

Wigton Motor Club Ltd

Start Line

Issue: 12/15

www.wigtonmc.co.uk

December 2015

Charles and Ron have a successful run on a tough Rally of the Tests



Photo by Tony North

Motor Sport for All

Diary

Club events over the next month or so

Festive Autotest December 28th

At
Maryport

Festive food and Fun!

Regulations and entry forms on the website

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

There is no doubt that this year has been a good one for the club with an ever increasing membership and events getting full entries. There is certainly no need for any complacency as we need more people to get involved in running events. Motor sport in general does need lots of organisers, officials and marshals compared to many others sports.

Nationally and internationally I am not sure it was a good year for motorsport. Stage rallying in particular is under huge pressure from the Forestry Commission and the MSA has been involved in long and involved negotiations just to preserve the 30 or so events left - way less than the maximum number of 64 that were permitted in years gone by.

Internationally F1 has become too predictable and focused on engine power rather than chassis design or the skill of the drivers. We have the bizarre situation where Mercedes will not supply Red Bull with engines as they fear that their engine in an Adrian Newey designed chassis will be quicker than the works cars.

The World Rally Championship seems to have disappeared from the media despite having a decent turnout of good teams. Indeed recently someone in Keswick asked me if they still had the RAC Rally, which he and hundreds of others in the town used to go and watch in the local forests in years gone by. Certainly there was virtually no national media coverage of the Rally GB which is why people do not think it happens anymore. At the same time the manufacturers who do have works teams don't seem to do any rally related promotion or advertising any more. Add to that the VW scandal and the question mark over the VAG's large involvement in motorsport via VW, Audi, Porsche and Skoda, which may feel the brunt of cost saving measures once the fines and penalties kick in.

This issue contains the list of the club champions and award winners from this year's championships. We have a great night planned for you on January 30th for the awards Dinner and details of the guest speaker will be available later this year. Tickets are already going fast so do book yours with David Agnew to avoid disappointment.

The 2016 Championships kick off with the Festive Autotest on December 28th and a full list of the championships and events will be in the next issue. We've made a few tweaks to the rules to make them fairer and to ensure that anyone who organises an event is not disadvantaged.

GTF



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Classic Column

News from the Classic Scene

This month's classic question: The Cox GTM was produced in the late 60s and early 70s but what did GTM stand for?

The steady decline in church weddings has meant hard times for wedding cars hire companies with the price of older Silver Shadows, Daimlers and the like at rock bottom due to the lack of demand.

The NEC Classic Car Show got a record attendance this year over the three days despite clashing with Rally GB.

It is likely to become law that all mechanically propelled vehicles will have to be insured, whether or not they are used on the highway. This is EU legislation following an accident on Slovenia where a tractor knocked a farm worker off a ladder. Obviously aimed at farm machinery that do not go on the road but the legislation is all embracing and covers things like ride on lawn mowers and agricultural vehicles. However it will apply to motorsport cars not used on the highways and classic cars undergoing restoration. Both the MSA and the FBHVC are trying to prevent this EU law being applied in the UK. Watch this space!

Annual Awards Dinner

January 30th

At the
Skiddaw Hotel, Keswick

7.00 for 7.30

Guest Speaker

Presentation of the awards for the Club championships,

Gates Tyres Rally Awards

Brockbanks Solicitors Cross Border Speed Championship

Tickets £30 from David Agnew

01946 841455 DAVIDWAGNEW@aol.com

PG Tips

Ibottled entering the new (ha!) Skoda Felicia into the November autotest...actually we had a child's birthday party to attend but if I had been hell bent on auto testing I probably could have found a way. The Felicia is a reasonable looking car....1990s cheap hatchback with very little rust, no obvious dents and presentable alloy wheels. It starts every time and the engine, whilst not what anyone would call powerful, is willing. Inside it feels well screwed together and functional and has some creature comforts.....well.....a heater and central locking at any rate! Where things start to go downhill is when you drive it into a corner at any speed above walking pace. I suspect I may get sea sick when I do attempt a competitive event. The body rolls and pitches like a rowing boat in a storm and the front tyres understeer alarmingly. On closer inspection I found the front tyres to be that famous, well known brand – Roadhog! Yep...a real brand of tyre called Roadhog. I'm sure better tyres would at least address some of the under steer and new struts the extensive body roll....but I won't be buying them! What is amusing is that whilst it doesn't handle well....in fact it handles truly appallingly...it is able to spin its wheels at the drop of a hat (Roadhog tyres again). I suspect that at the festive auto test I will be able to hide my poor performance by making smoke to cover it!

If I just wanted the Felicia to get me to work every day it would do the job well and seems very frugal, although it does smell of dog....or rather it did until I hoovered it and used upholstery freshener on it...and it now smells like a dog wearing cheap deodorant!

Obviously on the Skoda owners sites there are various lovers of Felicias who congratulated me on my purchase/barter and told me what an excellent car they are. I then rather upset them by conducting a 0-60mph challenge (using an accelerometer device) against my Citigo. Felicia owners everywhere were convinced that the extra torque, similar weight and extra ccs would wipe the floor with my puny 1.0 Citigo Greentech. Sadly for them the Citigo pretty much matched its factory 12.5 sec 0-60 time whilst the Felicia fell a second short of its 13.5 factory 0-60 time. Clearly some of the horses from the old Felicia engine have been shot and turned into dog food! It's fair to say that the Citigo would run rings round the old Felicia on a handling course, in terms of MPG, performance in a straight line, comfort and pretty much everywhere, and that I guess is the march of time and technology. One area where the Felicia does have the Citigo whipped is boot space and it's suitability to take lots of rubbish to the council tip....so it does score at least one win. Look out for the old Felicia at Maryport...at the skips and at the festive autotest at Christmas.

Apparently it's going to be the coldest winter in a very long time, hard to believe now with the recent temperatures being so high for the time of year, but the predictions of ice and freezing temperatures prompted Trudy to tell me to sort out some winter tyres for the family car. This resulted in me perusing Ebay and coming across a full set of alloy wheels that had been refurbished and fitted with a good brand of winter tyres. Being an auction I picked them up for a song the only downside being their location in the midlands. I collect them next weekend and will fit them as soon as we get some real cold weather. Hopefully the new tyres will convert me to the mysterious world of winter grip. I can't quite get my head round how they are going to grip so much better than the current set of tyres that have plenty of life in them

Whilst doing all of this tyre investigation, I was asked by someone how tyre pressure monitors work and hadn't got a clue. The disappointing part for me was that I found out and in most cases they are a bit of a con! I know the odd French car has a different system, but by and large they work from the ABS sensor which monitors the speed of rotation of the wheel. When your tyre deflates, the wheel has to turn more quickly to compensate for the decrease in circumference and sets off the warning light. In other words they don't monitor the tyre pressure at all! I feel conned. With modern super low profile tyres they aren't even that accurate either (not in my experience anyway) – Trudy's tyre got down to about 10 PSI before the warning came on. If it was a real monitor as seen in some Peugeots and Citroens it would go off before things got that dire.....but being French it would probably also go off randomly for no reason once it was 3 years old!

Finally for this edition's ramblings, Formula 1...is anyone still watching it? It doesn't seem to matter what they've done in recent years to make the racing closer, one manufacturer has always dominated and you end up with a 2 horse race between the team drivers in the strongest car. In the last couple of years it has been Mercedes before that it was Red Bull. The new eco friendly (cough) engine and electric motor set up was supposed to usher in the dawn of a new era, and whilst I'm pleased for Lewis Hamilton, the sport itself has not become massively more exciting, give or take the odd race....and the fantastic sound track has long gone. I don't know what the solution is, but there must be one.

Peter

2016 MEMBERSHIP RECRUITMENT **DRIVE**

The Club currently has around 900 members, and membership has grown significantly over the last few years. This is a considerable achievement when motor club memberships are generally falling, and several one thriving clubs simply no longer exist. We want to keep growing, and the Committee have agreed to target growth to **1000 MEMBERS** in 2016. With a nod to that fabulous Italian road race we're calling it:

MILLE MEMBRO

To gain all these new members we need YOUR help. We'd like as many of you as possible to recruit a new member. We're not just asking a favour. If you do bring a new member on board your get **FREE MEMBERSHIP FOR 2016!**

You'll see that the Membership Renewal Form has a box for you to tick if you are enclosing with your renewal form an application from a new member. Please send the two together to ensure you get your free year.

We all know friends and family who have an interest in the sport but who perhaps aren't currently members. Please take a few minutes to think about who you know who might be interested, and have a word. A bigger club will be a better club with more and bigger events for us all to enjoy. Thanks in advance for your help.

Po'Boy Tours

My son Alex and I were exhibiting at a classic car show last weekend at Alexandra Palace, opposite yet another company that offers “5 Star Adventure Drives” for owners of top end sports cars, such as Ferrari’s, Astons etc. After enthusing to them about what an amazing country Morocco is for adventure drives, the company asked if we could get involved in helping to organize one of their trips, with Morocco as a new destination. Then I started thinking back on all the adventure drives we’ve done.

It all started back in 2003, when I saw an advert in a national newspaper by the late, great Phillip Young, for a rally from London to Dakar. When I was in my early 20’s, I had dreamed of entering the Dakar on a bike, so leaped at this opportunity. The £5000 entry fee covered costs for my American friend Jeff and me: ferries, decent hotels and food, visas, medical and mechanical back up – everything except lunches, fuel and repatriating the car and ourselves after the rally. The 21 day adventure comprised a 3 day dash through Europe to southern Spain; 10 days in Morocco, then the rest through the Spanish Sahara, Mauritania and into Senegal. Organisation was fantastic, the routes amazing, and great special stages in the simply stunning mountains and desert of Morocco. I fell in love with Morocco, with the friendliness of the people, the scenery, the food and smells (except when getting stuck in a village’s open cesspit, when the whole village pulled us out by rope) and the culture. Great value for money for a real adventure.

The next trip was in 2005, with Alex. He was 19, just about to go to University, and a reasonable trip from Buenos Aires, across to Bolivia and along the spine of the Andes to Ecuador came up at the right time. It was a 30 day trip, but was marginally less adventurous, slightly softer – and considerably more expensive. It was at this time that you started to see many “adventure rallies” spring up, a lot of them basically organized trips on Europe’s tame roads, in company with others, as a very soft car tour. Prices started going up, the adventure taken out more and more. Phillip Young was concentrating on the really wealthy, focusing on the Peking – Paris rally, with car preparation often costing well over £50 000, and with more and more lavish hotels and entertainment. Most of these soft rallies had now become out of reach to everyman.

So, what next...in 2009, after leaving University, and before starting with M-Sport, Alex suggested we do the Mongol Rally together, a banger rally from London to Ulaan Bataar, in Mongolia. No specified routes, just a start point and a finish point, and a cheap car. Our rally weapon of choice was a £600 Proton; we changed the cam belt, added headlamp and radiator protectors – and that was just about it. If we did it again, a sump guard would have been top of the list.

It took just 11 days of hard driving to cover the 8000 miles to Mongolia, via Ukraine (the most miserable place in the Universe); through Russia, with a detour via Volgograd (the old Stalingrad) along the Kazakhstan border, through Siberia to the Mongol border; a day stuck in no mans land between Mongolia and Russia; then 4 days across the Gobi desert, navigating by GPS only to cover just the last 300 miles (we took the soft route – the northern mountain route was bandit country). What an amazing adventure and memories; the Russian guard at the border, pretending to shoot us and making James Bond jokes; the undercover KGB officer showing us his gun collection in a motel car park; sleeping in the car in the desert; almost setting a yurt on fire; the Russian cops demanding a 300 Euro ransom; finding a Starbucks in the middle of nowhere in Siberia; splitting the roof of the car when we hit the bottom of a dried out river bed too hard – and finishing first. We had been trailing a lunatic lone Scotsman in his Nissan for days, but his car expired just 50 miles short of the finish. Shame. Total cost for this adventure (including the car) about £4000. The car was sold for charity for \$2000 in Mongolia.

That was the last big trip we’ve had the chance to do. But we’ve done some fantastic po’boy tours of our own. Christine and I often fly to Fes in Morocco from Stansted for £60 return, hire a car (£80/week) and explore the Atlas, the Riff or drive down to the Sahara – only about 10 hours south of Fes. Good riads at about £25/night, petrol at 60p/litre, local barbeque lamb lunches for £3, excellent wine and stunning scenery. Two years ago, we did a 10 day trip around Iceland - £65 return

flight, stayed in farms, drove through unbelievable scenery – lava deserts, volcanoes, hot springs, enjoyed a day's whale watching, all in a little Hyundai i20 at £140/week – so enjoyable that we're planning to go it again, but the other way around this time. But only after another trip to Morocco in the Spring.

This then brings me full circle. The tour company that asked us to help organise their group adventure tour suggested a cost to their customers – about £1000 a day – to cover luxury hotels, entertainment, no competitive driving, sticking to main roads, and being completely and utterly cocooned from the real country and its people. I'm not sure that I'd fit in too well; but an all expenses paid trip like that...mmmmm. Worth thinking about.

It got me thinking though about the next big trip. The other night I was watching a weird film about some one who walked across Australia with a couple of camels, and I remembered another adolescent ambition – crossing Oz by bike. Maybe 2017? In a Hyundai i20? Certainly a Po'Boy Tour though.

Mike Thornton

Chateau Impney Speed Hillclimb 2016

The 2016 Chateau Impney Hillclimb dates have been announced 9/10 July 2016. A 25% reduction on ticket prices is available. There are pictures of every car in last year's event and lots of interesting information so check their website.

The 2016 event promises to be even better, drivers are clamoring to be invited so the best, most iconic cars of the periods up to the 1960s will be fighting it out again for class and overall honours. If you go to "2015 event" – "Gallery" you can see each car in action. Full results including practice times for each car can be downloaded too.

Visit [www. Chateau Impney Hillclimb.co.uk](http://www.Chateau Impney Hillclimb.co.uk)

Keith Thomas

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.

Paul & Viv Tyson	– Wiggonby
Fraser Longhorn & Shauna Mullin	– Castle Douglas
Chris Ellen	– Dunbartonshire

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.

Those were the days.....

I was supposed to be writing an article on the last Maryport autotest of the season but due to a hideous cold had to bail out of competing. The husband breezed off without his bait so I decided to turn up anyway, in case he starved to death, and to lend a bit of vocal support if nothing else. And, of course, it being the Iveson family autotest, there was an odds on chance of Mandy's chocolate cake making an appearance.

Crikey – what a miserable day – as much water coming from the ground up as coming from the sky down – no need for a broolly, then. I hung around long enough to be presented with the considerable delights of Mr Hunter's and Mr Moffat's new haircuts, the consumption of the aforementioned cake followed by half an hour in the warm damp confines of Graeme's car putting the world to rights. And then I caved in and went home to a nice warm fire and Classic and Sports Car magazine.....

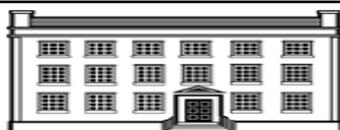
HOW much? You have GOT to be kidding... for a 1968 Fiat 500? FOURTEEN GRAND! I was speechless – it had been my first car. Two cylinders, air cooled, no synchro on ANY gear but it could do 60 downhill with the wind behind it. And it had a sun roof. And it was held together with duct tape.....

Well - I was off on a trip down memory lane with a vengeance.

I passed my test when I was 18 in the late 60's and immediately drove through Newcastle in the rush hour with my pink "pass" slip sellotaped to the windscreen – I thought I was the dog's doodahs. I borrowed my brother's Mini one day – almond green with a black and white number 13 painted on both sides, fur covered dashboard, steering wheel the size of a tea plate, the inevitable straight through exhaust, no discernible suspension and, goes without saying, maximum width wheel spacers and spats. Of course I was speeding, and, yes, of course, I got stopped by the cops. The nice policeman stuck his head in the window and said "What do you think this is? Queen Boadicea's chariot?" It was a really windy day and, at that point, the wind blew his cap off into the middle of the road and a passing car ran over it and reduced it to a wafer. I was helpless laughing but got off with a caution. Due, in no small part, I suspect, to being young and good looking. The next time I got stopped for speeding I got fined for doing 34 in a 30mph limitbut by then I was 53 and the copper was about 12. Mind, I DID ask him if his head went all the way to the top of his helmet which probably didn't do me any favours.....

There was an occasion when I thought I would help my parents dispose of a 1940's utility sideboard, made of recycled matchboxes, on the roof rack of my Ford 105E Anglia – the one with the sloping back window. Of course the roof rack was supposedly a quality item – the best that Halford's could sell but still clearly unfit for purpose. It buckled alarmingly as soon as the sideboard was installed so we tied it down quickly and I set off for the tip thinking time was of the essence. It was. I pulled away from a roundabout just as the roof rack lost its tenuous grip on the guttering. It slid backwards off the car with a glancing blow to both rear wings flattening them considerably before the sideboard landed on the road and exploded into a mountain of matchsticks. Right in front of a bus shelter full of people who could be seen clutching themselves as if they had been shot. So, naturally, I did what any self-respecting 21 year old would do - I drove off and left it. Didn't even make the headlines of the Shields Gazette.

And then there was the elderly Ford Granada, affectionately known as Granda. Never knew which electrical fault would manifest itself next – or when. Like the time we drove through the Tyne Tunnel in the days when there were still human beings manning the toll booths. Pulled up as close as possible to the kiosk to avoid getting my arm wet – it was chucking it down - pressed the electric window switch and – nothing. Pressed it again a million times – still nothing. Tried to get out – not enough room to open the door. Chap behind was on my back bumper so couldn't reverse up. Awkward..... I ended up having



**Brockbanks
Solicitors**

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

to pay the toll fee through the miraculously open inch of the rear offside window – much to the obvious enjoyment of the cashier. Still, I managed to save the day by driving off and hitting the pedestrian refuge with some force just to make absolutely sure everyone in the massive queue behind me was left in no doubt that I was a woman driverit WAS the seventies, after all.

And I've never looked back – there's more where this came from – watch this space!

Cheers!

Marian Sloan (aka Maz)

Photos for the VSCC Lakeland Trial



Photos by Keith Thomas



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

How times change. Charles and I have just returned from our 11th Rally of the Tests together and our XK150 was the only Jaguar in the entry out of 40 period pre '62 cars, and 30 post 62 cars. Fourteen years ago on the first running of the Tests there were twelve Jaguars competing out of 103 pre '62 period cars on which occasion I was with Tony Payne in his 1959 3.4 Mk 1 saloon. In 2001 there were also 7 pre war type cars – this year none. As the numbers of pre '62 cars diminished over the intervening years the organisers allowed a relaxing of the rules enabling later cars to participate but only to be eligible for class awards and this year there were about 30 cars in this category. The Tests is the toughest, most challenging Classic Road Rally in the UK today run over four days and perhaps now is the time for some adjustment in the format to attract the older cars back. I am not a doctor ready to hand out a prescription for this but it would be nice to turn the clock back a little.

Over the years on the 'Tests' we have accumulated 6 class wins, a highest finish of 3rd place, 6 top ten places and 3 retirements, quite pleasing but that overall win has proved elusive. For my part having competed in all 14 'Tests' this year's will be my last as my night vision is no longer up to the job and there are about ten hours of the event in darkness. After a full rebuild the XK150 will reappear next year and Charles will continue with future Tests and I will do the odd daytime rallies just to keep in touch.

This year's 'Tests' was held on local territory in the North of England and the South of Scotland with the start at Slaley Hall, overnight stays at Dumfries and Darlington and the finish at Blackpool. Among the test and control locations visited were Keilder Forest, Bowhill Estate, Castle O'er Forest, Dundrennan Army ranges, Warcop ranges, Newcastleton Forest, Bewcastle, Tan Hill, Catterick Camp and Weeton Barracks – all great demanding venues. Northern navigators featured strongly in the results with Ian Tullie partnering Howard Warren to an overall win in the Porsche 356 - a great performance. Second overall navigator was Mathew Volkes who, although being a Cheshire lad lives in Whitehaven, partnered Neil Wilson in another Porsche 356. Third overall navigator was Martyn Taylor, from the South Lakes, sitting in with David Morgan in the Volvo 123GT and fourth Ali Proctor from Newcastle navigating Paul Wignall from Wensleydale in the Alfa Giulietta – always a driver/ car combination which does well on the Tests. Further northern navigators continue down the finish classification with Bob Hargreaves navigating Irishman Noel Kelly to 7th then us in 8th. Bob and Susan McClean from Furness in the Anglia won their class and finished 15th overall. There are lots of good navigators oop north and if you ever want to measure yourself against the best in Historic Road Rallying, enter the Tests.

The Gallop. Looking forward to the Spring we have the ninth running of 'The Gallop' in early May exploring the delights of the Derbyshire Peak District with some great roads and venues. As I write this we have 22 entries and hotel rooms reserved out of our maximum of 30. Although it is over five months away I feel we will have a full entry by the year end, so don't delay – enter now.

Thank you. I feel the club has moved forward significantly over the past year or so with some new younger energetic organisers, good team work and creative thinkers and it looks as though there is still more to come from our think tank. A big thank you to all those who do the hard work and make our club the great success it is.

A **Happy Christmas** to all and we shall see you at Maryport on the 28th.
Ron.



Gates Tyres Northern Historic Rally Awards

A full list of the awards winners is contained in this issue and we really look forward to seeing all the recipients at the Awards Dinner.

Mike Garstang has done a great job in running the series this year and he is keen to hear your views. Mike will be updating the Awards "Regulations" in the next couple of weeks so if you have any comments on the current format please let Mike know as soon as possible (garstang1948@gmail.com).

Hopefully we will have a couple of new events in the series in 2016 and some changes to the regulations that ensure anyone who runs an event does not miss out.



GATES Auto Services
more than **TYRES**

The advertisement features the Gates Tyres logo on the left, which includes a stylized 'GT' inside a tire. To the right, there are images of a car wheel, two tires, a dual exhaust pipe, and a toolbox.

Does your trip measure up?

As more of us enter pub runs and tours in our classics a few words are perhaps timely on the accuracy of the trips in the speedometers of our cars. As an organiser I consider it vital to give entrants accurate information to make route finding as straightforward as possible. None of our current social events are intended to have any trickery as part of the mileage measurements. When setting the route the starting point for the organiser is to get the interim distances between instructions correct and to do that I use a Brantz International 1 Rallymeter – to give its full title. When it is accurately calibrated (very simple to do) the readout gives distances to 1/100 of a mile (17.6 yards/16 metres) and these are generally rounded to 1/10 mile (176 yards/ 162 metres) for the distances in the route instructions. Unfortunately our classic car mileage trips generally give only an approximate guide on distances and readouts can vary wildly from reality making it all quite difficult.

On your local patch over the years it is possible to guess which junction will be correct and with some sign post (where there is one) to confirm the junction it can be clear. On the other hand if you are on unfamiliar territory with no sign post on the next junction it can all go wrong if your speedo trip is inaccurate or doesn't work at all. This is where a Tripmeter can be invaluable. The majority of historic road rallyists – and possibly stage crews – use a Brantz Rallymeter with a single readout – the International 1 - or most popular is the one with two displays the International 2 Pro. The latter is especially important if you intend to move on to road rallying in the future. Spend some time on the www.brantz.co.uk website and you will get the information you require.

There are adaptors available to suit all ages and types of car and mine is used on the XK, the MX5 and Kuga for route planning. Calibration can be simply done with great accuracy by using the kilometre posts on the motorways at a quiet time when our friends are not on observation duties. I'll be happy to help or provide guidance to make the right choice. As an alternative Ebay can be a useful source of pre-owned meters from time to time. There are other trip meters on the market but my knowledge of these is limited. The instruments are very light and can easily be mounted on the dash with Velcro fasteners.

Members of a certain age will be aware of the Halda Twinmaster or Speedpilot for classic rallying. These are a nice piece of decoration for your car's dashboard – like old style stopwatches and eight day clocks but the Halda is not easy to calibrate and are expensive to buy and repair and much inferior to a modern Brantz in operation.

As it's almost Christmas, now is a good time to buy your dearly beloved (car or crew!) a trip meter and it can save sharp words or worse on an event or tour in some strange territory.

Ron

HAGERTY
CLASSIC CAR INSURANCE

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

Champions All!

The following members will receive their awards at the awards night on January 30th

Club Champions

Club Champion	Chris Hunter
Ladies Champion	Angela Jones
Autotest Champion	Stephen Dixon
External Champions	Charles Graves
Enthusiast of the Year	TBA
Newcomer of the Year	James Wiggins
Stage Rally Champions	Rob Iveson
Marshals Champion	

Gates Tyres Historic Rally Awards

1 st Driver	John Bertram
2 nd Driver	Colin Rose
3 rd Driver	John Sloan
1 st Navigator	Bob Shearer
2 nd Navigator	Marion Sloan
3 rd Navigator	Andrew Fish

	Drivers	Navigator
1st H1	Mike Dent	Mark Gilmour
1 st H2	David Agnew	Alan Jackson
2 nd H2	Charles Graves	Ron Palmer
1 st P1	Brian Hodgson	
2 nd P1	Tot Dixon	
1 st P2	David Marsden	Mike Garstang
1 st C1	Brian Bradley	
1st C2	Ray Jude	Ben Jude
1 st T1	Andrew Graham	Mike Holmes
2 nd T1	Chris Hunter	Sally Winters

WMC Brockbanks Solicitors Cross Border Speed Championship

The list of award winners is awaited.

Rally of the Tests

Photos from Eastgate



Volvo 122S Noel Kelly and navigator Bob Hargreaves who is a regular on Berwick events.



Alfa Romeo Giulia Sprint of Jayne Wignall / Peter Rushforth



Peter & Dougie Humphrey trying hard in their Volvo PV544



Paul Bloxridge / Les McGuffog Porsche 911 Carrera 2.7



Dilwyn Rees / Tony Newman Austin Healey 3000 Mk3



Brian and Janette Dwelly Morris Minor 1000 – running strongly in the middle of the field.

Where will you see three in a row like this ?

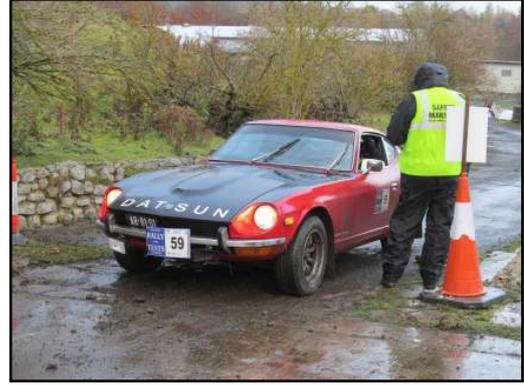
Rodger Vickers / Rachel Wakefield Austin Healey 3000 Mk11A BJ7

Peter Naaktgeboren / Bart den Hartog RS1600

Sybren van der Goot / Jaap Jongman Datsun 240Z



Roy Gillingham/David Taylor Ford Zephyr 6 Mk2



Sybre van der Goot / Jaap Jongman Datsun 240Z



Ronald Hof / Maurice Mulder A well travelled Volvo Amazon

Postscript: email received after I got home

Hi Stuart

Just thought I would let you know the latest news.- I have just returned home from an emergency call out with Stanhope Fire and Rescue. (I'm one of the retained crew). We were called to Westgate ford to rescue a Volvo Amazon car number 51 I think? They were stuck in the middle of the ford but were more concerned to save the car rather than them-

selves. The situation ended up with the car wedged against the bank secured with a line and the two Dutch drivers rescued and well but a little agitated.

Cheers

Mike

Report and photos by Stuart Bankier

Annual Awards Evening

It would be greatly appreciated if anyone who has one of the main awards could return them to me before Christmas please for engraving.

Thanks

Graeme

Rally Torque

News from Road & Stage

British stage rallying is in a very difficult place at the moment. The Forestry Commission have imposed very stringent rules regarding safety which greatly damage events and make the running and organisation of stage rallies even more difficult and costly. This has had two outcomes, one is that organisers decide that being a volunteer organiser is not longer fun and generally too much stress and don't want to do it anymore. Given that most organisers have many years of experience there are few, if any, people willing to step into their shoes.

Already the team behind the McRae Stages have decided enough is enough and the Mull Rally is also looking for a new Clerk of Course. For many clubs running one major event takes over the club to the extent that they do nothing else and thus end up with very few members.

The second issue is the cost of the events. As costs rise and all the additional safety items are adding in the total cost has to be shared by the competitors. The organisers have work out a break even figure based on the number of crews taking part. Sadly some events this year have failed to reach that figure, which in many cases is based on about a 100 car entry. In at least one case the sponsor picked up the bill but making a loss is unsustainable for a voluntary club where running a major event can have a turnover equal to the annual turnover of a small business.

If competitors increase entry fees they risk getting fewer entries so they are in a real quandary. At the same time it looks as if the overall pool of competitors is steadily declining. The lifting of seats, belts, helmets and now HANS add to the costs, particularly for those who do very few events a year, something the MSA seem to totally ignore.

Historic car owners are incensed because organisers are no longer to run the older cars first. With stages getting well cut up by the modern 4x4 cars, those with older historics are just not prepared to punish their cars by running after 100 other cars on tracks with deep ruts - hence even fewer entries.

2016 will see the return of the British Rally Championship run in-house by the MSA and with an all embracing format. Of course this year it did not run after some poorly supported years and of course in recent years we have also lost the national (ANCRO) championship leaving only the BTRDA series which has survived very well. Whether the BRC will take away the top WRC and similar cars from the BTRDA remains to be seen but there are those average drivers with big wallets who prefer to be big fish in a small pool! Time will tell!



Paul Benn/Richard Cook at an unfortunately short rally on the national section of Rally GB

Autojumble

Buy, Sell, Exchange, Give!

Free to members

2003 Ford Focus ST170 2.0. Black only 17k miles. Mot until September 2016. \$1490. Ring John Corless on 01768 862242 ono
Free 158 MG Owners Club magazines
Free 200 plus TVR Club mags
Ring John Corless on 01768 862242 ono

Silkolene 20/50 oil for classics. 5 litres for £15.00. 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.

Organisers 2016

We are completing the plan of events for 2016. This is largely similar to 2016 but also we plan to run two smaller historic/targa rallies at a single venue. These would be purely for members only. Some our experienced organisers are happy to oversee these events if we get volunteers to run them and learn the ropes (or perhaps cones?). Our new scoring system of all the Club championships will reward organisers with extra points over and above their other scores.

We've always had a good response for the autotests and pub runs but we welcome more new blood so to speak to spread the load and get new ideas.

We wish to appoint a chief marshal for the Solway Rally next October.

If you would like to run an event, help run an event or know more about what is involved please contact any committee member.

We hope to run some interesting club nights this winter, more news in the next issue and there will be exciting news for speed and stage competitors!

Venues for club nights are often difficult to find these days as pubs close and others become dining areas. We'd like to find a suitable place for meetings nearer, or in, Carlisle if anyone has any idea?



Membership Renewals

Membership renewals will be going out to the 2015 members in the next week. As Paul has explained else where in this issue we now have a variety of ways to pay your annual fees. Of course if you insure with Hagerty then your membership is paid for you.

To encourage you to renew before the end of December we are again able to offer two free memberships based on if Jaime receives your form in that time your name will go in the hat and for two lucky people their payment will be cancelled.

As Paul has explained there is also the ability to get free membership if you enrol a new member using the form on the website.



**Some extra photos from the
Cumbrian Canter**



Inside the Industry

Paul Gilligan keeps us up to date

VW Saga Rumbles On – And On

Seems I might be using this for my opening paragraph for the foreseeable future? We've now found that both the 3.0 V6 Diesel used by Audi and (whisper it!) Porsche was also set up to cheat emissions tests, and now that some petrol engines used by VW, Audi, SEAT, and Skoda are also dishonest. The latter affects CO2 emissions as well as Nitrous Oxide. This is very serious because in the UK at least Road Tax and the extra Income Tax people pay for the privilege of being provided with a company car are both based on CO2 emission levels.

This means that until recently VW were known to be "only" cheating emissions regulators. Now it seems that they may have been cheating HMRC out of taxes payable. Not a trivial matter! HMRC have said they won't go back to individuals or fleet owners for taxes owing in the past, as these people are of course entirely innocent, however they have not said they will not raise the relevant taxes in the future once the "true" CO2 emissions have been established.

That means that people both company and private who bought on the basis that the Road Tax was a certain figure may find themselves paying more every year than expected for the rest of their ownership of the car. Company car drivers who expected an income tax cost of say £75 a month for a Golf (double if they earn enough to pay 40% tax) may now find they have to pay as much as double those figures every month.

All of these people and companies will reasonably expect the ones whom lied to them and misled them (VW) to pay the bills, and VW have indicated that they will. In addition a UK Government Minister has recently stated that he believes VW should pay every buyer "at least" £500 for loss of the value of their car. I think the figure should be much higher, and I know the leasing companies who own well over 500,000 affected cars think so also.

VW are facing some enormous bills, and I'm just talking about the UK. Worldwide, particularly in the US these debts could be much higher.

The Emissions Net Widens

One of the surprises to me of the VW affair has been that no other manufacturer has yet been implicated. My regular reader might remember that when I first reported on this sad affair I said I could not believe that others were not also cheating the system. Most manufacturers were reporting very similar performance, economy and emissions to equivalent VW engines, so if VW were cheating how were the others clever enough to get the same outputs without? Ford have been particularly vociferous in stressing their innocence with the Chairman of Ford of Europe writing to all their dealers to say so. Vauxhall has said they have not used "defeat devices" perhaps not quite the same thing?

The German regulator KBA (Kraftfahrt-Bundesmat if you must know) has recently announced that they are investigating 50 different car models from European and Far East manufacturers.

These are models KBA say selected because of the volume of their sales in Germany, and because of "verified third party hints about conspicuous pollutant emissions". Step forward the whistle blower! KBA say that "Based on raw data partly increased nitric oxide levels in different driving and environmental conditions have been identified so far" Full data will only be released when results have been fully evaluated and are "legally robust". Seems to me some top industry execs might be getting an unwanted Christmas present?

You Wouldn't Want To Be a VW Salesman

All this has had a severe impact on sales of pretty well all VW Group products new and used. So the sales people and their Sales Managers and above are pretty demoralised. They are the ones facing unhappy cus

tomers, they are the ones not earning the commissions and bonuses they expected. And Christmas is coming. They now have to ask the buyer of any new or used VW Group cars to sign a letter saying that “the emission and fuel consumption figures are provisional” and are currently under review. Revised values will be published in the future if necessary.”

Sort of like saying “Are you REALLY sure you want to buy this car?”

Vauxhall On Fire

No not in terms of sales, but doing OK and hoping as I said last month to profit from VW’s woes with the new Astra range. The bad news is that more than 130 of their Zafira models have caught fire in the UK for reasons so far unexplained. This problem was first mentioned a while ago, but Vauxhall insisted there wasn’t actually a problem at all. You would have thought that after the VW scandal any manufacturer would move quickly to sort this type of problem rather than deny it, but it seems not so.

Zafira owners were forced to launch a Facebook group before Vauxhall caved in and agreed to recall more than 200,000 Zafiras. Clearly an expensive exercise, but why take the reputation damage as well due to delaying the inevitable decision to recall the cars? Add Zafira to the list of VW Group cars currently not easy to sell.

Driverless & No Internal Combustion Engines Coming Soon?

It may well be that we are on the edge of a total revolution of the car industry and motoring as we know it.

Firstly scientists at Cambridge University have made a breakthrough in the development of rechargeable super-batteries. They say this is 10 years from practical use, but with necessity being always the mother of invention I would suggest much sooner. The necessity being the need to meet global emission targets.

These new batteries will dramatically increase the range of electric cars, the problem that has made them pretty well useless so far (Tesla apart).

Meanwhile development of hydrogen cars continues and I think we will see a lot more of these soon. All of this brings enormous threats to the established motor manufacturers who have zillions invested in making petrol and diesel engines and cars that require a driver. Google & Apple are looking at the industry with a clean sheet of paper and no investment in enormous facilities to make what might soon be outmoded products.

As far as driverless cars are concerned this gets ever nearer, and I stick to my forecast that they will arrive much more quickly than most expect. Toyota (now back to being the World’s largest car manufacturer after VW briefly led them before dropping back in a cloud of exhaust smoke) have just announced an investment of a mere \$1BN in a new research facility in Silicon Valley in California. Ford and Mercedes already have similar facilities in the same region. And of course both Google and Apple operate in the same area, and all are looking to recruit the best engineers to lead the field. Toyota will also open a facility next door to the Massachusetts Institute of Technology just outside Boston, where the second largest collection of engineering talent in the US are based.

\$1BN is not small change even to Toyota, they are not doing this for fun.

My good friend, living legend and all time hero Stuart Turner (I’m looking for Christmas Cards this year) recently asked me to write an article for “The Marshal” on driverless cars and he particularly asked if I thought they would ever race. Clearly nobody else would write it for nothing.

My view is definitely yes. Firstly because racing “Improves The Breed”. There are a few of us left who know that disc brakes we introduced years before they would have been because of the furious development programme carried out by Jaguar so they could win Le Mans with the help of this then new technology. Similarly fuel injection, ABS and lots more.

So if the technology of driverless cars is to advance rapidly racing them will only help. The other reason is sales. There will be lots of driverless cars, and customers will need to choose which one they buy. Another old saying “Win On Sunday, Sell On Monday”. So the manufacturer who can prove his driverless car can beat the others will be making an important point. Of course the po

dium interviews will be less (or perhaps more) interesting than currently. Software enhancements will be needed before the car can spray champagne, meanwhile someone will have to drink it, how sad. Redundancies will result amongst journalists who will no longer be paid to speculate as to whether Lewis was suffering from PMT (sorry ladies), or Nico had a headache. And what is the MSA Steward to do when it is alleged that Driverless A was too aggressive in “it’s” attempt to overtake Driverless B?

Paul Gilligan
pg@gvcontracts.co.uk

Solway Updates



The Solway got a great deal of publicity this year and lot of views on Face Book. The next issue of MG Enthusiast will see an excellent five page feature on the event courtesy of editor Simon Goldsworthy who brought his MG B up to do the event with Edwin Cook.

Tony North photos



We are very keen to get sponsorship for the Solway and our other events. We can guarantee lots of publicity so if you know of any likely sponsors please put them in touch.



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

So there we are Lewis wins his third world title and the first thing that happens is the media start pontificating if this latest achievement makes him a “great” or not. They immediately start spouting forth with endless statistics in an attempt to prove their point, well you can't it's meaningless!

The lad did all that could be expected of him, he beat his team-mate and since they had the best car the title was basically a bonus of that single fact. In other words, best driver in best car usually means champion, or so you'd expect, but even then the waters get muddied when you consider the goings-on of 1958.

This was the season when Vanwall won the newly instigated constructors' championship and yet the champion driver was Mike Hawthorn in a Ferrari, so you'd expect from those facts the “Farnham Flyer” would be a considered a great as he won without the best car, he therefore must have been the best driver that year, a fantastic achievement, problem solved! Well not quite, because Stirling Moss finished second and you'd need to be pretty brave to argue that Hawthorn was a superior driver. You'd be in a minority of one.

1966 and 67 proved that the championship could be won by having an average, under-powered car, that claimed success because of reliability. Brabham and Hulme used the production derived Repco V8 to overcome the pure racing engines of the time. These were either new and under-developed or over-stressed stretched old 1500's and were unreliable. In either case they were not suitable for the new 3 litre formula and this led to two seasons being won by employing the KISS theory (keep it simple stupid).

Finally take 1978. Andretti wins in the Lotus, “super Swede” dies in a crash at Monza but even if he'd survived he'd have been second as that was a part of the contract he'd signed. History would point to the fact that the Lotus was the best car and Andretti won so he was the best driver but most of those around at the time would disagree with that assumption.

So there you are, well done Lewis you're champion and really that's all you can say the whole argument about “greats” would appear to be pretty meaningless. Let's face it you can always argue your favourite is the greatest, so obviously that means JC rules!

I hear that Red Bull are in the process of having a reconciliation with Renault, having spent the majority of last season complaining bitterly about the quality of the engine they'd been lumbered with. They seemed to assume that Mercedes or Ferrari would be happy to supply them but must have got a bit of a shock when they were turned away. Suddenly of course when you're left with the choice of Honda or Renault then the French motor looks a lot more business-like than it did throughout last season. I wonder if Deitrich Christian and Helmut had to stand in the naughty corner of the Renault board-room and agree to part with lots more Euros than they might otherwise have had to.

That's it for 2015 happy Christmas to my reader and wishing him/her a successful season next year.

Ends

AA

What's On

WMC events and other events of interest

December

5-8		HERO	LE JOG
6th	Sun	MGC	Famous Christmas Cracker Run
28th	Tu	WMC	Festive Autotest (Regs on the website)

January 2016

24th	Sun	WMC	Winter Autotests
30th	Sa	WMC	Annual Awards Dinner

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

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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