

Wigton Motor Club Ltd

Start Line

Issue: 10/15

www.wigtonmc.co.uk

October 2015

All set for the Solway Autumn Classic Weekend



The Solway Historic & Targa Rallies on October 18th already has a full entry with all the best crew in the north of England, Scotland and Ulster entered.

On October 17th we have the Cumbrian Canter Tour based in Cockermouth, entries are coming in well so if you want to enter please get your entry in quickly



Motor Sport for All

Diary

Club events over the next month or so

Kames Sprint

Sunday, October 4th

Final round of the Cross Border Speed Championship

Entry forms on the WMC website

Solway Autumn Classic Weekend

October 17th & 18th

Saturday - the **Cumbrian Canter Tour** in west and north Cumbria

Sunday - the **Solway Historic & Targa Rallies**

WIGTON MOTOR CLUB LTD

Officials

President:	Charles Graves		
Vice Pres.	Stan Glaister, Ron Palmer & David Turnbull,		
Chairman	Peter Garforth	016973 21762	petergarforth@btinternet.com
Vice Chair	Jim O'Neill	01768 870236	elizabeth-oneill@sky.com
Sec/Editor	Graeme Forrester	01900 825642	gtfmg@yahoo.co.uk
Treasurer	Paul Gilligan	07785 293 222	pg@gvcontracts.co.uk
Memb. Sec.	Jaime Hamilton		jaime@jhbookkeepingservices.co.uk
Social Sec.:	David Agnew	01946 841455	DAVIDWAGNEW@aol.com
Child Protect.	Alan Jackson	01900 828428	bigwalk1@gmail.com
Equipment Officer	Graeme Mactavish	016973 44542	graeme@pcxinternet.com

COMMITTEE MEMBERS

John Graham	01228 534483	jlg86mpa@hotmail.co.uk
Lynda Graham.	01228 534483	jlg86mpa@hotmail.co.uk
Andrew Graham	01228 534483	andy-lake3rec@hotmail.co.uk
Charles Graves	01768 776551	charles.graves@armathwaite-hall.com
David Wiggins	016973 49488	michellewiggins137@btinternet.com
Peter Garforth	016973 21762	petergarforth@btinternet.com
Chris Leece	01768 867576	chris_lowtherview@yahoo.co.uk
David Exton	01228 675370	d.exton370@btinternet.com
Paul Eastwood	01697 323693	paulandsueeastwood@tiscali.co.uk
Marian Sloan		mazsloan@tiscali.co.uk
John Sloan		john_sloan05@tiscali.co.uk
Ron Palmer		ronpalmer777@hotmail.com

Talking Point

Topical comment from the world of motoring

The Club has been asked by the MSA to take part in a European survey on “inclusion”. As yet I’ve not received the survey but it is though provoking as to how inclusive is motorsport and motor clubs as a whole?

Perhaps our hobby as a whole is seen as mainly white, male from idle or upper class backgrounds. How right that is is open to debate of course but mechanical things are traditionally male and motorsport is rather more costly than kicking a ball. I would think as a whole we have a low percentage of people from differing ethnic backgrounds although WMC have always welcomed people from As-patria! The success of Lewis Hamilton does not seem to have increased interest from those of an Afro-Caribbean background but because we enjoy something we cannot immediately expect others to do the same. I remember that a few years ago the Lake District National Park Authority had a big row when it was discovered that the people who went on their organised rambles and visits were virtually all white, middle classed and middle aged. The do gooders asked why there were no people from the Indian sub continent going on these walks but the fact is that for people from those backgrounds walking in the country is not in their culture.

We should have more ladies in our sport but overall we probably have fewer female competitors than 30 years ago and no high profile girl rally drivers. The BWRDC got in hot water last year when they organised their “Race for a Record” by getting an all female grid together at Silverstone. It did get good publicity for the cause but some girls felt that it was wrong as motorsport is one of just two sports where men and woman compete against each other equally. You can’t win!

There are increasingly more females involved in the technical side of motorsport and two of the eleven F1 team principals are ladies but while many ladies help with the admin one vents we don’t see many taking key roles.

Perhaps one of the areas we do fall down in in terms of getting families to motorsport events is having proper facilities and toilets at venues. It was noticeable at Prescott and Shelsley this year that there were far more families there with competitors and spectators because it was a nice place to go, unlike a hill climb at Forrestburn or a rally stage in Keilder! Sadly motorsport has very few permanent venues outside the race circuits and I am sure that does not encourage families to go to events. Football has transformed itself by improving their stadiums to covered views, decent loos, restaurants etc. Motorsport needs to catch up and quickly!

In order to be more inclusive we need to make the sport more accessible by cutting out red tape, silly restrictive regulations and reducing costs. This is a concept that the powers that be seem to be totally unable to grasp. The average age of competitors and organisers is rising steadily and we are not bringing in the new blood as clubs did 30 or 40 years ago.

GTF



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

Email: gtfmg@yahoo.co.uk

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PG Tips

Summer is officially over now....I can count the really nice days on one hand as well so it wasn't exactly a great one. Thankfully possibly the best day of the summer landed on the same day as the Dalemian show which was a massive relief after last year when my BBQ was put out by wind and rain and the gazebo I had borrowed got blown away! This year I once more organised a Skoda OC stand and got a record entry of 17 cars. The North -West section of the national club turned up with a Gazebo and a variety of (mostly modern) Skodas and pretty much took over! I left them to it – they seemed very well organised to the point of re-jigging cars to get them into a pattern; they also had a large and very professional gazebo. All in all it was a very enjoyable day made much more so by the weather – even if it was just one isolated day.

I have no news on the old Skoda front this month unless anyone is interested in tales of washing seat covers and cleaning door cards.....the yellow coupe is sat in a body shop awaiting a fresh coat of banana yellow paint, Snotty is resting ready to spring forth for October Kames (hopefully!) and the orange car is on death row in the barn of doom.

How on earth do some classic cars increase in value so much whilst other get stuck or depreciate? I ask because during my many trawlings on Ebay in recent months I cannot fathom it at all. 10 years ago when I bought my Renault Alpine GTA Turbo they cost on average about £6000, a Porsche 911 SC of similar age and condition was about £10000. Today, the Alpine costs about the same, possibly slightly more expensive but in the same near area while the Porsche has more than doubled in value. You might argue that it's the Porsche name but the Renault 5 Turbo 2 has mirrored the Porsche's increase in value and is not much rarer than the GTA – which is rarer than the Porsche. I found a lot of other examples of cars that seem to be stuck whilst cars that would appear to be comparable have doubled and even tripled their values in the last decade. One car that I always fancied that seems to be stuck is the Lotus Elan SE – no, not the 60s sports car, but the 1990s FWD car.

Whilst I accept the FWD bit puts people off, it is widely recognised as one of the best handling FWD cars of all time, is mostly made from plastic so won't rust and has very reliable Japanese mechanical bits in contrast to most Lotuses (Loti?) prior to its arrival. You can pick up a decent SE turbo in a private sale for well under £5000. You try finding an Elise for that amount of money... and yet the Elise was fitted with the questionably reliable k series, isn't as quick in basic form and has a hood that leaks in a similar fashion to that of the Elan. The Elan is rarer, older and arguably faster so why has it got stuck? A variety of magazines assure me now is the time to buy one because they're about to rocket in value, and whilst I've looked, I am now incurably and tediously addicted to old Skodas!

Finally; much to my horror it would appear that Mercedes have been listening to me (see previous rants in PG Tips about BMW X6s!) – as I drove down the road somewhere outside Cumbria the other week I was greeted with the site of some sort of Mercedes off road vehicle with a coupe back on it. The phrase “keeping up with the Jones” sprung to mind. I suspect we won't see as many around as the X6 though as Mercedes buyers seem to be more conservative, or possibly sensible depending on how you look at it. Now when Audi get round to releasing the Q7 coupe (as I'm sure they will) I reckon the roads will be full of them – every other car seems to be an Audi these days and some of the colour/kit/private number plate combinations are more than a little suspect on my taste-o-meter!

Peter

BONESS HILLCLIMB ATTENDED BY ROYALTY AND TV FILMMAKERS



Bo'ness just a few miles to the west of Edinburgh was the venue for a fantastic feast of motorsport on 5/6th Sept and everything turned out perfectly including the weather. The Boness Revival Hillclimb was the event that brought speed hill climbing back to the historic and imposing Kinneil House just as it did in the 1950/60s. It attracted some of the most iconic and competitive cars in the world. Generally eligible historic cars have to be built before 1974 although many have been competing since the 1920s, some from an even earlier period.

Wigton members were out in force, David Smith (Branthwaite) shared the 1929 Alvis 12/70 special

with its 1842cc engine with his dad Ian from Harrington. Another Harrington resident John Hunter was racing his lovely 1936 Riley TT special for the second time since he acquired it earlier in the year, this car having a slightly smaller engine size of 1454cc. Another Branthwaite resident namely myself competed as usual in the even smaller 1172cc sidevalve supercharged Buckler. This was built in 1953 although most mechanical parts on the car originate from the old fashioned "sit up and beg" Ford Pops which date from the 1930/40s era.

Maryport driver Marcus Bewley had a big power advantage in his Triumph GT6 with a special 2530cc engine whilst Chris Spencer the ex microlight pilot from Lamplugh had 1300cc of 1960s VW Beetle power in his lovely Scarab Formula Vee racing car. With very light weight and highly tuned it was a powerful machine indeed and a really smart looking proper racing car. Frazer Nash exponent Dick Smith from Lorton hadn't yet rebuilt his engine after a blow up but was there to support his son Adam who also races a similar Frazer Nash. Other local people were supporting or helping various drivers, many more made the trip just to enjoy the varied selection of cars that were competing or displayed in the show.



Edwin Cook, Kendal Bruce, Ron Fisher, Bob Marshal and Ed Morley were some of the club members there, Lamplugh village must have been deserted with the mass exodus. The event attracted well over 4,500 spectators on Saturday and more than double this on Sunday, these numbers were said to surpass even the Touring car championship event making it Scotland's biggest motoring event.

A big classic car show helped make it a wonderful day out for a family. Malcolm Wilson, M Sport boss very kindly agreed to loan the ex Colin McRae Safari Rally winning Ford Focus WRC car, this attraction alone must have pulled in many of

the spectators very keen to get up close to their local hero's car. Colin McRae tragically lost his life in a helicopter accident several years ago but lived at nearby Lanark.

Biggest engine in the competition by far was the 1929 Napier Bentley Special of Wolverhampton driver Chris Williams, this world famous car has a 24,000 cc Napier Sea Lion aeroplane engine in a W formation. Sort of a V8 with an extra bank of cylinders in the middle, it is so powerful it can burn out a set of big rear tyres in three laps of the Silverstone circuit, smoke constantly pours from the rear tyres under acceleration.

Smallest engine was the tiny 499cc Voight -Renwick special which tied for an overall win in the British Hillclimb championship in the 1970s. It's now owned and was entered by Kenny Baird the



car. This car is powered by a Konig hydroplane engine, a horizontally opposed flat four with rotary valves producing massive power for its diminutive size.

Jaguars featured heavily, including David Barnetts D type, Geoff Mansfield in the Kougar Jaguar Special previously owned by Simon Taylor prior to the Stovebolt. The Kougar is now fully restored and looks absolutely stunning. Several E types, plus a big Jag XJ Coupe which is a most unusual hillclimb car and virtually takes up the full width of the track. Other cars included, Austin 7s, Lagonda, GN, MG, Austin Healey, Lotus, Sunbeam, Marcos, AC Cobra,

Porsche and Triumph. A fantastic Connaught AL10 F1 car and another stunning car, a Staguelinni formula junior were competing plus two very unique Jack Fisher Specials. These immaculate cars had been restored by George Laycock from Malton in Yorkshire and were owned by Peter Speakman from Broughton in Furness.

Both have put up FTDs at this event in the last couple of year driven by George himself. That's a great advert for George's race car preparation business GLS engineering if ever there was one.

Several other very interesting hillclimb car included a Lotus 41 and two 61s. One off specials were there too, often built by enthusiasts with very limited facilities, some from very early periods using Austin 7 parts. Stewart Gordon the wonderful Scottish character who knows all there is to know about Austin 7s, Bentleys and other VSCC type cars was competing in his JAP engined Austin 7 special the "Trice" which looks unsafe, rapid and very exciting. In fact that just about sums up Stewart, a very well known competitor especially on VSCC events such as the Lakeland trial in his orange Austin 7 Chummy.



The track is the rear access road to Kinneil House not normally open to traffic. The local Falkirk Council are forward thinking and very switched on. They own the venue and laid a new section of tarmac to restore the track a few years ago. This has reaped wonderful benefits as the motor club committee have worked tirelessly developing the previously overgrown surroundings into a superb permanent venue.

The event now attracts lot of tourists to the area for this one event in the year. It's only used one week-end because of consideration to local residents as the track runs right past the front doors of the estate cottages and disrupts their normal way of life all week-

end. They are happy with this as it brings big economic benefits to local businesses and they get a grandstand view from their front windows.

Ten years ago the Revival meeting didn't exist. It started with a picnic to mark the anniversary of the last event in the 1960s. At the picnic someone remarked "what about holding another hillclimb". A year later after forming a new motor club called Boness Hill Climb Revival so that inter club rivalries didn't get in the way, a magnificent effort by Falkirk Council and members of the new club saw the event take place. The new tarmac was laid just one day prior to the meeting, the culmination of a super human effort indeed.

Eight years later it has gone from strength to strength, so much so that a Royal visitor, Prince Michael of Kent decided to attend in his Jaguar XK150 on Sunday. He wanted to race up the hill but as he didn't have the required competition licence he wasn't allowed to for legal reasons but he was allowed a "spirited parade run" up the hill which he appeared to enjoy immensely and the crowd seemed to welcome this.



Competition over the two days was fierce but always friendly, there were a few minor excursions into the straw bales but safety is paramount and full medical and rescue services were on hand to ensure spectators, marshals and competitors were well looked after.

MG and Triumph cars always have a close battle for marque honours, Marcus Bewley was really pleased to have put up faster times than all the MGBs entered including a full race FIA works replica car recently imported from the Netherlands

and driven by a very quick class winner from previous events Bob McGivillary, the power of Marcus's tuned 2530cc engine GT6 paying big dividends. Sunday saw David Smith put up slightly faster times than the full race MGB and so did my Buckler but only just, so both of us were really pleased with the performances of our respective cars. Once Bob gets to grips with his new acquisition things could be very different though. As it happened first in class awards were won by Marcus Bewley's Triumph, David Smith's Alvis and my lone Buckler but some classes did vary greatly in entry numbers due to the respective ages of vehicles.



David had a fantastic duel on both days with Douglas Anderson in his Austin 7 "bathtub" Hamblin special, each driver lowering their times by a fraction of a second each run. Poor Douglas the 848cc Reliant Robin engine car lost out to the Alvis's 1842 cc by only 0.11 of a second on Saturday, if he hadn't had any lunch he may have been able to pip David.

Times for the three class winner's were very competitive though, and to compare them the fastest times for a number of well known, respected competitors were as follows. Chris Williams Napier

Bentley 34.82, Douglas Anderson Austin 7 special 34.44, David Smith Alvis 34.12, Derek Hastings Jag E Type, 32.30, David Barnett Jag D Type 33.66, Marcus Bewley GT6 32.99, Nick Evans Jag E Type 2 plus 2, 37.69, Jock McKinnon Bentley 3 litre 36.61, Sue Shoosmith Bentley 3/4.5litre 36.26, Keith Thomas Buckler 35.24, Bob McGivillary FIA MGB (Sat 34.26) (Sunday 35.31), Adam Smith Frazer Nash Supersport 33.79. David Leigh was in the famous and very rapid Ex Basil Davenport GN Spider. A few years ago he was pipped for FTD at this event on the very last run by the very last car a full race Brabham by less than one tenth of a second. David really did deserve to win that day, he was fantastic in the wet, quite frightening to be honest on what looks like moped tyres in pouring rain. This year he did a 32.19 the methanol fuelled vintage car sounds fantastic.

Rob Bremner's fabulous Connaught ex F1 car with 1960cc engine did 30.20. The beautiful 1496cc Lagonda Rapier Special "The Jenks" of Rod Stansfield had a fastest time of 37.00, this car looks very much like an ERA and absolutely stunning in silver with chrome wire wheels

Things nearly were very different as it happened, David Smith's Alvis had an electrical fault, a wire shorted out on one run and this then set fire to an oily rag in the car, fortunately it was put out before any serious damage was done. This quick adrenaline rush may have been responsible for David's quick times! Variety was certainly the case at Boness, Angus Buchan in the Jeffery JS5 1498cc was quick with a fastest 32.35 and did three other runs all within half a second of his fastest time, very consistent indeed



A good selection of Triumph TR3s plus the TR4 of David Scott Alton, a TR6 and a TR7V8 had a great tussle for honours. Geoff Mansfield who many years ago owned the TR centre in Sedgefield was sharing a TR3A with Maurice Jennings as well as driving the Jaguar Kougat. Geoff also had his C Type Jag in the classic show so either he or Sheila must have been busy with the polish prior to the event. Very impressive was the double trailer outfit carrying the Kougat and the C

type when they left for home.

Before recent retirement Geoff and Sheila for many years have carried all Silverstone's race cars, Jaguar Heritage collection and celebrities cars all over Europe in their fleet of huge car transporters, both Sheila and Geoff having HGV licences and Sheila drove her own 61 foot long articulated car transporter moving David Beckhams Hummer and Jags all over Europe. Sheila says David Beckham is a lovely person and very nice to deal with. The double trailer must be a way of combating withdrawal symptoms after selling their fleet of articulated race car transporters Boness was brilliant and its reputation such that Motors TV filmed all the runs on both days and are making a TV programme of the event to go out early October. They even put Go Pro camera's on about ten cars to get in car footage of the event. This should be great to watch and you can see how much the entry of 110 competitors and thousands of spectators enjoyed themselves. If you want to be part of the action next year you will need to enter early as entries open just after New Year and are on a first come first served basis.



Will you be there next year?
Keith Thomas.

Times for the Motors TV programmes
On 4th,, 5th, 6th 7th October vary so
look up on listings.

Solway Rally Marshals

The **Solway Rally** takes place in west Cumbria on Sunday October 18th and we need plenty of marshals to make the event run to our usual high standard.

All marshals get a meal at the finish plus a few gifts on the day.

If you can help please email Steven Palmer on: palmer_s13@sky.com

'The Bo'ness Revival Hill Climb'

A personal reflection By Chris Spencer

Being a relative new comer to this Sprinting and Hill Climbing game, and having thoroughly enjoyed myself at Barbon, I was left with a strong urge for more excitement. With this in mind, I called on Keith Thomas at Branthwaite, and asked the question, "where next then?" The ensuing conversation contained the first references to Bo'ness that I had ever heard. I knew nothing of this venue, its location, or its long historical importance to motor sport in Scotland. I quickly learnt that it is Scotland's oldest motor sport venue and that many of the great names including Jim Clark, Jackie Stewart and Stirling Moss have competed there over the years. Use of the track ended in 1966 but was revived in 2007 marking the 60th anniversary of the first Hill Climb. Thanks to a dedicated team of hard working volunteers the Bo'ness Revival is now an annual event.

My appetite was now well and truly whetted but I quickly realised that, in the strictest sense, my car was too modern to qualify. With the cut off year for single seaters fixed at the mid Seventies and my Scarab Formula Vee built in the early 90's, my initial excitement now turned to doom and despair. I had to dismiss all thoughts of the event from my mind for the next few weeks. What I hadn't banked on, however, was how well connected with the organisers, Keith actually was. Unbeknown to me, he had contacted them and put forward the suggestion that, although built in the 90's, my Scarab was a collection of Beetle components dating from the late 60's and early 70's. This was enough for them to agree my entering into the class of **'Other Cars As Agreed Or Invited By The Organisers'** We were on our way!

The weekend of the 5th & 6th of September arrived, the van was packed and the car loaded into its trailer and, with my friend Stuey Peglar in the passenger seat, we began the journey north on the Friday afternoon. We arrived early evening and found a well laid out, secure paddock area where we unloaded the car and sheeted it over for the night. In the company of Keith and his wife Carol, we walked the hill from the start to the finish line, while Keith imparted the benefit of his knowledge and experience upon me. We then un-hitched the trailer in the designated area and headed back up the road a few miles to our 'Travel Lodge' accommodation and the first of our evening meals in the company of other members of 'Team West Cumbria' aka John Hunter and Alan & Pat Smith.

True to the weather forecast that I had been closely following all week, Saturday morning dawned bright and sunny and we headed the three miles along the road to the Kinneil estate to find a venue already bustling with activity. I had signed on the previous evening so it was only a matter of getting the car passed by the scrutineers which went without a hitch. With our folding chairs unpacked I donned my race suit to provide additional protection from the autumnal-like, early morning chill, and began to soak up the atmosphere from our corner of the paddock.

I had already decided that it was fortuitous to be placed among the wide variety of cars that made up the eleven or so entrants of our class, **'Other Cars As Agreed'**, and not to be placed among the single seaters. As these were some of the finest historic thoroughbreds on the scene, I would have been out classed in every sense of the word. Our group consisted of an Alpine Renault, two Mk2 RS Escorts, Morgan 8, Opal Manta, Porsche 944 Turbo SE, Porsche 924, TVR Griffith 500, two Vauxhall Cavalier Sports Hatches and my Scarab Formula Vee. As I said "a wide variety".....!

Our group was the last in the running order and yours truly was last in our group - 'Tail End Charlie'.

The first two practice tests were used to learn the hill and I continued to improve my times consistently over the weekend. The enduring test of nerve throughout the weekend's eight runs was the belief that I shouldn't back off for the Crawyett curve in the middle of the hill. A sense of self-preservation kept lifting my right foot ever so slightly and only on the last run did I resist and record my fastest time of the weekend. It never ceases to amaze me how long a second actually lasts when you are trying to chip away at one - records are made and lost by hundredths.

I finished in the middle of our group but that isn't the result that mattered the most. The real success of our weekend was the pure enjoyment of taking part in such a well organised event. The officials, the marshals and my fellow competitors were the warmest and most friendly people that you could wish to meet. From the moment we arrived they made us all feel most welcome. Over the two days I spent hours talking to members of the public visiting the paddock area and we enthused over cars and motorsport in general. At the end of the day that has to be what it is all about. Make a date in your diary now for Bo'ness 2016 and hopefully I will see you there. It is a huge event with so much more going on than the 'Hill Climb' itself. There are trade stands, Club stands and a large gathering of classic cars to keep everyone entertained.

My grateful thanks go to my mentors Keith & Carol Thomas for a superb weekend.

Chris Spencer



Chris Spencer's Scarab Mk 3 Formula Vee

Keith Thomas's Buckler



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.

Phil & Lynne Everett	of Penrith	Tony & Ann Wareing	of Workington
Marcus Bewley	of Maryport	John Goth	of Penrith
Emma & Richard Harker	of Darlington	Gary and Cee Wilson	of Maryport
Chas Davies	of Scales	Barrie Stockedale	of Richmond
Adrian Savage & Family	of Houghton	Jake Nicholson	of Whitehaven
Mike Newbery	of Carlisle	Doug & Rosie Huggon	of Penrith
Mark Natrass	of Cockermouth	Pauline Ellie	of Cockermouth
Jill & Nick Shaw	of Cockermouth	John Gunson	of Workington
Linda Wilson	of Workington	Dennis & Julia Carleton	of Pooley Bridge
Chris Huddleston	of Windermere	David Scaife	of Windermere
Richard & Lynnette Chapelhow	of Wigton	Nicholas & Linda Fletcher	of Carlisle
Pearson Bulter & Family	of Cockermouth	Adrian teesdale & family	of Dacre
Nic Rutherford	of Maryport	Kris Jackson & Family	of Richmond
Alan & Judith Freeland	of Cockermouth	Ian Leach & Family	of Penrith
David & Jennie Brereton	of Brampton	Darren Campbell & Family	of Penrith
David & Dani Edwards	of Loweswater	David Taylor	of Penrith
Carol Borthwick	of Penrith	Richard & Sally Taylor	of Staffordshire
David & Susan Matthews	of Penrith	Boyd & Wendy Turner	of Penrith
Paul Cowley	of Hartlepool	Allan Cowley	of Durham
Creena Oglanby & family	of Carlisle	Graham Falcon & Family	of Workington
Ray Graham	of Wigton	Michael & Julia Loxley	of Carlisle
Ron Vine & Family	of Durham	Kevin Young & Family	of Kirkcudbright
Louise Collins & Family	of Stainton	Alan & Carole Ingham	of Appleby
John & Denise Marchant	of Windermere	Sarah & Dirk Stephens	of Penrith
Richard Robinson & Family	of Hexham	Barry Eyeington	of Stockton
Dan Alford	of Workington	John & Barbara Crawford	of Blackpool
Andrew Sinclair	of Workington	Cain Charleton	of Workington
Leslie Mutch	of Aberdeen	Gordon Clendinning	of Kirkcudbright
Tony & Lesley Oglethorpe	of Newcastle	Richard Hargreaves & Family	of Settle.

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.

MG Cumbria

Famous Christmas Cracker Run

Sunday, December 6th

70 mile run from Reghed to Keswick using all the best roads!

Coffee at the start and a two course lunch at the finish

The event is open to all MGs and other fine cars or any age.

Enter now to avoid disappointment

Entry forms on the website.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



A couple of years ago I had the pleasure of attending an evening with Norman Dewis OBE and what a memorable night it was. This year Norman celebrates his 95th birthday and I was recently browsing through the Stirling Moss Scrapbook and came across a page on Stirling Moss' entry in the 1952 Mille Miglia when Norman had occupied the hot seat of the works Jaguar C-Type. Norman had recently joined Jaguar from Lea Francis in an engineering capacity and the entry was intended as a development run for the experimental new disc brakes. Disc brakes in their early days were prone to all sorts of problems, knock off, vaporisation,

hub flexing and goodness knows what else and the learning curve with these new devices was quite steep. The whole Mercedes team (drum brakes) with mechanics and spare cars were out in Italy months before the race. Their drivers all did two or three trips round the circuit whereas the Jaguar entry wasn't even allowed to do one lap. You're going to do it on the day why bother before? You'll wear the car out - that was the attitude.

Jaguar thought it was the right sort of race with the distance covered to see how the brakes would perform and what the pad life would be. Moss was interested to see how they performed when you could have something the other competitors didn't have for the race. 'It was certainly a great feature when we were racing against Caracciola in the Merc we would go by flat out when he started to brake and then put the brakes on in front of him. He said it was incredible and several times he thought our car wasn't going to stop'.

Moss and Dewis had a pretty eventful run on that year's race. Dewis likened the first hour to motoring on ice. After a couple of hours a tyre threw a tread. Later Dewis was nearly overcome by fumes when an exhaust pipe broke. Then Moss went off the road giving them both a big fright. Nearing Siena (didn't know she was about then) they took a bridge at 120mph when 80 would have been more appropriate. They had to drive through flames when Biondetti's Ferrari caught fire during refuelling which was particularly worrying as their fuel tank had developed a leak.

Dewis: "... arriving rather too quickly at the Shell pit we struck the door of a competing saloon which had been left open and tore it from its hinges. Nipping out smartly I retrieved it for the owner who snatching it from me, proceeded to scream in his best Italian who he thought my ancestors were, and with my knowledge of Italian being what it was, I could only smile and agree with him entirely!" A week later Stirling received a letter, addressed to Whitecloud Farm from the unfortunate owner saying his '1100' "was stricken by your race car" and demanded £17.14s.5d (£17.72).

Entering Pescara, they were forced to undertake an Alfa that refused to pull over. Dewis looked back to see it disappearing through a shop window! Going down the north side of the Raticosa, whilst in fourth place (subsequently found to be 3rd place) and an hour from the finish, they hit a patch of slimey-green water and slid into a rock. The steering rack broke away from its mounting and that was that. 63 years on they are still with us.

Ron.

CAR INDUSTRY EXPLAINED

Owners of major automotive brands

VOLKSWAGEN



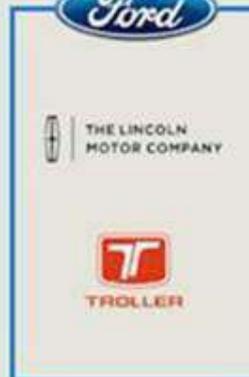
TOYOTA



GM



Ford



RENAULT NISSAN



HYUNDAI MOTOR GROUP



DAIMLER



FCA



HONDA



BMW



SUZUKI



PSA PEUGEOT CITROËN



TATA MOTORS



GEELY



Independent Carmakers



Gates Tyres Northern Historic Rally Awards

Doonhamer 2015

It's always belt and braces in the Sloan household. The trailer has a caravan wheel clamp, the tow hitch has a lock on it, the jockey wheel is secured with a heavy duty bungee – it's endless. The Midget's only anti-theft device, on the other hand, is a battery isolator which consists of a bright green screw which has to be removed every time the car is parked and whether said car is on the trailer or not. It would be easier to get the door locks fixed but –no – too obvious a solution.

Arriving at Barony Agricultural College – late because the road was closed at Dumfries and we got lost – we parked in one of the few remaining places big enough to accommodate the trailer. Yes, that's the one – right over the grille of a slurry pit. Well, it had to happen, didn't it? Mr Sod and his Law waited until the flapping about had started and then the battery isolator flew from the husband's grasp and disappeared from view. "This is going to get dirty" I thought and prepared for the inevitable. But no – it landed about six feet away miraculously suspended between two bars of the grille. The husband had turned grey but his relief was palpable as he retrieved it and wiped the slurry off on his trousers. Not for the first time has he been glad of the colour. Brown, obviously.

We signed in and got on with our homework while the coffee and bacon butties disappeared. Alan (Jackson) defaced my test diagrams and, worryingly, it took me a while to notice. A visit to the Ladies ended up in the "corridor of uncertainty" and I had no idea where I was – a nice young man led me by the hand back to the canteen to discover the trees on Test 11 had mysteriously turned into "sheeps" – yes, plural – had Alan's trademark all over it.

So the usual good natured start to the day's proceedings was established and various gauntlets were thrown down to fellow Midget competitors Colin (Rose) and Bob (Shearer). Archie (Simmonds) Midget winked at me as I walked past – wonder what they put in the coffee?

Once the first two tests were over, the nerves disappeared only to resurface with a vengeance on Finland Fell. I found it easier not to look. We were airborne a couple of times landing with a resounding crash as we flattened the exhaust and tried to destroy the suspension yet again. We have Moss Europe on speed dial these days. On to Hilltop and a warning about the surface from the Spadeadam club marshals – too late for David (Agnew) and Alan (Jackson) in the Porsche who tore a tyre off the rim but still got round.

And then a very odd thing happened. As we ground to a halt, Ian Robinson, Clerk of the Course on the recent Blue Streak rally, opened my door and got down on one knee. I was speechless (yes, I know, unheard of, what with "clatter trap" being my middle name). He presented me with "First lady" award for the aforementioned rally last month. Crikey – didn't see that coming..... I could see the chap in the car following us looking nervous – must have thought exchanging kisses with a marshal was a compulsory part of the test.

Archie's Midget winked at me again in the car park at lunch time so I went to have a closer look. Got in and couldn't get out. Now, my dad always used to say I was built for comfort and not for speed (he also said he'd seen better legs on a piano – great bloke, my dad) so perhaps I shouldn't have been surprised when I had to be surgically removed, posterior first and on all fours. Didn't put me off lunch, mind.



So we began the afternoon with a clean sheet but as we skidded around Rammerscales wood yard my mind went blank. The husband gamely soldiered on while I pressed the panic button – no idea yet how we survived with no penalties. We had a good talking to by Steve and Jack Palmer at Oakbank – possibly the most complicated test of the day. Emerged with a good time and again, no penalties – things were looking good for a top ten finish at this rate.

Eventually we all arrived back in one piece and enjoyed the post-match inquest and a very good tea. Archie was leading from the front, as expected, David and Alan had hit an oil drum as well as getting a puncture and were still way ahead of us, Colin and Bob had a wrong test (or was it two?) and team Sloan wondered if we might be in with a chance. The results were in and the husband rushed to the board in a rather unseemly manner, flattening everyone in his path. **FIRST** in class! Yippee!!!! I could hardly contain myself but, of course, it didn't last. After 10 minutes my bubble burst spectacularly when a recalculation of the times meant defeat was snatched from the jaws of success and Colin & Bob were, in fact, first. "Oh b*lllocks" – it was out before I could stop it.

Then fate intervened again in the shape of Bob, whose calculator was working overtime, and we were back in first place – by **TWO** seconds! And finished ninth overall **AND** I got a medal for First Lady although some could argue that "lady" was hardly an accurate description..... As for the medal – I have worn it ever since and, to top it all, Archie's Midget winked at me on the way home in the car park.....

Thanks to the new organising team, all the marshals and everyone else associated with Doonhamer who made our day one to remember – you did a great job!

And, before I forget, congratulations to Jack Palmer for passing his driving test last Friday – well done young man. I can see we are all going to have to up our game – and that includes you Steve! Cheers!

Marian Sloan (aka Maz)

PS I have been asked to point out that "Archie's Midget" is not a euphemism.....

Autojumble

Buy, Sell, Exchange, Give!

Free to members

Helmet for Sale - £40 Sparco Club, Open Face helmet, White with detachable peak and short visor. Medium Size. BS6658:1985 Type A As new condition and only worn once (with balaclava), complete with all original packaging and user info.

Compressed Air Tools - £20 New and unused, inc; Paint spray gun, pistol grip blower, tyre inflator with gauge, waxoyl sprayer, various nozzles, hose.

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Silkolene 20/50 oil for classics. 5 litres for £15.00. 10/40 semi synthetic for modern cars 5 litres for £12 or 2 for £20. red rotor arms for most British cars of the 60s and 70s plus condensers.

Lots of new and second MG B bits.

Ring Graeme Forrester on 01900 825642.

RACING LINES

News from the Circuits



Bill Kirkpatrick got his MG Midget out for the first time for ten years for the MGCC Cockshoot Championship round at Croft at the end of September

In the first race was hampered by a broken mounting but finished sixth.



Sunday saw the car repaired and in going well. Bill battled with the big engined ZRs and ZSs and finished a fine third overall.

Having got his mojo back and got an award Bill reckons he will do more events next year.



Rally Torque

News from Road & Stage

REGULARITY RALLYING

Not for the faint hearted.

Peter and Dougie Humphrey. 1958 Volvo PV544

22 September 2015

Having had such a good time on the 3 day Irish Classic Retro back in April we immediately entered the Rally of the Tests which this year is reasonably local, running from Newcastle to Blackpool. On the Retro the front suspension of the Volvo had taken a bit of a knock so we rebuilt it renewing parts where possible. We also found a problem with the rear axle so decided on a complete rebuild, bought new LSD, bearings and half shafts then despatched to an expert to carry out the build.

The secret is to have a reliable car that is well tested before doing these long distance events so a shake down on some smaller events seemed a good idea. I managed to clock about 300 miles before we set off to do the **St Wilfreds Rally** at Ripon, part of the HRCR championship 9th August. At Scotch Corner the car developed a horrible knocking from the axle and we stopped, consulted the AA man and were recovered to Dunbar by about 10.30pm. Having paid the entry fee we decided the Mini would do the job, however it needed the sump guard fitting and the brake lights fixed. We did that and had to collect the trailer which is kept about 8 miles away, loaded the car and were ready to go by about 1am Sunday morning. We had a couple of hours sleep and set off to arrive at scrutineering at 7am completely knackered.

The St Wilfreds rally had an entry of 59 cars with many of the top HRCR crews competing. It consisted of 13 tests and 7 regularity sections with a total of 29 timing points and as many as 9 speed changes on each section. Part of the route instruction were given to plot an hour before the start, but most of the regularities were plot and bash instructions with very difficult plotting handed out at regularity starts or at intermediate timing points. The tests were ok but really didn't count much for the overall result. The MENSA instructions combined with exhaustion and the difficulty in holding the mini at 20mph resulted in our finish placed 57th. Dougie did very well under the circumstances but we came away asking ourselves why we do this when we could be simply blasting down a forest road. Hats off to the top boys, they must have large brains and good eyesight.

So the Volvo axle was removed again and sent off to a different specialist for repair. The axle went back in the car on the eve of setting off to **The Vale of Clwyd Rally**, North Wales 5th September. We were a bit worried about repeating the St Wilfs experience but determined to try and gain some more experience for this type of event, another round of the HRCR championship. At signing on we were given some of the route instructions to plot overnight. We pre plotted two of the six regularities, the instructions being spot heights, map references and herringbones. The remaining instructions were handed out as plot and bash with one section as a Jogularity (all instructions described with mileage and timing given). One nasty little trick was to hand out the regularity instruction at the start of a test and the regularity start was at the time given at the end of the test. Quite a lot of people were caught out by an instruction that asked you to turn off the road to the left and then immediately right through a very full fast flowing ford with the control on the other side. Some cars drowned out in the ford and others saw the control and went over the bridge missing the ford and were penalised for wrong direction of approach. Another instruction required crossing "ntr, m, 1, Lein trawsyrru trydan" ?????!!

There were some really good long open tests which were fairly straightforward on a mixture of surfaces with very good diagrams given.

Thankfully, with confidence regained, we finished much better at 36th out of 62 starters.

After a small repair to a loose brake adjuster we returned home in one piece.

I am just back from competing with my brother on the **Doonhamer Rally**. Dumfries 20th September which was simply a series of 16 tests. A very well organised event with a clear road book and a variety of tests some of which were a bit tight for the old Volvo but with some that suited us well, notably Fingland Fell which was a stretch of forest road with some chicanes to slow you down. I was pleased to be only 2 seconds slower than Matthew Vokes in an all singing and dancing Escort. The only problem was that Roger didn't have his brown trousers on!

Dougie and I are now looking forward to the **Rally of the Tests** on 5th November..... should be a doddle as it is all pretty much pre-plot. FAMOUS LAST WORDS!

PS The original axle builder gave us a full refund for his unsatisfactory work which helps a little.

Our First Classic Rally

You may recall from my previous article in Start Line that I've recently acquired an Austin Seven special fitted with a Reliant 850cc engine. Having attended the excellent WMC rally training day earlier this year with my wife, we were anxious to enter the Lake District Classic Rally in the Austin (despite having only driven it about 30 miles since its acquisition). I'll be honest, my preference would have been to attend the rally in my 1972 Fiat 500, a car that I've owned for over 20 years and one that I totally restored about 2 years ago, but since the car steadfastly refused to run for more than 20 minutes at a time (well, 6 minutes on it's last outing) I thought it prudent to use the Austin. Built on a 1937 Austin Seven chassis with an aluminium body over a timber frame the car resembles an Austin Seven Ulster.

My personal experience of Reliant vehicles over the years (a timber framed Regal van and a couple of Scimitars) has taught me that the name 'Reliant' is a total misnomer. However, needs-must when the car of choice is playing coy and it was a matter of either entering the rally with the Reliant engined Austin or not at all. We're so glad we took part, it was an amazing day!

We entered early, before we went on holiday to Italy (internet connections in that country are not renowned for their reliability) and, as the weeks and days passed by, our excitement increased. The prospect of driving the open topped Austin Seven from just south of St Bees to the Truck Stop in Penrith, competing in the rally then driving back home was a bridge (or road) too far so I trawled local trailer dealers and EBay for a suitable trailer to transport the car to the rally. One of the few disadvantages of living in west Cumbria is that to view (or buy) most new and second hand commodities involve a few hours drive at least. However, we were on our way back from Dumfries on the Monday before the rally and happened across Craigsview Trailers who are Brian James agents. To cut a long story short, they had a trailer that was perfect for our needs and two days later the Austin was having a trial run on the ramps.

Prior to the rally the weather had been warm and sunny and it appeared summer had finally arrived. However, the forecast for the day of the rally was less than encouraging. We left home at 6.45am in torrential rain and drove through standing water 3 inch deep across the road in Bigrigg. As we skirted Keswick on the A66 the rain had eased (that must be a first!) and on arrival at Penrith the roads were dry. We received an amazing welcome at the Truck Stop from the rally organisers and fellow competitors and that theme continued throughout the day.

With the early start and the journey to Penrith we'd been too busy to get stressed out about the day's route and the 19 individual tests but with the document pack in our hand we started to plot our route and assess the tests in a packed and noisy restaurant. It was at this point that we started to get a little edgy. Being the oldest car in the rally we were first to start so it was: first rally, first to start, oldest and slowest car – no stress then!. Its frightening how quickly 60 minutes goes when you could really do with 90 to plot the route in total. After what felt like 10 minutes, it was time for us to start and we'd only worked out the route up until lunchtime. With hindsight there was really no need to worry. Most of the tests were duplicated and the route between them was easy to work out. The next two hours passed in a flash. With my wife navigating, the tests were easier than we expected and despite being slow (very slow₁₈) we completed all the planned tests before the

break and even had time for something to eat. By this time we'd relaxed and were really enjoy ourselves.

We started (almost on time) after lunch and after a few local tests made our way up to Shap for the tests in the quarry. Our times were improving (well they weren't all over the maximum) and it was at this point that we had our only shower of the day. Thankfully it lasted less than 10 minutes which was just as well since we'd made our mind up not to fit the roof on the car and lose more time. After Shap it was pretty much plain sailing and we were back at the final time check before we realised it.

We had a much needed cold drink, sat outside in the sun, and reflected on the day that had passed so quickly before putting the Austin Seven back on the trailer and having our evening meal.

So what were our thoughts on the way home? Well, for a start, we were in awe of the hard work and incredible organisation that had come together to make our day so enjoyable. We were touched by the friendliness, encouragement and helpfulness of the organising team and our fellow competitors. We were proud of our old car for not missing a beat and coping with everything we subjected it to (despite the fact that most of the bodywork and all of the underneath required shot blasting after driving through the quarry – you could pebble dash a house if you could drive it through there!).

We were amazed that we won "Second in Class" mugs (well there were only two cars in our class).

And we were tired, so tired but we can't wait for the next rally!

To the organising team: Thank you for making our day so enjoyable and memorable and satisfying another one of our lifetime ambitions.

'Till the next rally then.

Dave Nicholson

Classic Column

News from the Classic Scene

The answer to the August quiz, was that Sonny Duckworth won the Pinchcliffe Grand Prix from the iconic animated film of that name in which Murray Walker did the race commentary.

This month's question is: Which manufacturer produced vehicles with the same name but with a different spelling?

Brighton is not somewhere you would associate with motor manufacturing but between 1957 and 1964 some 30,00 cars were made in a factory that had not access, in fact it was a former locomotive shed and all parts, and the finished product were delivered and dispatched by rail. Add to the surprise in that the cars were BMWs! In the fifties BMW were really struggling with cars carried over from the 30s and in the hope of reviving their fortunes they took a licence to build the Isetta bubble car from Rivolta in Italy, a firm that went to produce the Iso Rivolta GT car. The BMW was given a bigger 298cc engine and re-engineered so virtually nothing from an Italian car fits the BMW version. Following the Suez crisis it was thought the UK was a good market and the Brighton factory started production. Sales increased when the car was given three wheels rather than four allowing it to be taxed as a motor cycle.

The arrival of the Fiat 500 and the Mini killed the bubble cars off but it's an interesting bit of British motoring history.

What We Do

Over the past few months we have welcomed a couple of hundred new members and it's perhaps worth explaining a few things about how the Club works.

Hopefully you will have all received a "Welcome Pack" which will contain a booklet about the type of events that the Club runs. These vary from competitive events to social runs and tours to purely static social events.

We communicate with our members via this monthly publication "Start Line" which is sent out via our Emailer system, our website which is a resource for entry forms and increasingly via our Face Book page "Wigton Motor Club".

We subscribe to a secure Emailer system into which members details and interests based on what they tick on their membership form are entered. Thus they get invites to the type of events they are interested in. There is also a "local" option for members who live in the "CA" post code area which is used mainly on the pub runs etc where the interest is likely to be near to our home area.

The Emailer totally secure in that the system sends out every email individually to each member and not in batches. This also prevents the email being seen by an ISP as "SPAM" and thus blocked.

Our members compete in just about every type of motorsport and we have a strong base of organisers. We hope that lots of you will also enjoy marshalling on our events.



We have a great Marshals' Championship with some wonderful prizes. Neal Horsfall was the winner last year and he recently had his award which was a passenger ride with Elfyn Evans in an M Sport Fiesta WRC courtesy of Malcolm Wilson.

Here is Neal about to set off, I am not sure he looks too confident!

We also have a visit to M Sport coming up on November 24th.- if you would like to go please contact David Agnew.

During the summer months we have a "pub run" on the first Wednesday of each month which is a 40 mile social tour ending up at a pleasant hostelry for refreshments. During the winter we also have a couple of morning runs ending with a lunch and we have also tried a couple of midweek lunch runs.

The Club is fortunate in having a huge amount of expertise, whether it be technical matters, things relating to motorsport rules and regulations, and the increasing number of rules and regulations for classic and historic cars. WMC is an MSA (Motor Sport Association) affiliated club, and we are also affiliated to the Federation of British Historic Vehicle Clubs that does a lot with legislation in the UK and in Europe.

In terms of motorsport WMC are affiliated to three regional associations of clubs; Scottish, North East and Cumbria and North West. That allows our members to take part in events run by all the clubs in those areas and very often in neighbouring associations. This gives members access to enter events in more than half the UK. We also get invitation to tours and shows run by various one make clubs in the area.

Inside the Industry

Paul Gilligan keeps us up to date

There's only one story in the Motor Industry this month, and perhaps for months to come:

VOLKSWAGEN EMISSIONS CRISIS

For those who've perhaps been in isolation for the past week:

What's Happened?

VW have been caught by the US Government Environmental Protection Agency cheating to ensure their cars passed official emission tests. How?

The cars were all fitted with a clever piece of software that detected when they were being tested rather than driven normally. All tests are carried out on rolling roads so the fact that the front wheels were doing 60mph and the backs were not moving was enough for the "brain" to say "I'm being tested" and switch the car to a "clean" mode. Performance drops significantly but so do emissions. So much so that the true nitrous oxide emissions are 40 times as high as the laboratory tests show. US officials couldn't understand why pollution levels in their cities weren't dropping when cars were getting "cleaner", so they started probing and now they know.

It's been common knowledge in the industry for years that official mpg figures are pretty meaningless because frankly the manufacturers cheat the testing process. Indeed my regular reader may recall me discussing this in the past. However this latest revelation is something entirely different.

What Don't We Know

We don't know how many VW and VW Group cars are involved. There are 482,000 in the US and VW have already told us that the World total may be as many as 11 million cars, but no confirmation yet. The big thing we don't know is whether VW are the only guilty party, or have others been cheating the tests also?

Frankly it would be almost incredible for others not to be guilty in part at least. Most manufacturers produce mainstream engines which offer very similar performance, economy, and emissions. All have good engineers, and to further their careers some of these move from one manufacturer to another. When they move they take ideas with them. If VW had this wonderful (as it must have seemed at the time) idea, it is most likely one of their engineers would have moved elsewhere and shared the secret with his new bosses.

If VW managed to report emissions 97.5% less than reality, and the others were all reporting similar emissions without cheating, then their engines are 40 times more efficient than VW's, sorry I can't buy that one. So I think there's a lot more to come out affecting other manufacturers. Rumours abound that BMW are less than squeaky clean, and I'm told on good authority that the BBC Watchdog programme was already working on exposing Peugeot Citroen for their conduct in emissions testing.

What Will All This Cost VW?

In simple terms a very great deal, maybe even the company. The US Government can fine them per car sold which is a maximum of \$18 BILLION. Then owners can sue for misrepresentation and loss of value of their cars. This could be massive. Ambulance chasing lawyers are already circling in the US and the UK and are unlikely to go away when they smell blood and fat fees.

The drop in the value of used VWs is an enormous part of the problem. In the US VW have instructed their dealers to stop selling used diesels as well as new. I did some approximate numbers last night and I reckon the UK car leasing companies could be facing a loss of at least £1 BILLION, and they will be looking to VW to pick up the tab. Dealers have been badly affected, one I spoke to the other day said his showroom had never been so busy, but sadly it was full of people cancelling orders. In the US VW are already providing financial support to dealers, and although this hasn't happened in the UK yet it can't be far away. VW dealers will face reduced profits for years to come, and if VW don't support them financially some will inevitably fail.

Even after all the fines have been paid, all the customers and dealers compensated, if VW can survive financially there is an even bigger problem, and that is the future of the brand, It's been enormously successful, now the World's biggest motor manufacturer, and one of the key strengths has been that VW have been perceived as very reliable, producing cars that people can trust. It's always been the safe bet, if you're not sure buy the Golf. It will be nice to drive, it won't let you down, and it will have a great second hand value when you come to sell it. Well they are still nice to drive and reliable but no longer trusted. Sales will slow and it will take years to rebuild the brand. Anyone remember Ratners? Of course a lot depends on how many other manufacturers are found to have been cheating. If most are guilty then that will actually help VW recover.

Is This The Death of Diesel Cars?

Diesels were already under attack because of emissions, with the Sunday Times having run a campaign against them for several months now. The VW scandal can only focus interest in this and provide ammunition for those opposed to diesels. Improvements in technology in recent years mean that the fuel consumption gap between petrol and diesel has closed significantly so a shift towards petrol power now seems inevitable. This is of particular concern to French manufacturers who are very reliant on diesels. 80% of cars sold in France are diesel compared to 50% here. Switzerland yesterday banned "temporarily" the sale on new Audi, Seat, Skoda, and VW cars in their country!

What Happens Next

To say this is a fast moving situation is a bit of an understatement. The VW boss has resigned, which must be a bitter pill for him having only got the top job 6 months ago. However a £44 million compensation package must be some consolation. Other senior executives are rumoured to be leaving soon. A new boss has been appointed promising to clean the whole thing up and rebuild the brand. Whatever vast sum he's paid he'll earn it in the next few years.

The rest depends a great deal on what else is uncovered, particularly involving other manufacturers. If many more are found guilty this can only speed the decline of diesel. At the same time it would only increase the crippling compensation the industry is forced to pay.

In conclusion (for the moment) I can only ask WHY? If the manufacturers knew that diesel was unhealthy why not switch their efforts to promoting and developing their petrol engine cars. They'd still have been selling a car, just one with a different engine in it. OK those very strong in diesel like VW and Peugeot/Citroen would have found this more difficult perhaps, but not as difficult as VW are finding things now.

Whatever happens I think there is a lot more to unfold about this story. To everyone who's asked me about it in the past week I've said simply "You ain't seen nothing yet!"

Paul Gilligan
pg@gvcontracts.co.uk

Bygones

Jokes about cars are a sold as the automobile itself. Early ones referred to the lack of a wheel or Morgans of the slowness of the Trojan for example. Post war there was "what time is it when two Fords pass each other?" - Tin past tin!

In more recent times Ladas and Skodas were the butt of many a joke. "What do you call a convertible Skoda?" - A skip. Etc

Now days there are no bad cars so the jokes tend to be about the drivers with BMW and Audi getting the brunt of them.

"The Pope recently declared a miracle - a BMW driver was seen using his indicators."

"The EU has recently insisted that all Audis are fitted with working indicators, previously they were an optional extra and most drivers preferred the option that caused the headlights to flash when speeds over 80mph were reach."



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

Our caravan is down a pretty narrow country road in darkest Yorkshire and the other week I came round a bend to be confronted by our local farmer's son approaching at some speed and well "crossed up" on a quad bike. Now there was never a problem, I tucked well in, he got it straight and that was it, but was it? I've since been watching said son on said quad bike and there's no number plate at either end, so should it even be on the public highway? I've looked at others as well, some registered, some not, I've even seen a miniature 4x4 pick up type vehicle called a JCB Workmax and that wasn't road registered either, so the question is if you're hit by the enthusiastic youth is there an insurance policy to claim against? Maybe members of the Club who belong to the farming community could enlighten me.

To change the subject, I was reading **Autosport** the other day looking at the report of the Italian Grand Prix and I couldn't help being struck by the double page spread of graphs, bar charts and times referring to all free practices, qualifying and lap by lap of the race. There are lists of who used which tyre for which laps and drivers all individually rated out of 10. It boggles the old mind! Anyway I got to thinking of how things have changed and the name Edgar Jessop appeared out of the deepest recesses of the grey matter.

Now for those of you who aren't over 50 and therefore weren't reading **Motoring News** in the 60's I'll explain. In those far off days you'd be ploughing through a perfectly sensible report of a race or rally and suddenly you'd come across a sentence similar to this. "Clark, leading into the parabolics had to take to the grass to avoid the slowing Edgar Jessop who was heading for the pits having blown the Fantuzzi engine on the Golightly special". The report then continued as normal and Jessop wouldn't appear again for several weeks or months. He'd sometimes be in rally reports setting fastest time on Stage 38 of an RAC Rally ahead of all the famous works drivers. Of course he didn't exist but had been around a long time and was originally dreamt up in the 1920's as a TT rider on the Isle of Man where he provided a comic aside for many years. It's reputed that the late Mike Hailwood even had a tankard engraved with Jessop's name and fictional results to hang over the bar of a popular bikers' pub on the Island.

You can look him up on the internet (spending too much time in Yorkshire) it's quite amusing. One thing's for sure though, it seems unlikely he'll appear in modern clinically written reports and I personally feel motorsport's all the worse for his demise.

Finally, I bought the 60th edition of Motoring News (note the proper name) it was OK but there was nothing recalling the greatest rally championship ever which the paper sponsored itself. Brilliant, flat out racing on the road in the dead of night. It couldn't continue, but recalling the quad bike lad we were insured, and the events ran at 30mph average, thanks to John Brown who invented the magic of Targa Timing. Oh, and by the way yes Edgar did occasionally take part.

Ends
AA

What's On

WMC events and other events of interest

October

4th	Sun	WMC	Kames Sprint
9-11th		MCC	Mull Rally
10/11		D&DMC	British Rallycross GP at Croft.
11th		WMC	Practice Autotest/work day at Maryport
17th	Sat	WMC	Cumbrian Canter
18th	Sun	WMC	Solway Historic Rally & Targa

November

5-8		HERO	Rally of the Test (Slaley,Dumfries,Darlington,Blackpool)
8th		WMC	Autotest at Maryport
28th	Sa	FDMC	Grizedale Stages

December

5-8		HERO	LE JOG
6th	Sun	MGC	Famous Christmas Cracker Run
28th	Tu	WMC	Festive Autotest

Visit the website for all the latest news

[Catch up on Face Book - Wigton Motor Club](#)

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

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