-site and there's a logo saying "latest offers", so I pressed to see what discounts I'd be getting. The answer was none, If you're not leasing, buying on the drip, agreeing to sell your soul for tyre replacement insurance or a gold instead of a silver service deal you seemingly don't exist. All you're left with is arguing with the sales staff, why should actually having the "scratch" be a disadvantage?

Ends  
AA

# What's On

## WMC events and other events of interest

### January

8-10			Autosport Show at the NEC
17th	Sat	WMC	Awards Dinner
25th	Sun	WMC	Autotest/PCA

### February

15th	Sun	WMC	Under 17s and Novice Autotest
19-21		LP	Race Retro at Stoneleigh

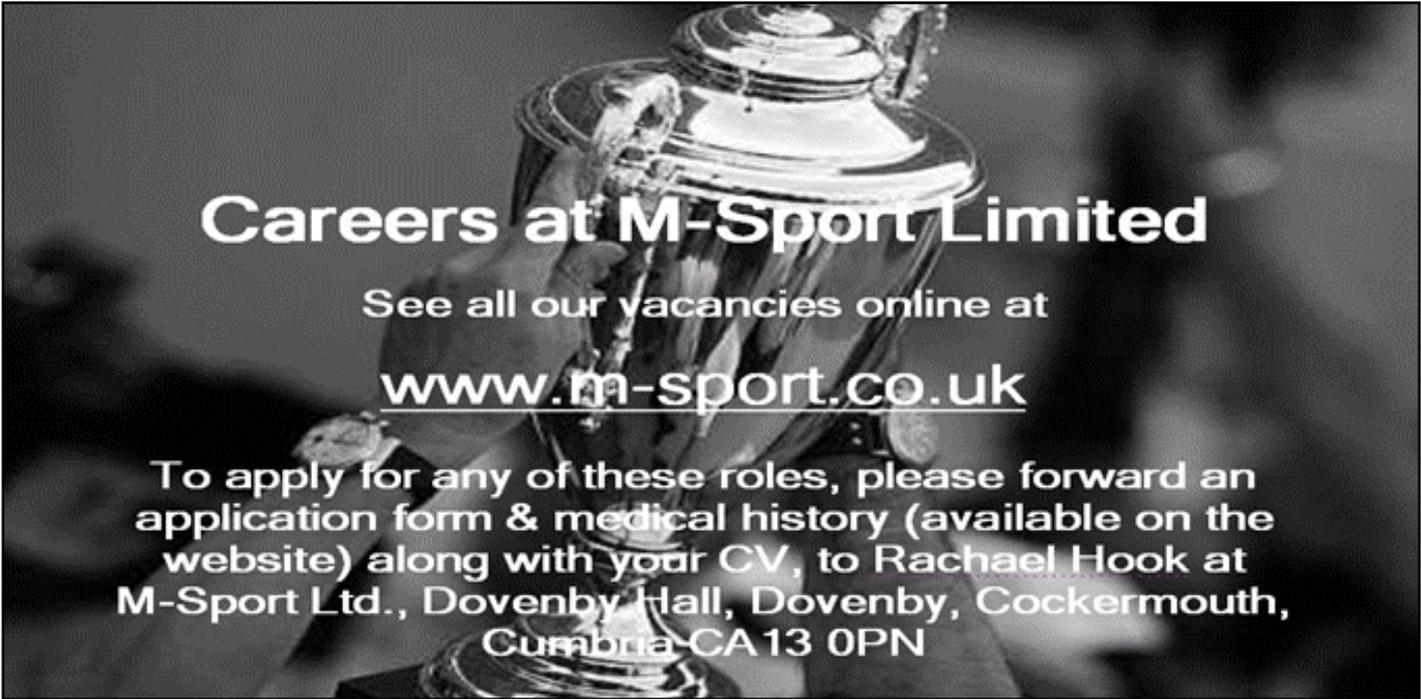
### March

1st	Sun	WMC	Autotest/PCA
22nd	Sun	WMC	Historic and Targa Rally Training Day

Visit the website for all the latest news

[Catch up on Face Book](#)

Please only phone club officials between 19.00 and 21.00 in the evening.



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