

Wigton Motor Club Ltd

Start Line

Issue: 04/15

www.wigtonmc.co.uk

April 2015

Drive It Day

**11.00 until 14.00
Sunday, April 26th
At Dalemain**

The annual **Drive It Day** is a celebration of our right to drive our classic cars, founded by the Federation of British Historic Vehicle Clubs of which we are members. It takes place on the Sunday nearest to St. George's Day each year.

We are making it open to all "interesting" vehicles of any age and you can come along at any time between 11 and 2 and stay as long as you like. The Dalemain mansion and gardens will be open.

This year we are having a collection in memory of Stuart Turnbull for charities nominated by his family. We hope that members will donate generously. We are inviting other clubs as well so, given good weather, we should get a good turn out.

Motor Sport for All

Diary

Club events over the next month or so

April Autotest

Sunday, April 19th

At

Maryport

Entry forms have been emailed out.

Drive It Day

11.00 until 14.00

Sunday, April 26th

At Dalemain

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

I recently attended the MSA's Licenced Officials Training Day which is always useful and even more so in view of the rush of new safety rules that have been coming out in recent weeks following the Scottish Motor Sport Safety review. At the moment the Review has only focussed on multi venue rallies but in due course it will look at all four and two wheeled motorsport in Scotland. Certainly the new requirements will also apply to all forest events in the UK as well.

Of course just a few days ago the Royal Assent was given to the Bill that will allow roads to be closed for motorsport. Sadly the Review mentioned above severely affects the closed road concept. The view is that any large closed road event is very unlikely, it will be more possible that short lengths of public road could be closed to link existing stages. On the other hand some local authorities are seeing it as a cash cow, viewing motorsport as a rich man's sport willing to pay substantial amounts for a length of closed road. A no win situation for club motorsport I suspect.

The rules for forest rallies will severely affect events. All marshals will have to be "trained" particularly in asking spectators to stand in designated safe areas. There will also be minimum manning levels for stages.

The other rule which will cause a huge loss of entries is that all events must seed purely on expected performance rather than what happens now with the lower powered cars running first or in the case of the historic where the older cars run first to get the smoother tracks. On events where stages are run twice, as is the case on most events these days, running a 1400c Corsa or a historic Mini after 200 cars have been through a double used stage will not be pleasant with the track really badly cut up.

The poor state of the double usage roads after a rally has gone though is a big reason why fewer marshals are willing to man mid points of stages as they are likely to damage to their own car when driving out of the stage due to the deep ruts.

A reminder that there several ways of getting free membership of WMC. Firstly if you insure your car with our insurance partners, Hagerty, then they will pay your future year's membership. A good number of members are now doing so and they are good to deal with as their staff do know about classic cars. Secondly is you enrol a new member put your name in the "introduced by" box and at the end of the year all those are put in a hat and two drawn out for free membership. Thirdly at the renewal date in December, renew by the end of the month and again a draw will be made for free membership for 2016.

A big thank you all our contributors this month and to new contributor Rob Grant.

Enjoy
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

Congratulations to Jeremy Wickens and Marian Sloan who both identified the car from the advert “blurb” last month as a Vauxhall VX4/90.

One for you this month: This slogan appeared in the advert for which car? “**The Golf GTi will be along in a second.**” No prizes but an honourable mention next month!

Interested in tractors? The National Vintage Tractor Road Run is based on Gretna this year the run takes place on Sunday the 5th April and goes up to Canonbie via the minor roads but it does go onto the A7 for a short distance between Longtown and the Canonbie bypass it leaves the start at Gretna at 9 30 and will arrive at the lunch halt on the B6357 Canonbie to Newcastleton road just before Rowanburn at approximately 11 45 and then leave again approximately 2 and a half hours later to return to Gretna at this moment in time there are 400 entry's spectators are welcome at the field. This will also mean that there will be a lot of slow tractors and there transporters in and around Gretna on the Saturday as the registration and sign on is at the Garden House hotel this is also the start venue. David Turnbull Route co-ordinator NVTRR 2015

Entry forms for the **Cumbria Classic Show** will be sent out in the next few weeks and will also be on the website. This is the biggest gathering of classic cars in the region and its success is all down to the hard work of all those members who work so hard in the run up to the event so please put August 22/23rd down in your diary now. The Saturday will of course see the Rose and Thistle Run.

Some years ago a chap in Brampton built an electric car and it got a lot of publicity and then it all went quiet. It was well before the current level of electric and hybrid technology so was possibly more hype than fact but it did exist. Can anyone remember it and what happened to the project?

Open Garden and Classic Car Gathering

Sunday, May 31st between 1 and 5 pm at
Crookdake Farm, Aspatria, Wigton CA7 3SH
Tel 016973 20413

No need to enter, just come and go as you please – a good excuse for a run
out on what we hope will be a nice day.

All in a good cause for cancer charities under the National Gardens Scheme.
Kirk and Alannah Rylands

The logo for Lake District Hotels Limited features the company name in a blue, cursive script font. A green wavy line arches over the text, resembling a mountain range or a stylized 'L'. The word 'LIMITED' is written in a smaller, blue, sans-serif font directly below the main text.

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PG Tips

Ekk the Skoda Estelle has finally left my garage! I would have made a profit if I hadn't bumped into a Transit van and damaged the bonnet after I'd agreed a sale. The subsequent repair cost ensured I didn't. Typical!

In order to get rid of Ekk I went on an epic road trip to drop it off with it's new owner and to collect my new project. Yes it's a Skoda, a mk1 Rapid coupe....I am actually beginning to bore myself now! It is a wreck too....in need to everything. It is however very rare and quite sought after – well in the Czech Republic at least. It's not very Rapid at the moment either...driving it onto the trailer was something of a naval experience as the old Skoda 'made smoke'. When I say made smoke there was so much smoke it enveloped the whole area and if there had been any bystanders they might have called the fire brigade! With it secured on the trailer we headed home and dropped in on an old friend of mine who runs an Alfa Romeo specialist to catch up and see what new toys he had. Having started out as a one man band tinkering in a barn at his house, he now employs 5 mechanics and acts more as a boss/advisor than a mechanic – which means more toys! His latest is a Scorpion tank complete with Jaguar straight 6 petrol engine. Driving it round the small field at the back of his house was most amusing. With a centrifugal clutch and no gear stick it was fairly easy to drive and quite nippy, although I suspect it doesn't do many miles per gallon. Next up was his Alfa Romeo 4c – yes they look pretty and with a full carbon fibre tub they are light and relatively cheap given that any other car with such a construction is over half a million pounds but I wasn't all that excited about the 4 cylinder engine putting out 280bhp (standard they are 240bhp). I couldn't have been more wrong – the 4 cylinder engine sounds fierce and amazing and the acceleration is truly gob smacking. It's the fastest road car I've ever been in and the acceleration felt almost as quick as my old bike engine single seater Hawke that I won the speed championship in a few years ago. The only criticism would be that the dashboard felt and looked substantially cheaper than the one in my Citigo! I could forgive it that and now really really want one – sadly the cheapest one I can find is £45k and I currently have about £45! I must start doing the lottery or robbing banks.

Now it's time for my new car review – the tow car we used to get the Skoda Rapid was a hire car due to LV insurance still failing to completely fix Trudy's Yeti – which needs a driveshaft and wheel bearing according to the Skoda dealer. LV however are struggling to deal with this as their repairer thought the noises made by the car at 50-70mph were wind noise. No I'm not joking either. I won't name them because they have at least made a great job of repairing the cosmetic stuff. Back to the hire car...a Toyota Rav 4. I remember the Rav 4 as a small soft roader whereas the new one is now closer in size to a Range Rover. It was massive! It had a huge boot, 2 feet of rear leg room and was reasonably well equipped but not quite up with the huge spec of our Yeti. It drove well too, towing easily and in near silence at the speed limit. Inside it was very bland but well built in a typically Toyota way. The most ridiculous thing was the boot opening though....electronic. You press a button and the boot then slowly opens all by itself and closes in a similar fashion. Very handy in some circumstances I guess but not when you just want to chuck something in the boot – which takes at least 1 minute! All in all it was a decent enough car although I would have expected things like heated seats for the £28k asking price.

Next month I will be back on the Isle of Man with Snotty....I hope! Keep everything crossed for me.

Peter

Club News

A few administrative items.

A great deal of time is wasted by officials dealing with membership and entry forms that are incorrectly completed. If we can't read your email or if you don't put your postal address in then we can't contact you or send you a magazine etc.

It is a great help if you **complete the forms on your computer** and then print them off.

There is now a space on all our entry forms for **membership numbers**. Please ensure that you know your number and that you have your membership card at all events. In the case of events run by other clubs, to which we are invited, your card **must** be produced at signing on.

Many of our events get full entries fortunately. We accept entries on a **first come first served basis**. Entries secretaries often get asked, "Please squeeze me in". That is not possible. If it was then we would have stipulated a larger number. We are limited either by the time schedule for the event or by the catering arrangements at the lunch and start venues. For example it is difficult to find venues that can accept an extra 80 people for lunch on a Sunday over and above what they normally would expect.

Club Championship

Currently there are 46 people who have scored in the championship after 3 rounds (all autotests)

Pos	Name	Festive AT	J.Frost AT	Spring AT	Overall
1	R Iveson	23	18	22	63
2	S Fishwick	21	17	17	55
3	S. Dixon		23	24	47
4	D Agnew	18	12	16	46
5	J Sloan	22		23	45
6	Megan Iveson	10	13	21	44
7	C Hunter	20	21		41
8	B Bradley	8	10	16	34
9	R Palmer	15	16		31
10	R Pope	13	15		28
11	W Jarman	25			25
12	Tom Hall		25		25
13	J. Thompson			25	25
14	E Cook	24			24
15	A. Graham		24		24
16	J Palmer	4	19		23
17	P.Masters		22		22
18	S. Palmer			20	20
19	M Messenger	19			19
20	J. Wiggins		4	15	19

The Moffat Autotest – at Maryport

I spent a happy couple of hours this week grovelling about under the Puma in the wet yard whilst the weather varied between torrential rain and sleet. Yes I do have a garage but it is full of other (in my opinion) useful stuff. This resulted in about 10 kilos of air conditioning pump and associated gubbins being resigned to the bin – that should, may, well probably not - make any difference what so ever to my autotesting times.

This was the first Autotest run by Nigel Moffat, so what were we to expect? I had pre conceived ideas that there would be two simple tests, something akin to a NASCAR oval track. But no, two on the smooth concrete run by Nigel and wife Nancy. One looked as if Nigel had spent half an hour with a Spirograph. Another third, open, faster test on the tarmac run by Fiona Tyson. Who would have thought Nigel would extract his revenge in this way? To be fair they flowed and worked very well – for most people. Stephen Dixon was smiling a lot ‘This is like an autotest should be’.

I now have a theory that the number of wrong tests has a direct relationship with the number of grey hairs on one’s head, certainly in my case. Although there are exceptions of course, the Sloan Rangers seemed to manage the day without any wrong doings.

There was a great turnout of younger members, James Wiggins in the City Rover, think of the Botchergate Chinese takeaway named City Wok! The S****y Rover built by Tata Steel, not in Workington but in India with a similar build quality to 1975 Austin Maxi. Bizarrely it appeared to be moving faster than when father Wiggins has been driving it in the past! James was pedalling this car very tidily and eventually came out as first young member. And therein lies the future problem, these lads are not only getting faster but they can remember where they are going.

Tom Hawkswell (14 years old) was driving Grandmas little Yaris, he started tentatively but very quickly gained confidence and with a little handbrake help from us navigators was soon mastering the course. That confidence boiled over a little and saw him clip a concrete post and crease the Yaris’s rear bumper. Granma simply exclaimed ‘Oh well boys will be boys’. I don’t remember my Grandma having quite the same attitude! Tom was in good company, David (experienced rally driver) Agnew also managed to graze the fence at one point.

Another young member, Callum Alexander, was throwing the Vauxhall Viva around. A valiant effort by a 14 year old in a 1967 rear wheel drive car. Megan Iveson was starting to look very professional and was notable in her new found use of the handbrake, or was it the brotherly navigator? Rob might not be so helpful next time when he sees she was only 9 seconds behind him.

I was puzzled by the lad wearing the jacket embroidered with RMS (Reproductive Management System). For those of us not in farming circles apparently it does not refer to the wearers personal abilities but the company he works for – I had to ask. Whilst on the subject of farming, Chris Hunters MX5 did so many F1 style donuts that the rear tyres were worn to the steel cords. However, I’m sure there are plenty more where they came from on the silage sheeting.

Graeme quickly punched the results into his spreadsheet and the results were.....
James Thompson on day release from baby sitting duties made the best of his day out and claimed first prize. Stephen Dixon first front wheel drive, John Sloan first rear wheel drive. Megan Iveson first lady and James Wiggins first junior. Tom Hawkswell claimed his consolation chocolates. Those chocs really should go to Grandma!

Steve F

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Rowrah Thanks

On behalf of all the competitors we would like to say a big thank you to Graeme, Robin, Roger and Steve for organising and marshalling at the test day at Rowrah it was brilliant.

It gave Wigton members the chance to find out the limits of adhesion of their cars, watch others exceeding the limits at times and generally find out how good or bad their cars were.



The Kirkpatrick family were really enjoying themselves screeching around the track in a "reasonably priced car" rather like "Top Gear" with dad Bill, mum Michelle and son Sam taking it in turns to see how near they could all get to cornering on the door handles, great to watch. Sam of course is the expert at Rowrah as he is one of the kart clubs top drivers and still at school for a few years yet. Sam has just returned from Belgium after a very successful time racing there.

We did miss that iconic saloon car exponent Peter Garforth with the Skoda of course,, PG tips can usually be relied on to keep spectators entertained when one of his stable of machines is actually running. Hope it wasn't his wife being so unreasonable and parking here car in the ditch again and disturbing his sleep pattern as happened recently. He quietly informed a few friends about this indiscretion of Trudy's. about 700 plus friends I think Peter by writing about it in this mag so you may have been banished to the spare bedroom when aforesaid wife found out.!



Saloon cars, sports and vintage cars, out and out racing cars such as the Formula Vee of VW fanatic Chris Spencer were all taking part and a wonderfully crisp and sunny morning was ideal conditions for a test day.

This sort of event that Wigton MC put on shows why it is such a great club and fantastic value for money when you consider the very cheap membership fee, keep it up committee and what about a sprint at the venue, is this possible?

Thanks again,
Keith Thomas.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Our annual trip to Cheshire for the Knutsford Motor Club's round of the national HRCR championship was anticipated with relish as it is an excellent event of its type. The 75 entry maximum was exceeded shortly after entries opened and it was only after the organisers applied to the MSA to extend the numbers to 85 did we get a start from our original 10th place on the reserve list. The TR4 felt fit and eager to go and after Friday scrutineering and documentation and an overnight in our hotel in Nantwich we headed to The Bickerton Poacher for the start. Navigation is fairly straightforward and instructions for three of the five regularities were issued on Friday evening with the test diagrams with a further two regularities at MTC1 out and the final one to be at PCA -morning coffee. Speed changes were included with the route instruction sheets and sitting in your hotel room plotting the year's opener event it serves to blow away the winter cobwebs and rust and after a while you get into the groove.

Penalties are accrued at 1 mark per second for early or late arrival at each of the 18 or so timing points and no one has yet to complete this rally with a zero score – that I know of. It is possible on a few timing points to have a zero score in an event but those are more than cancelled out by those where penalties accrue at five or ten seconds after small doses of senility and brain fade.

Nevertheless we arrived at the lunch halt after three regularities and six tests in 10th place holding our seeded start number and 2nd in class. Some of the fancied front runners were in odd places in the forties and fifties so even the best have off days. We headed off to the afternoon session optimistic of improving by a few places but alas it was not to be. Half way through the fifth regularity the clutch slave cylinder failed and we headed for home.

The following Saturday the ever enthusiastic Ed Graham ran the Hexham Classic in conjunction with the John Robson night rally for moderns. It was as usual plot on the move and with a start and finish in the Alston area there were some challenging roads aplenty. Charles and I were in the Tiger at number 2 which was to be useful for going up hills but not a happy office to be plotting in on the move. David Agnew and Alan Jackson brought along the Porsche 911 at number 7 with a total of 14 classics followed by a further 27 moderns. After a cursory scrutineering at Henderson's Garage and a start just out of the town the first half road book was handed through the window – plot and bash as specified. The first section was a regularity with one intermediate time control and we did OK on this and cleaned the following few sections. However the plotting on the move was proving difficult for my old eyes and it was proving increasingly difficult with the firm suspension on unforgiving roads. So my understanding driver agreed when I called enough – although he was enjoying himself - and we headed for home. I understand the rationale in running the two events together but for the average classic crew this event would be better served and more enjoyable with 30 minutes pre-plotting with the plot and bash reserved for the Mad Max's (ask David and Alan about the man in the white BMW!) in the modern cars.

Having recorded the England/Scotland Six Nations match we settled down and watched rugby for the evening instead. Am I getting past it? Well it's certainly true that it was all much easier a few years ago. I'm sure our year will improve.

Ron



A Weekend Trip to The Schlumph Car Collection, Mulhouse, France.

It was during dinner about a year ago that myself, my brother Big Al and two other petrolheads Lord “Barty” Bartholomew and Squire Field of Bewcastle were discussing the incredible story of the Schlumph brothers and their passion for collecting cars. Sometime between dispatching the last bottle of Chateauneuf-du-Pape and the opening of the first bottle of Highland Park, it was decided that we should go to Mulhouse on a boys trip.

I started planning the trip by looking up the Schlumph Car Collection on the interweb thing. (www.citedeautomobile.com.) Booking Squezyjet from Edinburgh to Mulhouse /Basle, booking the Holiday Inn in Mulhouse and booking a VW Tiguan for collection in the Swiss side of the airport. Just to make life interesting, half the airport is in France and half in Switzerland and there are car hire desks on both sides. Brilliant! I of course went to the wrong side first. Merde!



Flying on Friday morning of 6th March at 8 am for £28, returning on Sunday 8th at 6 pm for £35 was problem free. The car hire was £145 for the three days (split four ways) and the Holiday Inn was 60 Euros per twin room per night (split between two) We were all pleasantly surprised with the Holiday Inn, very nice, clean and above all, had a really good restaurant with a good selection of wines from the Alsace region. Eating out in Mulhouse was also enjoyable.

Arriving in Mulhouse just before lunch, it was decided that we visit the largest train museum in the world, Cite-du-Train. Even if you are not a “train spotter” type, this is a superb museum. Very informative with excellent exhibits. It also has a passable restaurant with an attractive waitress who spoke with the most lovely, soft Frenchsorry; lost my way for a moment.



We set aside the whole of Saturday for the Schlumph Collection; and you need it. The collection ranges from a few steam cars through those single cylinder carts to the 1001BHP Bugatti Veyron. There are between 400 and 500 cars on display. There are believed to be six Bugatti Royale cars in the world; this museum has three! There is plenty of room to see the cars and we each had a pre-recorded information guide. All you had to do was press in the numbers relating to the car you were interested in and you could listen to a good, informative commentary.

If I were going to steal just one car from this collection, it would be this little 1938 Type 37 Bugatti with a delightful “chopped” roadster look. Way ahead of it’s time and a thing of beauty.

If you have been thinking about going to Mulhouse, I would thoroughly recommend it.

Rob Grant

Gates Tyres Northern Historic Rally Awards

With 22 crews already registered for this year's Challenge, 2015 promises to be a very competitive year. A good turn out at the Historic Rally Training Day underlined the enthusiasm that exists among Historic and Targa competitors and there is a good prospect of more crews taking up the Challenge as we move towards Round 3.

Three registered crews contested the Saltire at the beginning of March. The experienced John Bertram/Andy Fish pairing, Escort Mexico Mk1, took WMC/Gates honours having finished 2nd Overall and Best on Regularity on the event. Colin Rose and Bob Shearer, Midget, started their season well with 9th O/A and will be in the mix for 2015 honours. David Heirs/Jeremy Wickens, Saab V4, returned after a couple of quiet seasons and had a steady run through to 29th.

The Hexham Historic on March 14th proved testing for the four WMC/Gates crews that entered. The usual tight route with plenty to worry the navigators kept everybody on their toes. Charles Graves/Ron Palmer started well with one of the better times on the initial Regularity but fortune wasn't with them and they retired part way through the event while going well. Newcomer to the WMC/Gates Challenge, David Scott Aiton with Robin Scott on the maps, toiled manfully around the route in their Avenger, to take maximum WMC/Gates Challenge points (25). Brian Hodgson/Richard Glendinning, Imp, followed the Avenger home on 24 points while David Agnew/Alan Jackson, Porsche 911, took the remaining 23 points.

With Rounds 1 and 2 completed the Points Table is beginning to take shape. As none of the WMC/Gates crews who did the Saltire were entered on the Hexham, the Challenge is wide open going forward to Round 3. Hopefully, David and I will return to the Challenge on the Berwick - fingers are crossed that the Escort will ready by then.

Mike Garstang.



Charles Graves/Ron Palmer on the Tour of Cheshire (Tony North)

Navigator required for Gates historic rallies 4 to 5 rounds if interested please **c o n t a c t** Brian Bradley. At bradley-brianw@g mail.com. Or 07788163210

GATES **Auto Services**
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The advertisement features the Gates Tyres logo on the left, which consists of a stylized 'GT' inside a tire. To the right, there are images of car parts including a wheel, a set of exhaust pipes, and a toolbox. The text 'GATES Auto Services more than TYRES' is prominently displayed in the center.

BYGONES

Do you remember?



There will not be a member who does not have at least one aerosol of **WD40** in his or her garage and possibly one under the sink. It has a huge number of uses and is magic and releasing those tight bolts and sticking joints. If you are old enough to have been a road rally person then the start venue of any event would be full of drivers spraying their distributors, coils and plug leads to prevent them getting damp when hitting fords or big puddles.

WD40 has been available for nearly sixty years and came about due to the Cold War. America had huge bunkers with the massive Atlas rockets facing Russia ready to fire but the exposure to the elements causes corrosion. Thus the USAF asked a chemist called Norman Larsen to come up with something to solve the problem. It took him, he reckoned, 40 attempts so he called it water Dispersant 40, or **WD40** for short. That was back in 1953 but the military took all he could make and it only went on general sale in 1958. However the workers at the Convair factory who made the rockets were taking samples home and finding out all sorts of uses for this miracle liquid.

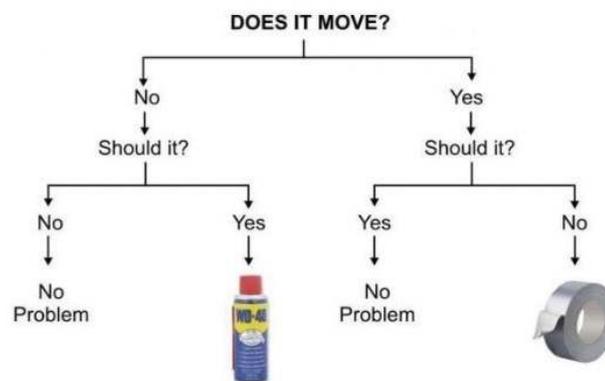
There is even a WD40 Fan Club whose website lists the most popular and unusual uses. So in 1958 Larsen's company (the Rocket Chemical Company) started production and sales to the public but it was not until the mid sixties that it came in a spray can. In 1969 the company was renamed simply **WD40**.

But what became of Larsen? Sadly he never became a multi millionaire from his product. He sold the rights to the product for \$20,000 soon after it went on sale to the public so never profited from its world wide sales. He hoped to invent new chemicals but sadly died at the age of 47.

Interestingly **WD40** was never patented as they would mean listing the actual ingredients (solvents, hydrocarbons, and assorted oils). However no one has managed to make anything as good although here are other sprays available. WD40 also invented and manufacture 3 in 1 oil.

GTF

Engineering Flowchart



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club when you do!

Anecdotes

Have you ever met someone who has built a F1 car? Or indeed have you met anyone who has built an F1 car in a lock up?

Well I have. If you are interested in motorsport history you may will visit the Autosport Nostalgia Forum as I do. I ended up corresponding on various things with a chap called Barry Boor and it was he who suggested the visit to Malta for the Mdina GP where he had lived for a few years. While we were there we marshalled on the event and he told me the fascinating story of the **Connew F1 car**



Peter Connew was not interested in racing until; he went to a GP in 1970 and then became hooked and started work with the Surtees F1 team. In his spare time he decided to design his own car in his bedroom. He then left Surtees to chase his dream and enlisted a team of helpers including his cousin Barry Boor a woodwork teacher.

The car was built in a lock up in London with bits manufactured by the team in their day job's lunch breaks. Barry created the wooden

formers for the glass fibre body. Most of the work was done at night or at weekends as the team of four had day jobs. The car looked good and even though it did not run it attracted interest from then McLaren sponsor Yardley. Eventually young French driver Francois Migault came along with a bag of money and a second hand Ford DFV was bought from McLaren with the intention of starting the 1972 Grand Prix season.

Of course the lack of money and testing was a big drawback although the car was by no means the slowest car trying to qualify. It actually only started the Austrian GP but from 22nd on the grid and passed four cars before a suspension bracket broke and the car was retired. That was the end of Migault's money.

The car did the GP Victory race at Brands with David Purley driving but an electrical problem sidelined the car. In 1973 it was run with a Chevy V8 in F5000 with a Swiss pay driver and in the final round by Tony Trimmer who crashed it and damaged the chassis.

That was the end of the project with the engine and gearbox being sold and Peter becoming a development engineer at Ford and Barry returning to teaching. Peter has the repaired chassis in his garage and just needs a DFV and gearbox to make the car run again after over 40 years.

Stuart Turner, then head of Ford Motorsport said, "His car proves you can build a Formula One car by sweat alone, and makes you wonder about some of the astronomic development costs you hear the Establishment quoting!"

It was a fascinating to hear this story from one of the team of four. Barry now keeps himself busy building slot racing models of every F1 car that has raced from 1945 to 1985.

If you want to hear Barry's story then look on youtube at: <https://www.youtube.com/watch?v=boZlncP1PKY>

GTF

Racing cars return to the Chateau

Once again the fabulous Chateau Impney near Droitwich Spa in the Midlands will reverberate to the sound and smells of vintage sports and racing cars on 11th/12th July just as it did in the 1950s and 60s. Indeed many of the cars and some of the drivers will be the self same ones that competed there all those years ago.

This massive, lovely French styled Louis XI11 Chateau built in 1875 by a very wealthy salt magnate John Corbett is set in extensive grounds and parkland, so big in fact that it is possible to have its own hill climb course. Cars will race right past the very ornate building which is one of the country's best hotels and has been since 1925. Here guests will actually be able to partake of fine cuisine whilst looking out of the windows as the cars race by, what a civilised way of enjoying motorsport.

Vintage car fanatics, the Spollon family bought the hotel a year or two ago and decided to introduce competitive motorsport again to the Chateau, it was very famous in the 1960s for the televised autotests that were held there on Saturday afternoons.. Many older members will have watched their black and white televisions and been astounded as people such as Irishman Paddy Hopkirk competed against the best drivers England, Scotland or Wales could put up and the newly introduced Mini Cooper amazed audiences with their nimbleness especially when doing handbrake turns and reverse flips.

This year's inaugural hillclimb will have 200 specially invited cars of the type that competed in the era that is being re created and like Goodwood Revival only authentic vehicles will be taking part, the newest cars allowed being those built in 1967. It will be a great chance to see many of the most iconic vehicles ever to compete in the motorsport's most formative period, a memorable event for all the family to see and enjoy.

This two day event backed by some of the major players in the classic car world is expected to attract between 12,000 and 15,000 spectators with be lots of motor club and trade stands, displays, entertainment plus all the attractions one would expect of such a prestigious gathering. Stirling Moss has been a regular visitor there both as a competitor and guest over many years. The Chateau is steeped in motorsport history, famous fathers of the motor industry have connections with it being only a few miles from Shelsley Walsh and clubs such as VSCC, Midland Automobile, Austin Apprentices hold regular functions there.

So how about treating your spouse or partner, it would make a great way of spending a weekend, there is plenty of accommodation locally so go online and check out" Chateau Impney hillclimb" you can see all the latest news and a click will enable you to receive the very latest updates. You can not only see the history of motorsport but be part of it as well as this will be a new iconic event that will endure for years to come like the Goodwood Revival, be there and see it gets off to a flying start.

Keith Thomas.



Historic Rally and Targa Training



This year's training day was for historic and targa rallying, the two fastest growing areas of motorsport. We were based at the excellent facilities at the Stoneybeck Inn near Penrith where over thirty people gathered.



The morning was split into two sessions: Firstly I gave an overview of the sport and what was required on the technical side and what a typical event consisted of. Then Ron took over and gave the basics of rally navigation plus a route to plot.

After an excellent buffet lunch the crews et off on a navigation run to practice their map reading. This led them to the special test area at Askham where David Agnew explained how run, marshal and tackle a special test. Then it was a straight run back to Stoneybeck for tea and a debrief. Everyone enjoyed the day and hopefully we will have some extra crews out on the Lake District Classic.

GTF



Rally Torque

News from Road & Stage



A big congratulations to **Richard Cooke** on being the winning co-driver on the Malcolm Wilson Rally last month. Richard was originally entered with Paul Benn in Paul's Focus WRC but family matters meant Paul could not drive and invited Euan Thorburn to drive the car. Despite being a new pairing they won comfortably from Paul Bird's latest spec Ford. Paul was apparently rather surprised to be so well beaten! However Euan is a past Scottish Champion using lesser machinery and the Focus showed how quick he is.

RACING LINES

News from the Circuits



Racing started just before Easter with the Goodwood 73rd Members Meeting. Essentially a low key version of the Revival. In the Sopworth Cup for pre 1960 saloons **Ed Glaister** did well to come thirteenth in his Anglia, several places ahead of celebrity cook James Martin's similar car which cost about 10,000 times for than Ed's car!

Autojumble

Buy, Sell, Exchange, Give!

Free to members

MGB GT 1973 (Jan) Damask Red, tax exempt, car enhanced over recent years by Garner Restorations. Recent new bonnet, bumpers and door skins. H/D batteries and radiator. Overdrive, full sunroof, leather interior, Minilite rep. wheels, walnut dash, coil over suspension, tuned engine, electronic ign. S/S exhaust. Totally reliable and excellent condition. Offers around £6,000. Contact Tom 01946841274

For Sale: 1978 MG B Roadster, Black converted to chrome bumper. Leather seats, Walnut dash, alloy wheels. Full history file MoT to June 2015. £4,600 Can be seen in Penrith. Ring John on 01768862243

Barn Storage near Wigton: Cars £50 a quarter and trailers £60 a quarter. Ring Graeme on 01900 825642

Marshal's Post

An update on the Marshals' Championship will appear in the next issue along with a list of awards for this year. The top award will again be a ride in one of the M Sport WRC cars with runners up getting tickets for BTCC at Knockhill or the Croft Classic Meeting.

Marshals points are given for all WMC events and for any event where WMC are asked to provide a marshalling team.

April events are:

April 19th Seagull Autotest at Maryport (Contact David Wiggins)

April 26th Drive It Day at Dalemain (Contact Graeme Forrester)

More Anecdotes

On April 1st 1904 **Henry Royce's** company produced their first car which drove 15 miles to his home and back. Subsequently all reports of this event were amended to show it has happened on March 31st!

On April 7th 1968, one of our greatest ever drivers, **Jim Clark** was killed in a freak accident in an F2 event at Hockenheim.

On April 11th 1925 **Cecil Kimber** drove the first **MG** sports car to victory in the Land End Trial, the first victory of many in just about every form of motorsport. The Land End Trial is also still a very popular event.

On April 16th 1950 the first tarmac race was held at **Brands Hatch** running anti clockwise on what is known as the Indy circuit.

On April 17th 1999 **Russ Swift** parallel parked a Mini in a space only 33 cm longer than the length of the car.

Inside the Industry

Paul Gilligan keeps us up to date

Toyota Lead the Hydrogen Way

Toyota have for a long time been a leader in the development of low emission cars. They launched the Prius as long ago as 1997, the World's first mass produced hybrid car. Since then they've sold over 3 million of these, and another 3 million other hybrid models.

Later this year Toyota will launch the first hydrogen fuel cell car to go on public sale. The Toyota Mirai (it mean "Future") will be available for purchase in the UK by about October. Emissions are zero, only water vapour comes out of the exhaust, filling up takes no longer than petrol or diesel cars, it does 300 miles on a tank, and has similar performance to similar "conventional" cars and better acceleration thanks to the instant boost of electric power. Because the fuel cell is positioned below the floor the car is very light and extremely spacious.

Hydrogen is the most abundant substance on earth, our dependence on fossil fuels will reduce, all good news. There are two problems. Firstly nobody knows how much the Mirai will cost. Toyota are staying very quiet on that one, but we can only presume they wouldn't have started down this road if they weren't convinced the results would make economic sense.

The second problem is that there are currently only four hydrogen refuelling points in the UK, all in the London area. However every new technology introduced has required enormous investment in infrastructure to support it. 120 years ago there were virtually no petrol stations in the UK. 30 years ago very few mobile phone masts existed. Now the Government has pledged to establish a network of 15 new hydrogen filling stations. Within 5 years there are expected to be almost 100, by 2030 well over 1000. Toyota have decided to make thousands of their fuel cell patents available free of royalties to competitors to increase the speed of this technology's global success.

My lack of enthusiasm for electric cars is well known to my regular reader, but somehow I feel differently about this one. And if it gives us zero emission cars that are fun to drive and easy (in time) to refuel, where's the problem?

Controversy Over Current Emissions

Until and unless hydrogen power takes over vehicle emissions will be a hot subject of discussion. The level of CO2 emissions decides the level of road tax payable, and the Benefit in Kind tax levied on those who receive the car from their employer. The manufacturers quote a figure obtained from tests run under laboratory conditions, the same tests which give us the "official" fuel consumption figures. Given that we all know that the fuel consumption figures bear little relation to "real world" experience, there is great suspicion that the same applies to the emission figures. Indeed it would be a big surprise if they were any more accurate given that they are produced from the same testing procedures.

Our master in Europe have decided to do something about this at last and in 2018 introduce tests involving cars being driven on normal roads in normal conditions. It is estimated that the results could be a QUADRUPLING of the emissions figures for diesel cars. Manufacturers have demanded that the introduction of the new tests should be delayed by at least a year, and launched a PR campaign to convince people that there is no emissions problem with diesel cars. Clearly they're worried!

Time to Re-Calibrate?

One thing that has been impressive in engine development in the last few years is the performance wrung out of smaller engines. Despite this many of us remain convinced that a small car needs 1300-1600cc to give decent performance, a mediums sized car 1600-2000cc and so on. Meanwhile the engineers are proving us wrong. Ford have a wonderful 1000cc 3 cylinder engine that produces up to

125 bhp in road trim. VW are testing a 1200 cc petrol engine that pumps out over 200 bhp, again in road trim.

A friend came to me recently because his son was looking for a new small car, but wanted decent performance. I recommended a Fiesta with said 1000cc engine fitted, but my friend was very concerned that such a small power unit couldn't possibly provide the performance required. I only convinced him by harking back to the cars he and I admired 50 years ago. When I told him the car would be "quicker than an Escort Twin Cam" the order was signed, and he and his son are delighted with the performance, and fuel consumption.

A Voice of Sanity

I have commented several times in recent months about the obsession manufacturers have with bigger and better (or at least more expensive) dealer showrooms. At last one has broken ranks and adopted a more sensible approach.

In an interview at the recent Geneva Show the MD of Mitsubishi UK said "I've never heard of a customer going into a showroom and saying they really like the car, they really like the way there enquiry has been handled, they really like the deal that they've been offered, but they can't buy the car because of the showroom tiles."

What a breath of fresh air! Mitsubishi dealers must be glad to have a man with that level of common sense in charge.

Strong February Sales – What Will March Bring?

After dipping in January retail new car sales recovered in February but fleet sales continue to drive the market in 2015. However February is a low month with most buyers waiting for the new registration plate in March before taking delivery. All the signs are of enormous pressure to achieve big numbers in March. This week one manufacturer increased their fleet discount on a particular model from 30% to 37.5%. Just yesterday one Audi dealer texted me:

"We have 7 days to sell 50 new cars to reach our March target. We have many cars for sale at cost price, some with 20% off retail price. If you have customers looking for new Audis call us ASAP!"

Not exactly sophisticated marketing, but you get the message. Many industry pundits fear a slowdown in demand later this year, but the facts are that European demand remains relatively weak, the strength of the pound against the euro makes selling European produced cars in the UK attractive and the factory production schedules are pretty well set in stone. So the cars will be built, many of them sent to the UK, and they will have to be sold somehow. The winner will be the savvy customer who sniffs out the best deals.

Meanwhile the largest accountancy firm specialising in motor dealers reported that their average new car dealer client recorded a trading loss of £59 in January compared to a profit of £9000 last January. So 165000 new cars sold in January by dealers who effectively broke even as a result?

BMW Throwing the Towel In?

I've commented often over recent months on the determination of Audi and Mercedes to overtake BMW's sales and become leading premium manufacturer in both the UK and indeed the World. So far this year the UK figures are:

Audi 15766 cars sold

Mercedes 13965

BMW 13099

March may well change things, but I get the feeling if it does this will be only temporary. Certainly BMW's situation is being made more difficult because of the very large number (about 8000 I think) of unsold cars they registered in December in order to beat the other two last year. Those cars now have to be sold, and that will be in replacement of a 2015 new car sale. The

writing appears to be on the wall.

Last week BMW Chief Executive Norbert Reithofer told journalists at the company's annual results conference:

“We would like to remain the leading premium automaker in terms of volume, but volume is not everything, and maintaining the same level of growth is not everything. We must have a good margin contribution also.”

Herr Reithofer then repeated the oft-stated view that the comparison with Audi was “unfair” because the Audi A1 competed in a market segment that BMW didn't, or at least not with a BMW badged car. Mini competes with A1, and it was he again made the point that if Mini sales were added to BMW sales, they were clearly ahead of Audi. However the numbers don't lie, and whether Mini numbers are added in or not, Audi and Mercedes are clearly gaining, and it looks like BMW have accepted what many see as inevitable.

Return of the Mini Minor

Staying with Mini for a moment, those of us of a certain age will remember that the original car to bear the name was launched in 1959 badged as Morris Mini Minor and Austin Seven. Very rapidly it became simply “Mini” and the Minor and Seven tags were dropped. The current range of BMW Minis may have many good points, but they are hardly “Mini”, in fact the Countryman is positively vast in comparison at almost 4m long, a third more than the 1959 car.

Now BMW plan to by 2018 give us a smaller version, re-introducing the Mini Minor name. 3 doors, length down to under 3.5m, price down to £12500, and it might even be co-developed with Toyota. The “new” Mini range will comprise less models than currently. The standard 3 door is already with us, Cabriolet, 4 door Clubman and Countryman next year, two seat sports car and Mini Minor 2018.

A Sporting Comment

I normally leave sporting matters to the many others who contribute to Startline, but I came across something on the “who was the greatest F1 driver of them all” topic recently that I thought worth including. The author excluded every driver's first two F1 seasons on the basis that in those years they were probably not driving the better cars in the field, and they were learning the tracks and the F1 business.

Having done that there emerged one driver who after those first two years won EVERY race in which he competed and did not suffer significant mechanical problems. In some cases this driver won whilst experiencing such problems.

I know you can prove anything with figures, but this seems conclusive to me. EVERY race. Amazing. And it wasn't Fangio, Senna, Prost, Stewart, or Schumacher.

It was Jim Clark. I think I rest my case.

Paul Gilligan

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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.

Brian & Linda Stenhouse of Newcastleton
Peter Halstead of Lancs

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.



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

At the time of writing we are only a few days away from the first free practice session of the Formula 1 season. All the testing would point to another Mercedes Benz benefit with the most interesting element being to see if young Rosberg can put one over on his team mate and reverse the 2014 result.

McLaren Honda have had a far from fruitful start to the year with lots of unreliability and their new star driver Fernando Alonso ending up in hospital for a few days suffering from concussion as a result of a testing accident. I did read that at one point he had quite bad memory loss, a fact made clear when he told the doctors he was a kart driver and one day wanted to get as far as being in F1. No wonder he's been told to take a break from the first race and make sure his marbles have stopped rattling.

I got to thinking about Honda history and couldn't help recalling another F1 failure suffered by them in 1968. The company had secretly built a brand new V8 air cooled car and brought it along to the French GP at Rouen. For publicity they'd given the drive to local veteran Jo Schleser who although competent had very little F1 experience, he did however manage to trundle round and qualify at the back of the grid. His race lasted less than three laps at which point he crashed, overturned, the car burst into flames and he died as the magnesium in the chassis flared up, melting the tarmac. The race nevertheless continued, to be won by Jacky Ickx (Ferrari) with John Surtees, Honda mounted, but in the more normal V12 water cooled car second. Ironically "big John" would probably have won if he hadn't lost one of the lenses from his goggles, dislodged by debris from his team mate's fatal accident. Development on the new V8 car stopped and its like was never seen again.

It's not long until the BTCC gets underway again and the most interesting team would appear to be Jason Plato and defending champion Colin Turkington paired up as team mates in VW Passats. These cars were used last year by Alain Menu and other than the odd burst didn't seem too competitive, so it'll be interesting to see what the new boys make of them. You can't help feeling they'll soon get them sorted out and start challenging for wins. It'll also be interesting to see how Colin adapts to front wheel drive having always achieved his best results in rear wheel drive BMWs. I think he's good enough to give Jason a serious fright.

And finally what's Oliver Turvey doing this year? The lad gets drafted into a LMP2 team at Le Mans last year and with virtually no practice or previous knowledge of the car not to mention only two days to prepare for the race manages to win the class and finish 5th overall, and before you ask yes he was the fastest and most consistent of the team drivers.

This year we seem to have the world and his wife getting LMP1 drives for Porsche, Toyota and the new Nissan front engined team (should be an interesting one that) but there's no sign on young Turvey. I hope he's not going to be another David Leslie, masses of talent and a voice too quiet to promote himself to potential team bosses unlike all the others who probably can't hold a candle to him driving wise.

Ends
AA

What's On

WMC events and other events of interest

April

6th	Mon	DDMC	Croft Sprint
11/12		EACC	Kames Sprints (BSCBSC)
12th	Sun	MGC	Roof of England Challenge.
12th	Sun	IDMC	Jubilee Historic Rally
12th	Sun	BARC	Harewood Hill Climb
17-19		ERA	Flying Scotsman Rally
18/19		LCC	Doune Hill Climb (BSCBSC)
19th	Sun	WMC	Autotest at Maryport
25th	Sat	CSCC	Pirelli Rally
26th	Sun	WMC	Drive It Day at Dalemain 11 to 2
25/26		DDMC	Racing a Croft

May

2/3rd		BDMC	Berwick Classic (Gates HHRA)
2/3rd		A66CC	Olivers Mount Hill Climb (BSCBSC)
6th	Wed	WMC	Pub Run
8-10		WMC	Gallop
20th	Wed	WMC	Grass Autotest

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

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