

Wigton Motor Club Ltd

Start Line

Issue: 07/15

www.wigtonmc.co.uk

July 2015

John & Andrew win LDC!



John Bertram and Andrew Fish won the Lake District Classic on their Ford Escort Mexico - full report and photos next month

Motor Sport for All

Diary

Club events over the next month or so

July Pub Run Wednesday, July 1st

The start will be at Penrith Rugby club car park, the finish is at the Rose & Crown Low Hesket.

Contact details for participants are: lesleyturney@gmail.com

ruthricketts@hotmail.co.uk

Branthwaite Grass Autotest Sunday, July 26th

Regulations and entry forms are on the website and have been emailed out

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

On my recent trip to Silverstone I reckon that about a quarter of the motorway distance was under a 50 mph limit, mostly with hundreds of cones or miles of those temporary concrete barriers that are now so common. The problem is that you rarely see anyone actually doing any work, perhaps a couple of men and a JCB if its between 9 and 4 on a weekday. There is no weekend working or any effort to work during the extended hours of daylight at this time of years and I think they workers go home at lunchtime on a Friday. Thus road works takes years rather than months. Is there any need to cone off several miles when there is just a short section, or a bridge being worked on?

At the moment the M1 from the M6 junction right down to Newport Pagnell is on a 50 limit while further north much of the A1 and A1M south of Scotch Corner is also limited. On recent journeys I reckon I have “lost” an average of 1 hour 30 minutes per journey. Now if this is translated into a cost for business or transport then the cost to the country will run into millions a week.

The trans Pennine routes of the A66, A65 and A 69 all need to be duelled, I hear the government is commissioning a “feasibility study”, that sounds like procrastination - why not get on and do the job? In other countries there seems to be much more urgency in road building. As I spend quite a bit of time in Bulgaria I see teams of workers working 12 hours a day, seven days a week on road and building projects. Why can't that happen here?

Peter writes in PG Tips about the obsession with traffic lights on road works. Recently we had had work in our village laying fibre optic cables for Broadband, it has been done in an incredibly piecemeal fashion but ever time they come to did a trench, a sub contractor appears with portable traffic lights and sets them up. Anyone who knows our village will know that the average traffic flow per hour is in single figures, thus why the needless expense!

The MSA has recently offered a couple of bomb shells. The first was a proposal to make all road cars in speed events run on list 1 A (standard tyres). This came from a proposal from just one club that had a bee in the bonnet about it. Fortunately after many letters of objection it was thrown out. The second is even more serious in that they want just about everyone in motorsport, where a helmet is needed, to also have a HANS system costing in excess of £200. This is being brought in as a “safety” item so cannot be debated. Has the MSA got any statistics to back up this new rule? Have they also forgotten that this year many competitors had to buy new helmets to latest standard and of course many did not buy the more costly ones needed for a HANS attachment. Once again the MSA has not considered their licence holders. We also have to ask why new regulation proposals are hidden away on the MSA website and never published in the monthly or quarterly MSA publications that go to all competitors, clubs and officials?

GTF



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Classic Column

News from the Classic Scene

Cumbria Classic Weekend

August 22nd/23rd

The Rose & Thistle Run

Saturday the 22nd

A Tour of the English and Scottish Borderland

Entry forms are at: www.wigtonmc.co.uk

Cumbria Classic & Motorsport Show

Sunday, August 23rd

At

Dalemain

Featured marques: Bentley, Mercedes (Pagoda) and MG A

Entry forms are at: www.wigtonmc.co.uk

Club and trade entries welcomed!

Club News

The Club has bought a top quality, screen printed gazebo for the initial use of the Speed Championship at events but it is also for use on other events and for any specific members needs.

Membership is booming and we are likely to reach a record level in the next few months. The best way of gaining new members is by current members telling other how good the Club is. They too can be winners because if a new member joins on a membership form that has the “**introduced by**” section at the top completed, your name goes into a hat at the end of the year for free membership for the following year.

PG Tips

I want to start this month by ranting about road works and how mad they've gone round here of late. Yes it's good that money is being spent on the network (although not good that the utility companies seem to endlessly dig up the same sections of road), but the endless queues in temporary traffic lights are getting to me now! The most annoying and pointless type of temporary lights are the ones on a main road to cover people working on the pavement of a junction. Recently on the A595 at Biggill, repairs were being carried out on the pavement of a junction and the workmen were several feet off the edge of the road, which had parked cars at intervals meaning the work force was (to any sane person) safe. Obviously not happy with merely carrying out the repairs a set of lights were put up whenever there was anybody working, leaving traffic in both directions in massive tailbacks – particularly in the afternoon when Sellafield bods leave for the day. Next up – motorway average speed cameras...fine when the workforce are there, no one really wants a snoozing lorry driver ploughing into a gang of labourers; but at 4am on an empty straight stretch of motorway there really is no need to sit doing 50mph for mile after mile. The most annoying thing about these though are the patronising posters they put up at such places saying things like “my daddy works on this site – thank you for driving at 50mph”. Well not at 4am he blooming doesn't!!! They happily put variable speed limits in places where it suits, but not seemingly where there's a chance of making a few quid and saving a bit of effort to boot. Finally on this subject, putting up temporary lights in the countryside/villages and leaving them there for days – usually in areas where people regularly give way to each other due to parked vehicles and natural obstructions. I can only think they get given a set for the job and on arrival nobody bothers to look and think “actually we don't need these”, they just bung them up regardless. A hole in the road with barriers is just the same as a parked car, no need whatsoever for traffic lights....AAARRRRGGGGHHHHH!

My intended purchase of another old Skoda – a 1985 cabriolet – didn't happen. The auction for vehicles from the Standon motor museum was a crazy affair. I drove for the best part of 5 hours with my trailer to get to Brightwells auction house and the place was mobbed. Reserve carparks had to be opened up to accommodate everyone and there was a real buzz in air. All the cars looked a little shabby, including the Skoda, that had a good smattering of rust, tatty interior and a hood with large holes in it. Nevertheless, they are now super rare and the idea appealed, particularly as I have all the parts for a renovation sat in my garage. With the auction being for a museum collection it had had a fair bit of publicity and in the case of the Skoda, word had reached the Czech Republic where the Estelle is akin to the mk2 Escort and the cabriolet a UK market only car that is the one to have. To cut a long story short, bidding started at £3000 (the value of a pre lodged bid) and after I briefly bid too, someone from the Czech Republic bidding on line won it for £4600 + 10% commission + VAT! Too much money for me, and too much money for a car in need of so much work. Most cars seemed to be fetching more than I'd have thought – including a 1958 Invacar disability vehicle that went for £5000!!!

I was at Barbon in Snotty for the June XBC round.....despite now owning a nice new trailer (that fits in a garage) I had such a manic week leading up to the event I blanked the memory of driving the old Skoda for an hour and a half to the Isle of Man and opted to drive to Barbon too. I stopped for petrol at Cockermouth and was immediately accosted by a Slovakian man who excitedly took photos telling me it was the car of his childhood! By the time I reached Barbon I wished I'd brought my trailer. Despite this, I had a great day out, going quicker than previously and had a good crack with the Wigton runners present as well as a few other people who took photos of Snotty (and a couple who had heard all about Snotty from my ramblings and were pleased to see him in the flesh!). Not sure when I will be having another outing in him...I have plans to possibly move on...to another old Skoda (racer) of course! Yawn.....I must buy an old Alfa or Fiat or something soon.

In the meantime I'm off to start the restoration of my 1985 Skoda Rapid coupe....which seems worse every time I go to the garage to look at it.

Peter

Chateau Impney Revival. 11/12th July

If you missed Goodwood Festival of Speed or want to see some of the world's most unique and famous cars again where can you see them? Answer Chateau Impney Revival meeting, Droitwich Spa just south of Birmingham on 11/12th July.

Taking to the hill will be a genuine Maserati 250F Grand Prix car, no less than 9 ERAs, plus the aptly named "Beast of Turin" which has a 28.5 litre Fiat S76 aero engine. Chris William's will have his crowd pulling, tyre smoking, aero engined Bentley racer which, with its enormous power, spins its wheels even up the straights. Also taking part is another unique car, a 6.4 litre Cadillac engined Farrallac, now owned and raced by husband and wife pair Tony & Pia Bianchi, both of whom are pilots. Their company restores antique aircraft which they both fly as well as racing various cars. Sounds a great way to spend your life doesn't it? The world's last remaining Alfa Romeo Disco Volante will also be present; so much to see and do.

In addition to the cars mentioned above, other ones of historical importance such as the original Ruddspeed AC Ace, RPO 826 which was unearthed from an overgrown Birmingham garden in 2002 will be competing. This was the development car for the AC works. It was Ken Rudd's personal car and was used to perfect competition modifications such as larger sumps, streamlined bodywork, disc brakes and other notable tweaks. AC Ace's evolved to become AC Cobras after Carrol Shelby planted big American V8 engines into the cars, these had such an impact on the sports car industry they still have lots of imitators in the classic car market even today.

Vineyard owner Martin Hunt who's vineyard is not in France but on the south downs has a Cobra with some of the modifications that Ken Rudd perfected but Hunt's car still has the original steering box and wire wheels and suspension of the original MK1 so it too is an important part of Cobra history. Martin will be trying his best to win his class with the big 4.7 litre motor giving the car lots of grunt, no wonder Cobras are such sought after cars and are worth fortunes in today's marketplace.

With 200 entries all selected by a panel of experts, being either cars that competed at the original events held in the 1950s and 60s or very similar cars of the type that did or could have competed there, the entry list could not be more interesting or varied anywhere in the world.

Goodwood Revival has races where grids of similar cars race against each other on the circuit and track craft comes greatly into play. Hillclimbs are against the clock, cars starting singly every 20 secs. or so and, although competition is just as fierce, the paddocks at hillclimbs are very relaxed affairs. Here you can wander about to inspect cars at close quarters, talk to drivers who normally are keen to chat and explain things about their cars.

There is still a chance to win two tickets for Sunday at Chateau Impney, these tickets are worth £25 each

Whose car had the registration number RPO 826? E mail your answer to the editor.

Keith Thomas

Barbon Speed Hillclimb deserves the highest accolades

Barbon, a very picturesque village set in equally picturesque surroundings near Kirby Lonsdale on the edge of the Yorkshire dales, was the venue for a superb speed hillclimb organised jointly by Kirby Lonsdale Motor Club and Liverpool Motor Club on Saturday, June 13th.

Westmorland Motor club organised the event for many years and did a great job running two events each year for both cars and motorbikes on this short, 890yds, fast, popular course. Being a relatively small club it became increasingly difficult for them to run the events, fortunately Kirby Lonsdale stepped up as co- promoters and did a great job in continuing to run the two events per year. Various factors, bad luck with weather at times came into play, entries declined almost to breakeven point; the event really struggled but managed to keep going due to the hard work of all individuals involved and to whom we owe a great many thanks.

Liverpool Motor club came on the scene a couple of years ago, took all the factors into consideration, had a major rethink about all aspects, changed the date from May to June, again co promoted with Kirby Lonsdale and the result was a superb event with a maximum entry list and very happy competitors, spectators and marshals.

Phil Gough, the very able clerk of the course was very honest and frank. He told drivers at the briefing "we are overwhelmed by your support in having a full entry list, we realise one or two problems have arisen for instance the paddock isn't now big enough but we will sort these issues for future events". He need have had no worries, the competitors easily sorted themselves out paddock wise, everyone worked well together, the event ran faultlessly and a good crowd of spectators in vastly increased numbers really enjoyed the day. Even the weather was on the organisers side which made this very pleasant indeed.

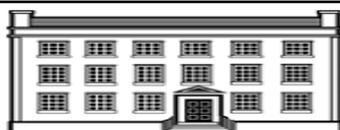
An interesting and varied entry list had everything from small capacity standard road going saloons right through to 4wd WRC spec rally cars. Austin 7s were well represented, many of them taking part in the Bert Hadley challenge series. Some of these cars were revving to well over 7500 rpm up the straight and took off the line as if they had been catapulted. Classes for single seaters included a Scarab Formula Vee of Chris Spencer, a guy who has probably every type of VW car ever made in his ownership. Campers, cars, vans, variant, Karman Ghia, you name it he has at least one in his ownership. Probably more in some cases than VW themselves at Wolfsburg.

A fantastic selection of lovely formula junior and special hillclimb cars were competing, many of the drivers being connected to Bo'ness hillclimb, near Edinburgh, which is another fantastic event that this year takes place on September 5/6th. The reason for this group of cars and drivers was thanks to the kindness of Peter Anstiss, the Lotus 20/22 driver who will shortly be a resident of Barbon village. He put a note in the historic formula magazine inviting people to bring their cars and motorhomes to camp in his paddock just a couple of hundred yards from the startline, this they did and really enjoyed it.

This worked a treat, George Cooper brought the beautiful ex Stirling Moss Cooper MG, Gordon Wright brought the wonderful Stanguellini formula junior car that won best turned out car at Bo'ness last year. David Seaton/Doug Thompson had the fearsome Pilbeam MP43 BMW with its 4941cc power unit hurling it up the hill. Vernon Williamson from Lasswade brought the ex Ecurie Ecosse Imp engine formula car but unfortunately popped a driveshaft when changing down for the hairpin but up to then the car was flying.

Thanks Peter, a wonderful gesture indeed and greatly appreciated by all.

Hopefully someone else will write about the positions of various drivers as I spent a wonderful day chatting to the interesting crowd gathered in the paddock and didn't even bother to go and check other people's times against my own although I did see a personal best recorded according to the finish clock I was 0.3 secs faster than my previous best so quite happy with my day.



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Barbon has moved up a league thanks to the resources of a bigger organisation, this in no way decries the efforts of those in previous years. However it is great to report that hillclimbing at Barbon is fit and well and going from strength to strength.
Thanks again to all the marshals and organisers for a great days sport.
Keith Thomas.



Mark Purdham



Mike Garstang



George Cooper



The top paddock



Chris Spencer



Chris Breen

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



In the '60s we used to devour Motoring News for reports of the Liege-Rome-Liege, Liege- Sofia-Liege, or Marathon as it was also known. It was considered by many to be the toughest event in the calendar and anyone winning it was well established as a hero (or heroin) and the winning cars acquired a halo from which many additional sales would accrue for the manufacturer. Much closer to home we had the UK equivalent, The International London Gulf Rally run under the auspices of the London Motor Club with David Siegle-Morris as Clerk of the Course between 1964 and 1967. This gentleman, a past works driver for both Ford and BMC was very well connected and negotiated sponsorship from Gulf Oil Great Britain and Gulf in Sweden which resulted in **free petrol** for all the competitors and, by 1967, a prize fund of over £3000 including a magnificent first prize of £1,000, all for an entry fee of £25.

It was known as the 'Mini Liege' and by 1967 ran over three days of virtually none stop motoring with 1350 miles on public roads and 460 miles on Forestry Commission roads a total of over 1800 miles with more than 25% of the rally on high speed stages. Local clubs were invited to help out on this lengthy event and in addition to marshalling the stages the refuelling halts needed manpower as fuel was dispensed from 40 gallon drums by hand powered pumps as required due to the lack of Gulf filling stations in many parts of the country.

One such refuelling point was at the sailing club at Bassenthwaite where after the competing cars had been replenished anyone involved could fill their car tanks, cans, coffee flasks, lemonade bottles and any other suitable container with Gulf petrol.

In 1966 Mike Telford and Peter Handy entered the Gulf in a 105E Anglia 1500 formerly owned by none other than Vic Elford. It was bright red and bore the registration number VV30 a number which stayed with Mike for the rest of his life. Although Mike and Peter Handy, his regular navigator, were experienced competitors and included the RAC and Scottish rallies in their portfolio the strength of opposition resulted in a seeded start number of 98 out of 127 entrants. The entry list contained names which 49 years later still resonate with the majority of enthusiasts today. Top ten starters were Roger Clark- Cortina Lotus, Ake Andersson-SAAB Monte Carlo, Vic Elford-Cortina Lotus, Tony Fall-Cooper'S', Jerry Larsson-SAAB 96 Sport, Paddy Hopkirk-Cooper'S', Pat Moss-Carlsson-SAAB 96 Sport, Jars Damberg-Renault R8 Gordini, Peter Harper-Sunbeam Tiger, and Roy Fidler-Triumph2000. Further down the list were Brian Melia, Rosemary Smith, John Sprinzel, Andrew Cowan, Brian Culcheth, Jack Tordoff and many more notable works and semi works drivers. Loose surface forest rallies were a relatively recent phenomenon in the UK whereas Scandinavian drivers were weaned on gravel roads and were attracted to the UK forest events in droves filling 20 out of the first 50 places on the '66 Gulf start list.

After 34 stages, some of considerable length – Dovey 35mins 49secs and Allerston 47mins 15secs – the winner was Ake Andersson in the SAAB, 2nd Pat Moss Carlsson SAAB and 3rd Bjorn Waldegard VW 1600TL all works cars. Not far behind were Mike and Peter in the privateer Anglia in 7th place, a



Introduction

by David Seigle-Morris
Clerk of the Course

Another year has passed and once again the time has come for me to write my foreword to the programme. This year, with the generous sponsorship of Gulf Oil (Great Britain) joined by Svenska Gulf A.B. (Gulf in Sweden), I am pleased to announce my "Mini-Liege."

Three days and nights of virtually non-stop motoring. Approximately 1,350 miles on public roads and 460 miles on Forestry Commission Roads making a total of over 1,800 miles with more than 25% of the rally on high speed stages.

Where else in the world will you find this for a £25 entry fee with your petrol free PLUS over £3,000 in prizes with the magnificent first prize of £1,000.

This year's rally will be the toughest and most demanding yet and planning it was like planning a gigantic military operation; the number of people involved in assisting will run well into four figures; my organising committee and I have driven tens of thousands of miles; nothing has been too much trouble to ensure maintaining the high standards we set. I will appeal, therefore, to all competitors AND service crews to continue the good relationship that exists between us and the Authorities and the public.

Wishing you all the best of luck . . . looking at the entry list, I can only say you'll need it !!

David Seigle Morris,
Clerk of the Course

P.S.

"I have just received a letter from the Swedish Rally Organisers stating that they would like to offer a free entry to next year's Swedish Rally for the highest placed *English* competitor on this year's 'Gulf London'".



Three

magnificent giant killing achievement.

Mike Telford's success in 1966 stimulated other local crews to look towards the '67 Gulf again run towards the end of June and his result from the previous year gained him recognition with a start number of 37, Robin Murray and Ron Palmer were at 81, Bob Lamb and Tony Mason at 82, George Murray from Galashiels at 84, John Curtis (Ambleside) 89, Irving Oglanby and John Taylor were in the programme at 106 but didn't make the start, Tony Payne and Colin Briars 108. In addition there were half a dozen crews from the North East who we regularly competed against including Davis Thompson/Dave Stephenson, Bev Gelder/Raymond Hunt and Ron Charlton/Royston Heawood. Once again there was a flood of Scandinavians - Bengts, Carls, Jan-Eriks, Stigs and Bjorns all looking for some easy pickings amongst the Brits in a field of 120 cars.

The 61 special stages included Dovey 36min 01secs, Cairn Edward 37mins 39secs and Allerston 41mins 25secs. These times were the target or standard time allowed and the quickest cars were over by 4m37s (Ake Andersson) in Dovey, 2m58s (Ove Andersson) in Cairn Edward while no fewer than seven crews beat target on Allerston. These Yorkshire stages could be and still are fast but we didn't have straw bales chicanes to slow the cars in those days. For the record we dropped 3m33s in Allerston taking around 45 minutes of flat out motoring in a Mini with no

notes and only sparse information from 1" OS maps which did not feature the forest roads with much accuracy in those days. Compare these stages with any modern WRC event where every inch is monitored and filmed and all stages are practised and noted with precision, rallying then was totally different and unrepeatable in today's climate of health and safety and risk assessment.



INTERNATIONAL GULF LONDON RALLY 1967

PHOTOGRAPH: FOSTER & SKEFFINGTON

Winners were Ove Andersson/John Davenport Lotus Cortina, 2nd Bjorn Waldergaard/Lars Helmer Porsche 911, 3rd Ake Andersson/Sven-Olaf Svenberg Porsche 911 and 4th Carl Orrenius/Gustav Schroderheim SAAB V4. First Mini to finish was Gunnar Blomqvist in 12th place with Robin and I next Mini in 14th place and a second in class 2 with Mike at 23 in the SAAB. Altogether a most memorable event and a satisfying result. Forty eight years on I still have the rally plate on my garage wall and the programme and photos. They don't make events like that anymore.

Ron.

Lake District Classic Photos

By Keith Thomas



John & Marian Sloan tackle High-field in their MG Midget.

Lynda Graham's dog Molly take a fancy to Kendall Bruce's sandwiches!



A band of hard working marshals and organisers at the Truckstop.

Lake District Classic Photos

By Keith Thomas



Angela Jones/Willie Jarman thrown the 205 around.

Dave and Pauline Nicholson had the oldest car in the event, a 1938 Austin 7.



Chris Hunter and Fiona Tyson kick u the Dust at Highfield.

Thomas Atkinson and Andrew Moore stretch the legs of the Austin Healey 3000



Gates Tyres Northern Historic Rally Awards

Entry forms for the Blue Streak Historic/Targa and the Weardale Autotest have been sent out to all historic and targa members.

There is no news as yet on the Devils Own Rally that was postponed from March. When regs appear they will be emailed out.

Wigton Motor Club

Rose and Thistle

Saturday, 22nd August 2015

This one day tour will start and finish at Stoneybeck Inn, Penrith on the old A6 just one mile from Junction 41 M6 where bacon rolls and coffee will get us under way and a cream scone and tea will greet us on our return. A light lunch will be taken at the Boat Inn, Leaplish, Kielder with glorious views of the Kielder Water. Roads will generally be quiet, scenic and wider than the usual narrow yellows used in the past so don't be afraid to bring your Rolls or Ferrari or indeed anything you own. Everyone is welcome to join us for only £48 for members or £56 for non members including food and refreshments for two. Non members entry fee will also include membership of Wigton Motor Club for the remainder of 2015.

Entries are coming in fast so don't delay. Full details are available from

www.wigtonmc.co.uk or
ronpalmer777@hotmail.com 01228 575153

GATES



Auto Services

more than

TYRES



BYGONES

Anecdotes



Remember Duckhams oil? Duckhams was synonymous with engine oil along with Castrol. Garages would have large Duckhams branded thermometers screwed to their walls, a neat promotional tool. They were active in motorsport and supported motor clubs with materials such as arrows and the quarterly magazine "Quest" Duckhams Q was the best known of the Duckhams brands but as oils became more sophisticated Duckhams Hypergrade was launched. Then Duckhams seemed to disappear!

It would seem the original Duckhams oil company was bought out by the oil and petrol giant BP. Duckhams was for a while promoted by BP as a premium engine oil brand. In 2000 BP acquired Burmah-Castrol and along with it the Castrol oil brand most famous for [Castrol GTX](#), Castrol Edge and [Castrol Magnatec](#).

BP must have considered the Castrol brand stronger than Duckhams because that is the one they concentrated on, letting the once great name Duckhams fall by the wayside.

Alexander Duckham founded his company in 1920 in London and quickly became one of the top lubricant producers in Europe. By 1967 it the largest independent lubricating oil company in the U.K and 3rd largest supplier of engine oil to motorists. To cope with substantial increase in demand for motor oil, were planning a new factory in the Midlands that would be paid for by issue of debentures and shares. However sales quickly nose dived due to longer servicing intervals and the firm was bought by BP in 1969.

However by 2011 BP were reported as wanting to sell both the Duckhams and Veedol names but as yet nothing has happened and Duckhams is still to be found in a few independent retailers while BP concentrate on the BP and Castrol names.



A couple of rarities on the LDC, Peugeot 309 GTi and Hillman Avenger

HAGERTY
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club when you do!**

Wonderful gardens, Wonderful cars, lovely people.

Once again Alana and Kirk Rylands opened their beautiful informal gardens, wildlife meadows, pond area and grounds surrounding their lovely period farmhouse in aid of the National Gardens scheme. They encourage vintage and classic car enthusiasts in particular to gather and partake of very appetising tea and refreshments served in the grounds by willing helpers, what a wonderful way of spending a Sunday afternoon.

Wandering round the paths and garden areas so immaculately presented obviously takes up vast amounts of time and it makes one realise just how kind such people are to put all this work in and give the money raised to a very worthwhile charity.

Alana and Kirk were fantastic hosts, Kirk who made such a brilliant speech at the Wigton MC dinner a few years ago was on top form again and kept us entertained all afternoon so on behalf of everyone a big thank you and we look forward to doing it again next year.

Keith Thomas.



Some of the iconic cars in Kirks own collection.

Unbelievably Charles once had a Mini similar to this and he really could get into it. He even did the Scottish International Rally in one in 1973



Charles Graves and Ron Palmer seen enjoying the delicious cakes at Alana & Kirk Rylands open garden and classic car show

CHINA TO DISCUSS IMPORTING CLASSICS

David Simister

Why the world's biggest car market wants to join the historic vehicle movement

China will discuss lifting a longstanding ban on importing historic vehicles – opening up the world's biggest car market to classic cars – this September, writes David Simister. The Classic Vehicle Union of China said it will hold meetings with representatives of the Chinese government to discuss revoking regulations preventing the imports of older vehicles.

Guian Zong, executive president, said: “The impact could be huge, because the appetite for historic vehicles in China is dramatic. There is a huge demand, so allowing cars to be imported would definitely have a global influence on prices.

As we all know, China is a very big market – there are currently 0.14 billion cars on the country's roads, and that number increases by 24 million every year. The popularity and awareness of historic vehicles has increased dramatically over the past decades, but while the interest has grown, at the moment the law still prohibits these vehicles being imported.”

He added that wealthy Chinese enthusiasts currently use the few classic vehicles already in the country before the law was enacted, or keep their collections abroad, noting one collector who keeps 100 of his cars in London.

The union said that while the Chinese market had a particular appetite for US cars and well-known British brands including Rolls-Royce and Bentley, it added that the import restrictions meant the wider Chinese population is not as aware of historic vehicles as their European and American counterparts.

Mr Zong – who has just concluded a visit to the UK to investigate the British historic vehicle movement, including attending this year's Goodwood Members' Meeting - has discussed the proposals with his British counterparts at the Federation of British Historic Vehicle Clubs, and in return has offered his assistance to UK clubs keen to organise events in the People's Republic.

Classic Car Weekly were invited to join some of the discussions and Communications director, Geoff Lancaster, told CCW's David Simister, “Given the way the system works in China, any change of the rules isn't going to happen overnight, but now is the time for the Chinese to look at how their infrastructure will work with historic vehicles. In particular, just as we do in the UK, there will need to be a new generation of young apprentices to learn the skills needed to maintain and restore these older vehicles.

We have pledged to help the CVUC make the social and economic case for the rules in China to be relaxed, and our chairman, David Whale will be visiting later this year to explain how the classic car scene in the UK works. In particular, we'll be showing how historic vehicles benefit the economy, as we have all the figures from previous studies for the UK. If it can add £4.2bn to the economy on a small island with 60 million people living on it, imagine what benefit it would bring to a country like China.”

David Simister is news editor of Classic Car Weekly and a good friend of the FBHVC His article is reproduced here by kind permission of Classic Car Weekly.

Whins Farm Autotest



There was no need for directions to the latest Autotest, Whins Farm, High Harrington. This is known locally as Mazda Farm, run by Chris Hunter. Four or five MX5s can normally be seen breeding in the yard at any one time.

On arrival we quickly saw that all the main contenders were in attendance. It was nice to see regulars and some new faces alike. Not sure if it was the sun or the thought of Fiona's supper that attracted so

many folk, 27 drivers in total. To confirm the fact that it was sunny that day, Roger 'The Pope' was showing off his tanned legs. No need for flame proof suits with our chosen style of motorsport.

The Master of Ceremonies quickly got the proceedings underway, emphasising that he took no responsibility for setting out the tests. That lay firmly with his 'friend', Nigel Moffat. We have seen Nigel's tests at first hand before and this was no different. For tests one and four, Nigel appeared to have drawn round his left hand dot to dot. Tests 3 and 6 involved the now familiar use of the Spirograph. In actual fact there were very few wrong tests throughout the event, but there was one.....



After the first three of four tests it was clear that every second was going to count with such serious competition, any cone contact or diversion would see you plummet down the leader board. The first three were jockeying for position after each test. The next six or so, all experienced Autotesters, were trying to stay with the front leaders. The following batch of drivers included some newcomers, the Johnston family in a pair of Golfs and the Skelton duo (M Sport boys) in a rat matt black Puma.

There is much talk of 'just having a bit of fun' at these events but after leaving the start line, listening to the ever increasing volume of Willie Jarman's voice in the passenger seat, I'm not

so sure.



GTF calculated the results and Chris read them out, AGAIN emphasising that he did not lay out the tests. We scanned round for Nigel but he was nowhere to be seen, maybe because one person, at least, had done a wrong test – yes you've guessed it – Nigel.

The weapon of choice at the moment seems to be the Ford KA, Rob Iveson pedalled his impeccably to first place. He was followed by Stephen Dixon in the Corsa and Willie in the trusty 205. First rear wheel drive went to Dave Smith in the MX5 – oh how Chris Hunter cheered that one of his beloved



cars had achieved an award!
 All this was followed by Fiona's excellent food and drink and the usual crack.
 Thanks must go to the new(ish) organisers of all these events and the genuine hospitality extended to us all.

The next event is organised by Willie and Angela on Sunday 26th July.

Steve F



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 Hodgson	of Appleby	Steve Bishop	of Whitehaven
Chris Bailey	of Whitehaven	David Bell,	of Edinburgh,
Eddie & Mary Parsons	of Wigton	Andrew Moore	of Beckermeth
John Ruddock	of Tollerton	Ben Hodgson	of Kirby Lonsdale
John Sutton	of Copmanthorpe	Darrell Staniforth	of Harrogate
Mark Humphries	of Kendal	Stephen Byrne	of Clitheroe
John Humphrey	of Altringham	Brian Hodgson	of Penrith
Mike Dent	of Forton	Nick Dunkley	of Norwich
John Fenwick	of Ponteland	Gordon Craigs	of Blyth
Trevor Waldron	of Whitehaven	Bruce Thomson	of Kelso
Joe Harwood	of Gateshead	John Park	of Newcastle
Jamie Morrison	of Shifnal	Keith McCurrach	of Kirkcubright
Colin Wilkinson	of Morpeth	Paul Hageaves,	of Thirsk,
Ian Lawman,	of Hesketh Newmarket,	Paul Taylor,	of Redcar,

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.

Rally Torque

News from Road & Stage

I am writing this on the day of the RSAC Scottish Rally taking place around Dumfries over a mere handful of stages, a far cry from the events that so many of us competed or marshalled on for 30 or more years. It's sad state probably underlines the state of rallying at the moment.

I happened to watch the WRC coverage last week when the circus visited Sardinia for the Rally of Italy. I don't often watch the TV coverage and after this broadcast probably not for a while. The coverage was incredibly disjointed and used mainly helicopter or in car films. Of course the films are paid for by the works teams so the brilliant run by Elfyn Evans in the M Sport Fiesta got very little air time. Indeed I think only about 8 or 9 cars were shown in the whole programme. The stages seemed very rough and there did not seem to be many spectators.

Meanwhile back in the UK rallying is being battered by the various new regulations in the name of safety. Some are indeed sensible, others quite bizarre. The most controversial being that all rallies must have the whole entry seeded on performance. This of course will mean that the older historic cars will just not enter events if they are to run at the tail of the field over heavily rutted stages. The same will apply to the under 1400cc cars for novice crews surely?

The argument is that spectators only want to watch the high powered cars and will walk into the stager while the other cars are competing. The contrary argument is that if the star cars run first they will walk out after they have gone through while the slower cars are still trying hard. Indeed on the Pirelli Rally last year spectators arrived early to watch the historics who ran first and then walked out as the BRC cars were of no interest!

At the last WMC committee meeting Jim O'Neill explained that the Scottish government were going to take over the forests in Scotland and this would be likely to lead to the break up of the Forestry Commission and its likely privatisation. This could have dire consequences for rallying in forests as the new organisation will no doubt be run by accountants who will look at the cost of repairing the tracks post rally and want the true cost paid. At the same time the loss of income from other recreation in the forests when a rally takes place will be taken into account.

The MSA is of course very keen to recruit more stage rally marshals. The number of rally marshals has dwindled over the years as there are fewer events and fewer clubs interested in stage events. In the heyday of rallying if WMC ran a rally we would rely on the other local clubs to each run an stage and we would do the same for their event. Sadly many of those clubs no longer exist.

Another reason why events can't get marshals is that most rallies run stages twice so you can be in the forest for many hours without a break, proper toilets or food. I know a number of marshals who no longer do forest events because they do not wish to drive their road cars out of the stage along the heavily rutted tracks after the event. These days modern cars are very low and it would very easy to do thousands of pounds worth of damage.

It seems that the Scottish government who seems to setting the agenda, wants all marshals to be "trained". The issue is that people in general are sick of being "trained" in their every day life and are not enthusiastic about being trained for what they see as a volunteer hobby.

It's certainly a very difficult situation all round and I doubt if there will be a truly successful outcome.
GTF

News Flash

Following the comments in Andy's Armchair we've just received the following news flash:

The Scottish government has announced a bid of £50m to host an F1 Grand Prix at Knockhill in November 2016. This event will replace the Italian Grand Prix. Scotland's First Minister Nicola Sturgeon said it would put Scotland on the world map.

The race will be held over 200 laps of the circuit, or two hours or until the drivers get dizzy.

Sir Jackie Stewart said it was great news for the country and he would be there subject to RBS paying his appearance fee.

David Coulthard also welcomed the news saying he would be taking 500 of his Snoozeboxes, especially fitted with central heating for the event.

Alan McNish said it was a wonderful chance for drivers with le mans experience to shine as they were used to racing in rain, fog and darkness.

Dario Franchetti reckoned Knockhill has more atmosphere than Indy and usually thicker.

Rally legend Jimmy McRae said rally drivers might do well as there could be snow at that time year.

Suzy Wolf said she hoped to get a Williams drive as she was the only F1 driver with Knockhill experience.

A spokesman for Knockhill said they would be auctioning off the names of the corners (again), they already had Tunnock's Turn and Irn Bru Kink.

Ms. Sturgeon said that any Scots who voted Labour in the last election would be forced to spectate wearing their red rosettes so it looked like the tifosi were there in force.

Now that is of course fiction but is it any more ridiculous than a Grand Prix in Azerbaijan, a country few people can place on a map and with no motorsport history? At least Scotland has a very proud motorsport tradition! We now have no GPs in France and Germany and soon Italy while events in places like Turkey have proved to be disasters. Time for Bernie to go!

Marshals' Post

With one of our three major events (the LDC) now passed we will shortly be able to send out the current point table for the Marshals' Championship which has the best prizes in club motorsport!

The next major event is the Classic Show where we will need up to 80 marshals during the weekend. Following the great turnout on the LDC we hope that will be repeated for the Show.

Meanwhile a reminder that all WMC events count in the championship along with any event run by another club where we are asked to provide a team of marshals.

Club Championship

The LDC was the first non autotest of the year so that will have opened up the championship a fair bit. A full points table will be sent out via email later this month along with an update of the Autotest Championship.

Inside the Industry

Paul Gilligan keeps us up to date

How Low Can They Go?

I have no doubt that new cars are currently cheaper in real terms than they've ever been. And they're getting cheaper. As I write we're nearing the end of June, end of a quarter and the half year and the special offers are flying into my inbox as manufacturers and dealers strive to reach targets.

Best one I think is a basic Citroen C1 which has a retail price of about £9600 on a 12 month deal with 12 monthly payments of £79 + VAT. That's right you get to drive a brand new car which is supposedly worth almost £10,000 for a year for just over £1100 including the VAT. Or about £3 per day. I know people who spend more than that on bus fares. How this makes sense to Citroen goodness knows. Once they've given the VAT to Mr. Osborne they are left with about £950 for providing the car for a year. What they'll do with the cars when they are returned this time next year is a problem they will have to face, because if a new one is £79 a month then a year old one has to be less somehow.

Citroen did something similar on the van side also with a brand new Berlingo for under £4 a day. Not a basic van either, the Enterprise model with air conditioning, rear park sensors, metallic paint etc. We supplied one to a local self-employed heating engineer. When we told him just what he was getting for £3.94 a day he was in fact worried. "Metallic paint and air conditioning!" he said. "I've never had a new van, now I'll be getting begging letters because everyone will think I've won the Lottery!"

I was discussing these offers with a friend in the same business, and he speculated on just how far we are away from £49 a month for a new car! Of course with a £400 deposit that Citroen could be done for £49 a month (all + VAT), and that deposit is within the reach of most people, or at least within the reach of their credit cards.

Inevitably new cars at this sort of price reduce demand for used models. Why buy used when new is in fact cheaper? I know contract hire and rental companies are suffering from this, with depreciation rates significantly higher than expected. One of my customers had his Mercedes collected last week at the end of its contract. He chatted to the delivery driver while the paperwork was being done, and to make conversation asked which auction the car was going to. "There's no room in the auctions" was the reply. "It'll go to a storage compound then to an auction when its turn comes, maybe about 3 months the way things are."

I can't help wondering when this particular train will come off the tracks. Of course making new cars this cheap keeps the factories going, but how big are the losses to be faced when the cars come to the end of the contracts? Sooner or later reality has to dawn surely?

Who's Missing From Motorsport?

This came to mind whilst watching Le Mans a couple of weeks ago. What a great race that is these days! No nursing the car to the finish, just flat out for 24 hours. Two representatives of the VW empire, Porsche and Audi, slugged it out for victory with Toyota not far behind. Nissan were there too, in the GT classes were Ferrari, Aston Martin, Chevrolet, and more Porsches. Bill Ford was there to start the race, but more important to announce that Ford will be officially back at Le Mans next year with the new Ford GT. In the GT class to start but who knows what the future holds.

In WRC VW dominate but Ford, Citroen and Hyundai aren't far behind, and Toyota are joining in soon. Mercedes of course spend zillions on F1, with Renault spending only millions, and Merc spend heavily on DTM also. Other manufacturers with smaller budgets compete at regional or national level, e.g. Bentley.

One manufacturer with extremely ambitious growth targets doesn't compete at all. Yet that manufacturer has a very rich heritage in motorsport, particularly at Le Mans. Jaguar of course. Goodness knows why they're not in there somewhere. They want to treble their sales volumes over the next few

years which means they'll have to win a lot of new customers. Who are currently buying Porsches, Audis, Mercedes etc. If the Aston Martin DB9 and the Chevrolet Corvette can be made into an effective Le Mans GT car surely the 5 litre F Type can? Certainly the engineering talent exists in the UK to make it happen. Meanwhile Jaguar confine themselves to spending what I believe were considerable sums on getting C List celebrities to drive their Heritage Collection cars on the Mille Miglia Retrospective.

When Jaguar returned to (and won!) Le Mans in the 1980s with the TWR cars it gave the brand a much needed boost when it was at a low point. Now it needs a boost to win over those new customers, hopefully they'll realise soon they are missing out on one very effective marketing tool.

Used Car Buyers Still Unhappy

An RAC survey recently reported that 40% of used car buyers found mechanical faults after collecting their used car purchase, and more than half of those said the dealers refused to address the problem properly. Of course the RAC is in the process of launching its "Buy Sure" service where it gives (for a fee!) approval to dealers who undertake to adhere to certain standards. So the cynic in me would suggest that neither the timing of the survey or its conclusions is a coincidence?

Dealer Sales Up, Profits Down, Pre-Reg To Blame

Another survey, but a more credible one produced by the leading UK motor trade accountants showed that record new car sales are in fact resulting in falling profits for dealers. In April the average UK new car dealer made a profit of just £3000, a third of the figure for April last year. The report showed new car dealer sales down by 5% while registrations were UP by over 5%. How can that be? Pre-registrations of course. The accountants reported "The profitable disposal of these pre-registered cars is absolutely vital, particularly as this is a trend which shows no signs of stopping". It seems the bigger dealers with the financial muscle to pre-register literally thousands of cars at a time are doing well, the smaller players having a hard time.

As the end of June approaches pre-reg activity is building. One of our Vauxhall dealers called me yesterday to offer a selection of pre-registered cars. I asked when they had been registered. "Next week, last day of the month" was the reply. However it's even worse in Germany. Citroen are now splitting the DS brand away from other Citroens in terms of sales reporting. So we now know that so far this year almost 8% of DS UK sales were pre-reg. In Germany its 48% pre-reg, but then almost a third of German new car sales are pre-registered! In France 24% of DS models are pre-reg against market average of 16%. Citroen say they are not pre-registering, merely increasing the number of demonstrators so that prospective customers can "better appreciate DS's premium-ness by driving one of our cars". I believe the Citroen spokesman kept a straight face whilst spouting this rubbish, so there's the first Oscar nomination of the year.

Citroen Again

I started writing this about 3 hours ago. I've just received an email from Citroen expanding the list of C1 models available at £79 a month + VAT. It now even includes the convertible Airscape model which retails at £11000! Still a week until month end so they could get cheaper yet!

Paul Gilligan
pg@gvcontracts.co.uk



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

This Sepp Blatter man at the FIFA football thingy seems like a bit of an amateur if you ask me. Surely there must be a perfect example out there to show him how to change an international sporting association into a multi-billion pound cash cow to keep you and your mates "rolling in it" for let's say, the hundred years you've granted yourselves to be in charge. There's no need to worry about taking bribes you could simply demand millions from anyone wanting to play a match, and while you're at it dump long standing members to bring in "fly by nights" with no interest in what you're providing other than to flaunt themselves on the world stage. World cup, no need to qualify, just invite the 32 richest countries never mind if they're rubbish and don't have any background in the sport as long as they pay well they're in. Simple enough Mr. B.

Now Sepp please don't worry about anything, dodgy countries with human rights problems, giving politicians campaign funds to curry favour, even buying yourself out of the "pokey" can be achieved, you simply use millions of your ill-gotten gains to buy off the judges. No, Mr. Blatter you've not got any idea you and your club are simple "bambinos" when it comes to running global sports associations.

Anyway let's leave football and return to the sane and superbly run arena of international motorsport, starting with McLaren. It really doesn't seem that long ago that Ron was getting rid of Martin because things weren't going too well and his expertise was needed to sort it all out. Really? If I'd been him I'd have left well alone as things look umpteen times worse on his watch than they did when he got rid of his mate for failing. Mercedes managed to make a total mess of Monaco and rob Lewis of a certain win. Maybe a bit of common sense would have helped why not look at the track and see the blindingly obvious rather than the supposedly infallible computer screens, occasionally visiting the "real world" can be beneficial.

Looking at Red Bull racing, now threatening to quit the sport because they're not winning. It's hard to understand that after four years of domination they seem unable to accept that it might be someone else's turn. Look on the bright side Christian you're reserves at Toro Rosso are doing O K and outshining the A team. Something that Ferrari want to be aware of before giving too much help to the forthcoming Haas F1 outfit. You have been warned Mr. Arrivabene.

Since discovering "Motors TV" I've been amazed at the amount of sportscar racing which seems to be going on. There would appear to be numerous national, regional and continental championships where endless fleets of Astons, McLarens, Ferraris, Lamborghinis, Porsches etc. trundle round pretending to be major league racing. There must be more of these cars on the track than ever get road registered.

And finally you can't help noticing the lack of spectators at a lot of the British Club meetings on show. I don't think it's exaggerating to say there seems to be more marshals than members of the paying public. Rockingham looks particularly eerie with those huge deserted stands reminding one of the Marie Celeste.

Ends
AA

What's On

WMC events and other events of interest

July

1st	Wed	WMC	Pub Run
4th	Sat	LMC	Barbon National Hill Climb
5th	Sun	MSA	British GP
12th	Sun	MGC	Reivers' Raid Run
12th	Sun	WCMC	Greystoke Stages
19th	Sun	KLMC	Cars are the Stars Show
26th	Sun	WMC	Grass Autotest at Branthwaite

Aug

5th	Wed	WMC	Pub Run
16th	Sun	SMC	Blue Streak Historic & Targa Rally (GTHRA)
22nd	Sat	WMC	Rose & Thistle Run
23rd	Sun	WMC	Cumbria Classic & Motorsport Show
30th	Sun	KLMC	Pendragon Stages

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.

Careers at M-Sport Limited

See all our vacancies online at

www.m-sport.co.uk

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