

Wigton Motor Club Ltd

Start Line

Issue: 08/16

www.wigtonmc.co.uk

August 2016

Superb Lake District Classic



Three reports in this issue!

Supporting Hospice at Home and C.H.U.F

Diary

Club events over the next month or so

August Pub Run

Meet at 6.45 for a 7.00pm start on Wednesday 3rd August

lay-by adjacent to Egremont cemetery (Grid Ref NY008115).

Entries Contact email is dwandpnic@btinternet.com.

Food at the end is £5.50 per head

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	jimoneill023027@gmail.com
Sec/Editor	Graeme Forrester	01900 825642	gtfmg@yahoo.co.uk
Treasurer	Susan Eastwood	01697 323693	sweezyeast@gmail.com
Membership Sec	Maggy Bateman	016973 49919	wmcmemsub@outlook.com
Social Sec.:	Marian Sloan	01900 85833	mazsloan1@outlook.com
Child Protect.	Alan Jackson	01900 828428	bigwalk1@gmail.com
Equipment Officer	Graeme Mactavish	016973 44542	gmaact123@gmail.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
Paul Eastwood	01697 323693	paul.eastwood@carrsgroup.com
John Sloan	01900 85833	johnsloan02@outlook.com
Ron Palmer	01228 575153	ronpalmer777@hotmail.com
David Agnew	01946 841455	DAVIDWAGNEW@aol.com
Geoff Bateman	016973 49919	geoffbateman@hotmail.com

Talking Point

Topical comment from the world of motoring

Keith Thomas has done a full report on the Shelsley Classic in this issue and it is perhaps my favourite event of the year as it grows in popularity. This year saw 11,000 tickets being sold in advance alone and the warm weather brought out even more on the day. The whole atmosphere makes the event and yet it is completely unpretentious compared to the likes of Goodwood, the Silverstone Classic and the assorted “classic” rallies where these events have been taken over by a completely different type of enthusiast who invariably have millions to spend and only wish to do the “must be seen at” events.

In comparison Shelsley and the likes of Prescott and Bo’ness you find the competitors have often owned their cars for many years and often rebuilt them and serviced them themselves. No huge mobile workshops, service crews and hospitality units hidden behind the trees as at Goodwood! Indeed the cars were possibly bought for peanuts when they were unwanted and yet now if they came up for sale their owners would be unable to afford them! The other points, which Keith has said many times is that the owners and drivers are lovely folk and usually have an encyclopaediatric knowledge of their car and of historic motorsport.

One of the three British Rally Champions present, Russell Brooks, said: *“Somebody once created the slogan ‘the right crowd, and no crowding’ and this weekend sums that saying up exactly. The atmosphere and organisation is simply exceptional and credit must go to the organisers for their efforts in creating such an occasion whereby people can celebrate our wonderful motoring heritage in all its forms.”*

I got my personal goal for the weekend by getting the B to under 40 seconds, a time which would have been a hill record in 1935 when the hill was at its peak of international competition and Raymond Mays held the record with a time of 39.7 seconds. The current record is just over 22 seconds!

Certainly an event that real enthusiasts will enjoy and worth the rather tedious journey!

GTF



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

Email: gtfmg@yahoo.co.uk

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Classic Column

Goodwood Festival of Speed

Late June traditionally sees Great Britain at its glorious best, with the country basking in warm sunshine as happy event-goers mix strawberries and cream with sun burnt noses at local village fetes, classic car shows, and major international gatherings such as Wimbledon and Glastonbury, plus every petrolhead's favourite, the annual Goodwood Festival of Speed (FoS).

Sadly this year the summer sunshine at Goodwood gave way to torrents of rain, both in the build-up to the event, and during a couple of the FoS days, creating some spectacular moments of car control on the slippery hillclimb, as well as in the soggy car parks!

Despite the rain though, it couldn't dampen the spirits of the sell-out 200,000+ FoS crowd, with enthusiasts relishing the sights and sounds of more than 500 competition cars, motorcycles and supercars attacking the challenging 1.16-mile Goodwood hillclimb, plus the tough Forest Rally Stage near the finish line.

The competition machinery included seven current Formula 1 teams with their Works drivers at the wheel, including the current F1 World Championship points leader Nico Rosberg in action in his Mercedes-Benz F1 W05 Hybrid, as well as a number of previous Grand Prix World Champions, such as Sir Jackie Stewart, Jensen Button and Emerson Fittipaldi.

Virtually every other form of motor racing was also represented for all to enjoy at FoS, from Titanic pre-war Grand Prix cars, iconic tin-top racers, endurance cars, legendary rally weapons, NASCAR, racing motorcycles, and fearsome Can-Am cars, right through to modern drift cars and this season's BTCC racers.

Star cars in action at Goodwood – all reflecting the 2016 FoS theme of 'Full Throttle – The Endless Pursuit of Power' – included a quartet of unusual but innovative 1920s Voisin speed record machines, a parade of ex-F1 World Champion James Hunt's competition cars, including his iconic Hesketh-Cosworth and McLaren-Cosworth M23 Grand Prix cars, plus the ear-splitting Chevrolet V8-engined Widowmaker drag bike. A large number of supercars also made their dynamic debuts at FoS, including the sensational Bugatti Chiron, the beautiful Aston Martin DB11, and a sneak preview of a new V8-powered Bristol, set to be 'officially' launched later this year.

Away from the with high-revving excitement of the FoS hillclimb and Forest Rally Stage action, an oasis of calm and tranquility could be found on the lawns of the Cartier 'Style et Luxe' concours.

Seven Cartier vehicle classes, carefully selected to reflect significant motoring anniversaries, were represented by almost 50 beautiful and rarely seen cars, ranging from pioneering late 19th Century motor cars, through to a class of Marcello Gandini-designed Lamborghinis, via some coachbuilt 1920s Vauxhall 30/98s, 1930s Rolls-Royce Phantom IIIs, innovative Lancias, tiny Alpine-Renault sports cars and mid-1960s British GTs, powered by American V8 engines. A stunning Lamborghini Miura SV was awarded the Cartier Best of Show award by a select panel of famous judges.

Thrusting over 40 metres into the cloudy skies over Goodwood House, the much-anticipated FoS 'Central Feature' installation this year celebrated 100 years since the foundation of the popular BMW brand. The Bavarian marque's centenary was marked in daring style with a bold steel monocoque structure, onto which three important and original competition BMWs were mounted; the famous 1938 328

Mille Miglia roadster, the 1983 Brabham-BMW BT F1 car, and the 1999 Le Mans-winning BMW V12 LM.

The lively and entertaining 2016 Goodwood event culminated in a stimulating timed shoot-out, seeing a number of top drivers and cars competing against the clock for the FoS fastest time of the year up the hillclimb. A close-fought battle saw Olly Clark in his purposeful Subaru Impreza 'Gobstopper' beating second-placed Kenny Brack's powerful McLaren P1 LM by less than half a second! A fittingly 'full throttle' end to a damp but thoroughly enjoyable 2016 Goodwood Festival of Speed

A tale of two rusty guys and a raring to go car Lake District Classic Rally

By David Garstang

This year I turned 40 and decided that it was time to start rallying again as a birthday treat to myself, I would resurrect the my old Fiesta rally car after a 6 year hibernation, caused by work and family commitments. This meant taking the car to my long suffering Dad and telling him it would be easier to sort the car in his workshop than my tiny garage and I would come down at the weekends to do the work. He fell for my well planned trap and did most of the work during the week with me popping down for the odd weekend to tell him what else needed doing, he even repainted it, I'm sure he must be going soft in the head as I would be competing against him and David Marsden.

I had talked my brother into navigating for me after a 13+ year retirement from rallying (he had also decided to have a family). At the start of the event I said to him we will take our time make sure that we do not do a wrong test and see how we go, I was only out to have a laugh.



We were running car 21 and Dad was navigating for David Marsden in the Mk1 Escort of Car 17 so a little family rivalry was on the cards. The scheme to get the upper hand, started before we even left the café. “Naughty” Uncle Paul persuaded my little boy to steal Grandad’s maps. I have to confess to a little chuckle watching Dad walk to the Escort to get ready, only to realise his maps were missing! However, as with all Grandchildren, he can’t do much wrong, so once Will had handed the maps back, all was forgiven!

Test 1 Truck Stop both Paul and I reminding each other to take our time and do a clean test. Marshal starts the 5 second count down and we are off like a rocket – the little car was handling beautifully and going quick, test completed clean with no penalties. The finish marshal informed us that we had put up the third fastest time so far – so much for taking our time!

Test 2 A lovely mucky farm test where we managed to put in a joint 4th fastest time. Test 3 was a long run out on a gravel road and back with some twiddley bits, we felt like we were flying on the run out and on the way back I was going even quicker as I now knew the way that was until the final slalom when I started to scrub speed off early as I realised that it would be very slippery on the gravel, my brother was wondering why I was braking so hard way before the slalom, then he realised why when we shot passed the first cone and fell into the ditch with the front left wheel, managed to get the car out and finish the test with 102 seconds on the clock. But the car was emitting lots of what looked like smoke and sizzling noises from under the bonnet, fearing a fire, I pulled of the finish line and parked up, whipped the bonnet up to see water and steam squirting out of the rad cap. Being clever and remembering a past painfully learnt lesson, never open the rad cap when its squirting water out of it unless you want a scalding hot shower, we decided that perhaps if we trundled down to the next test the air flow through the rad would cool it enough for us to open it and pour in a bit more water. At the next test I poured the remainder of my water bottle into it but my brother had managed to lose his 1

litre bottle of water in a car the size of a fiesta. Luckily I had just enough water but would have preferred a bit more.

Test 4 simple run over a hump back bridge then a stop astride and reverse astride, back over the humpback bridge to the finish, not so quick as it took a couple of goes to find reverse. Then onto Test 5 at Threlkeld lovely loose flowing test that we managed to be 5th fastest on. Test 6 was Grapevine both my brother and I thought this would be a pub and that we would be able to get more water for the car and for us, as the temp gauge was hotter than I would have liked. Turns out Grapevine is a wine distributor, we started the test and I miss heard Paul call cone B and had to do a quick reroute to make sure I went around it the right way, felt like we flew around the rest of the test and managed to post



joint 6th fastest time.

Test 7 first of the mart tests this was a short one on tarmac, set off from the start line zipped up the hill around A, B, C, D, E must have been going fast as I had left my brother behind and he was constantly calling cone E when I was parked and looking at cone F quick discussion between driver and navigator and we were off again but I had lost my mojo and we ended putting in a slow time and not sure if we had done a correct test. Test 8 the second and long test on the mart mixture of tarmac, gravel, mud and back to tarmac managed to get my mojo back and posted a joint 4th fastest time. Onto test 9 Truck Stop for our second go around before lunch, set off from the start line as if someone had shouted that there was only one sandwich left. Up through the first slalom around the top into the second slalom which had suddenly gotten much tighter to get around than in the morning or I had approached it faster and a different line this time (who can tell when the red mist is down) managed to get through it cleanly then onto the final stretch started to go too wide on the loose section of gravel and had to apply some handbrake to correct the car and into the finish 1 second slower than my first run, managed to post a time of 58 seconds. Which was joint 7th place.

Now into lunch and fight my little lad for my piece of cake that he decided he should eat to help save weight in the car for the afternoon season. During lunch I checked the car out topped up the water and decided that I would treat the car to a new radiator after the event as it appeared to be full of brown sludge instead of clean antifreeze/water.

Test 10 back to the first of the mart tests managed to do this one quicker than my first run and posted a joint 4th fastest time. Straight into test 11 the long mart test, I was determined to go faster than my first run only problem was I was not as smooth and when show boating for the cameraman that I had spotted the first time round I was not listening to my brother shouting at me to go around a cone the other way to the way I was going, locked up the brakes got the car stopped and stalled the engine, how embarrassing especially as it was just before the finish line, restarted the car reversed back and finished the test 10 seconds slower than my first run through. OOPS hope my navigator/big brother does not see that test time or I will be strung up.

Test 12 Highfield as we approached the test I said to my brother that I remember the test site as concrete with a few patches of grass/weeds and relatively grippy. Now remember this was going to be at least 6 years ago and nature had done its usual thing, grass and weeds had spread a little bit in this time, so set off from the start line spinning wheels in 1st and 2nd gears into a ninety right through a set of gates along the side of the concrete apron through a slalom to a cone at the bottom “180 around cone” Paul shouts, I turn in and apply the handbrake only to go about 100 yards backwards down the hill with the wheels trying to pull me back up the hill at the same time. Finally managed to arrest the backwards movement and finished the test joint 6th fastest.

Test 13 Waters farm for the first run through. Paul was telling me that we had to look out for 2 code boards on our left during the test. Set off from the start line up into second going for third as we approach a crest in the road I remember my brother shouting at me at this point to make sure we keep a look out for code boards, as we came over the crest I spotted a board on the right just as we went past the one on the left. Now Paul is really shouting at me and I had to reverse an awful long way so that we could read the board. So off we go again trying to make up lost time fly into the farm yard and have to reverse again for the second code board and then on towards the

finish. Put in the 7th slowest time on this test, not so good I must try slowing down a bit and remember to get the code boards next time.



From Test 13 we went up to Test 14 on the quarry road how I enjoyed this test the car just seemed to float around almost out of control but my amazing driving skills (so I would like to think) kept the car going in all the right directions managed to get joint 3rd fastest time. I really enjoyed this test and wished that we could have had another go at it. However it was time to settle down and head back around to do Test 15 which was test 13 but a slightly different route into the farm yard. This time I managed to stop at all the code boards just long enough to read them out.

Posted the 8th fastest time on this run. Makes you wonder how much time I lost on the first run.

Test 16 Highfields again, whilst waiting our turn my big brother (only by age) decides to lecture me on how to do this test as he does not want to go sliding backwards for another 100 yards, I do the thing all younger brothers do and pretend to listen to him. However it must have worked as we did the test 6 seconds faster than our first run and posted joint 5th fastest time.

Now it was a short run back to the Truck Stop for the final test and tea. The test had been altered in our absence since the lunch test and we managed to put up joint fourth fastest time.

Because there were only 2 cars in my class (C1) we were merged with class C2 I managed to finish with the same score as my competition in Class C1 but due to the rules of furthest cleanest he beat me to second in Class as he had completed the first test 1 second quicker than me, this put me third in class and joint ninth overall.

So for a first time out in 6 years for me and goodness knows how long for my brother we were not too rusty and we are looking to see if we can do better on the Blue Streak in August.

My brother and I would like to thank the organising team, the landowners and especially the marshals for putting on a great rally.

And finally a few words to my Dad, without his help I would not have got the car back on the road and rallying this year. THANK YOU DAD.

An Entertaining Evening in Prospect?

There was recently some discussion of what to put on for the winter programme of social events. Some of us old hands remarked on the many successful club nights we used to hold at the White Heather thirty or more years ago. There was very often other things going on in the hotel ball room on the same night such as YFC dances and on a few occasions “mud wrestling” where various young ladies grappled in slime!

We did think this might be worth reviving so we have applied to the MSA for a permit,. This is their reply:

Thanks you for your application to hold a Mud Wrestling Competition in Lmaplugh Village Hall. We are happy to agree to this with the following conditions:

There should be debris fencing 5 metres from the pool to stop flying mud and to prevent the audience from seeing too much.

The front row seats must be fitted with ROPS (Roll Over Protection Systems) made from the specified 42.4mm tube. In addition the occupants must wear currently dated MSA approved helmets and safety goggles.

Those further back must wear HANS (Head And Neck Support) devise in case of too much head banging.

Any wheel chairs must be fitted with tyres complying with MSA tyre lists 1a or 1b to comply with EU regulations on rolling resistance and carbon emissions.

Given the average age of the WMC members from Lamplugh we advise that the First Responders are present.

Given the above and that some spectators may be unable to drive their cars home we also require and MSA licensed Recovery Unit to be present.

Have an enjoyable event!

PG Tips

Well what an eventful month it's been for me. First off I took Snotty to Barbon for the national A speed event to see if I could beat my June event time. The memory of how bad driving Snotty any distance on the road had faded slightly and with the addition of a set of ear plugs I once more avoided the trailer park quagmire by driving down. Ear plugs made the experience almost bearable...I could hardly hear myself singing either which is always a bonus! The paddock plan once again turned out to be a work of fiction which in no way resembled what was in front of me when I turned up just prior to 9am. Total carnage! The rain started falling just after I arrived and continued to fall on and off all day. Having loosely abandoned my car in a space that may or may not have existed, I found some of the Wigton stalwarts for a crack. David Wiggins was there in his 205 Rallye as was Paul Bowness in his cut 'n shut Locost. As anyone who knows anything about speed events could guess the event was slow going because of the national A runners in their big single seaters. Whilst mere mortals like me line up in a queue at the start and just go, the people at the top of the sport were unable to queue with anyone else and went out from the paddock once the person in front had left the line. There was also a fair bit of mucking about at and near the line as things like traction control were set up. There were some very fast cars there though, and whilst the weather was always going to stop course records falling they did manage to get within a couple of seconds despite the often atrocious conditions. I was in a battle for class honours with Martin Breen in his MGB V8 Sebring replica, and for most of the day he was ahead by a nose. By the last run of the day I knew it was now or never and I went almost a second faster and broke the 33 second barrier. At the top of the hill I found out that the timing gear hadn't been working properly so Martin got a re-run...and pipped me to the win by a couple of tenths! I was happy with my 33 second run...I didn't quite finish as high in the overall standings as previously but once more the wet weather favoured the old Skoda and without mentioning any names (see above J) I put in a faster time than some far more capable machinery, mostly due to the conditions.

The LDC was up next, and whilst I wasn't competing, I did get to sort of navigate for Ron Palmer who was in the course car...luckily for Ron he knew where he was going and wasn't relying on me to find his way round! All in all it was a jolly day out going round all the tests – a couple needed a last minute tweak to make them safer – but by and large all I had to do was guide Ron round the cones of the tests. Ron assured me at the start of the event that he was going to take it easy and was only there to check the layouts worked and were safe...however when the start line marshals set us off, Ron had a bout of memory loss and went hell for leather at most of them! Having me as a handicap probably didn't help but I reckon we put in some fairly competitive times nevertheless. Everyone seemed to have a great day and the weather held (for a change!). One of the things competitors don't see is all the work that goes into preparing such an event and a lot of that was done by David Agnew. I helped to pack up afterwards and took piles of equipment to the storage barn at Wigton which was some 2 hours after the event. David Agnew was also there and had been out from first thing as well (whilst I was still in bed I suspect) – incredible commitment to the event and the club.

During my day out with Ron we discussed cars, car buying and all things motoring. Ron is obviously very wise and experienced in these things and advised me that PCP was definitely the most sensible way of buying a car...and I have a Skoda Citigo on a PCP so it must be sensible...which is why I am now chopping it in and looking to get an older Alfa Romeo not on a PCP. Wouldn't want anyone thinking I'm getting predictable or sensible! Obviously by next month's edition I will have reversed this (un)carefully thought out plan and bought another Skoda or possibly just kept the Citigo.

In other news, the world's slowest welder has finished welding my yellow coupe. Hurrah. Summer holidays here I come.

Peter

Wigton Motor Club

Cumbria Classic & Motorsport Show

Sunday, 21st August

11 am until 4.30 pm

Dalemain

By Ullswater (A592)



“Young Guns”, Super Cars

Around 700 Classic Cars and One Make Clubs,

Autotesting and Motorsport displays

Autojumble and trade stands; Cars for sale area,

Go Motorsport, Refreshments

Meet the Meerkats!

Adults £7.50 Under 16s free!

Free parking! Dogs Welcome

Supporting Hospice at Home & CHUF

No entries accepted on the day

THREE STUNNING EVENTS! ONE GREAT YEAR OF MOTORSPORT AT KNOCKHILL..



British Touring Car racing makes
today a magic experience of
knockhill... action is guaranteed.

12TH & 13TH



Join us as we will look the year
to enjoy some super-fast action
from the **Super Touring Car** era.

10TH SEPTEMBER



Fast and Furious! action with our
3rd-running Paul Di Resta's T161s
and **ALL F1** event.

16 SEPTEMBER

Motorport events run most
Sundays from April to October.
Check our website for full
calendar listings!



**Further information and
tickets now online...**
KNOCKHILL.COM



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.

David Garstang of Haltwhistle
Kirsty Thompson of Pocklington
Maurice Ellison of Bolton le Sands
Tom Howe of Preston
Richard Gilbert of Ovingham
Stephen and David Byrne of Clitheroe
Simon Jennings of Waterhouses
Austin Leask of Appin
John Procter of Kendal
John Hartley of Burnley
Jim Morrison of Shifnal
Reg Mallinson of Mirfield
Chris Valentine of Atherstone
Liam Charlton of Stocksfield
Ian Eland of Wallsend
Aiistair Maxwell of Jedburgh

Robert Short of Wyton
Steve Price of Bolton
Quentin James of Preston
Karina McLean of Mable
Gavin Thomson of Duns
George Edminson of Carlisle
Gordon Dundee of Coxhoe
Paul Garstang of Chipping
Fred Bent of Arkholme
Andrew Ogden of Simonstone
Joe Mallinson of Batley
Nick and Judith Grasse of Lowick
Chris Thorley of Coalville
Geoff Fletcher of Shildon
Dave Lauder of Perth

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.

Memberships

All membership matters including membership cards and changes to emails addresses should be directed to:

Maggy Bateman 016973 49919 wcmemsub@outlook.com

Awards

This topic pops up at committee meetings every year or two. What do we give out as awards, or indeed should we give awards?

Years ago we gave out awards for our twelve car rallies and autotests at the Awards Night as it all the other clubs, plus those given out after major stage and road rallies. I, and my father for fortunately enough to win a fair number each year and in due course boxes of them appeared in the loft. A couple of years ago I decided to get rid of them. It was a struggle, as looking at each one brought back a memory, even it if was just a small wooden or plastic shield.

The trouble is what do you do with trophies? I know one successful driver of that era who built a trophy room onto his house but he also had a couple of kids who were successful in karting as well.

My garage loft also contains all the Club's major trophies plus the two massive rose bowls we won for being MSA Motor Club of the Year. Giving out perpetual awards is a real pain as you have to get them back for the following year and if the winner is some way away them that makes the logistics difficult and most clubs will have lost many of their awards due to them not being returned.

What do people want for say a class win on a rally? Glasses, other glass-wear, small trophy, a mug or even a voucher? Let us know?

The Lake District Classic and Targa Rally July 3rd 2016



Think I might have mentioned this before - but I do love a challenge. Well, you would have to, wouldn't you? What with being married to the husband and all that. I also quite like being in charge which together seemed to be perfect qualifications for relieving Wiggy of his usual job as Entries Secretary. The interview went something like this:

“ On a scale of 1 to 10, with 1 being ‘not at all’ and 10 being ‘incandescent’, how cross are you when a competitor:

Forgets to fill in their membership

number, vehicle registration and make of car

Forgets who their navigator is

Provides an illegible email address

Writes “TBC” in pretty much every box including the driver's name

Rings up for a late entry with a transparent excuse which loosely translates into “forgot”

It would appear that I satisfactorily answered each question with a maximum score of ten and was sent home with several pages of A4 instructions for a bit of light bed time reading. Wiggy kept saying it was an easy job, David (Agnew) was stoic in the onslaught of my mindless emails and phone calls and I teetered on the brink of mental exhaustion when it came to Excel spreadsheets. The husband thought about decamping to his mother's so that at least he didn't starve to death under the deluge of paperwork on the dining room table, paralysed, as he is, with fear of the microwave.

But as often happens when you expect the worst, the worst doesn't happen and at least 50% of the entry forms were spot on. As for the other 50% - well, what can I say? You know who you are. I am thinking of having Geoff & Maggy Bateman's form framed as an example of perfection because I don't get out much and it has been the highlight of the job.

So let's move swiftly on to the event itself.

David banned me from playing out with the big boys setting up the day before. The term “conflict of interest” was bandied about but I secretly suspected the thought of female company might translate into threats of being bossed about – don't know where that idea came from..... so I am still not sure what goes on in this mythical “barn” place.....

I managed to pass the “signing on” job to Wiggy and Lynda (Graham) and feverishly prayed I hadn't made a colossal cock up with the paperwork. The husband arrived in the Midget, gets through scrutineering and we start on the route planning and test notes.

We sat next to Drew (McLean) and Kelsey (Gillespie) from Dumfries who had arrived rather earlier than required in the middle of the night. I had a lively discussion with Drew but I am not sure either of us knew what the other one was on about. That's what happens when you get a Doonhamer and a Geordie together.

This is my favourite part of the day – seeing competitors gradually succumbing to paranoia, accepting that the organisers are not out to get them whereas the marshals probably are, hysterical laughter in the face of adversity and Ron (Palmer) pacing the aisles with his ruler ready to inflict swift admonishment to anyone who wasn't trying hard enough.



The morning flew by after a bit of a nervous start at the Truckstop – the husband hauled on the wheel to get through the corkscrew but had to give in and select reverse losing vital time but we emerged unscathed with a fairly dismal 62 seconds. And then it was on to Kirkbarrow. Cows have featured heavily on this test in the past and did so again this time. It is a complete mystery to me how they show total disregard to the mayhem and carnage happening all around them. Still we must have frightened them a bit as the unmis-

takeable smell of fear soon pervaded the cabin. There was, at first, an element of doubt as to who, or what, was responsible. I looked at the husband accusingly whilst sinking into the neck of my tee shirt and swiftly opening the window. There was, however, no escape. It accompanied us for the next few miles seemingly spot welded to the hot exhaust and every other external surface.

Thornsgill was next up – a new test on a forest track - bit narrow in places but still time for a friendly wave to Brian (Bird) marshalling halfway along before panic set in when I realised I had lost my place on the notes. Fortunately the husband didn't notice and finished the test unaided – another clear run no thanks to me. Ray & Ben Jude encountered similar problems from all accounts but ended up in a ditch with a slightly modified rear wing on their TR7V8 – bad luck, chaps.

Then it was on to another new venue – Bridge. And, believe it or not, that is exactly what it was. A bridge - of the humpback variety – on its own, in the middle of nowhere. Odd. A straightforward one for the navigator, I thought, so I had a bit of a doze. Until, that is, we hit the edge of a massive pothole with the diff casing and several of my teeth shattered with the impact.

Threlkeld Quarry was brilliant – a huge hole filled with gigantic redundant metal Tonka toys lurking around every corner, acting like magnets to the unwary. AJ and Gillian (Jackson) presented us with a tin of BMW mints which then became a missile and ricocheted around the Midget interior whilst the husband ducked and fought to keep us in the running negotiating the sea of ball bearings and mud.

The last of the new tests, Grapevine, was next. Run by my fellow “Start Line Cover Star” and Midget enthusiast, John (Holliday) accompanied by the ever chirpy Mary and Eddie (Parsons) encased in dayglow orange. We put in another faultless performance and shot off to Penrith via the back roads in search of code boards. We passed David (Alexander) and Mark (Humphries) going the wrong way and tried not to look smug.

PFK 1 & 2 followed seamlessly and then we knocked seven seconds off our previous attempt

at Truckstop 2 and sauntered in for lunch. Mr Agnew took possession of our time card and casually pointed out that we had missed a code board, successfully bursting my balloon in the process. I wondered what the penalty would be for wrestling the Clerk of the Course to the ground after realising it was a joke - of the most amusing kind.

The post prandial trip to Highfield provided an opportunity to plough about in 3ft high weeds successfully covering some alarmingly rough concrete slabs before veering perilously close to a solid looking water trough & trying not to get Bob (Marshall), the marshal, on the bonnet.



Then it was off to Waters & Quarry stages – love ‘em! The recording of code boards is always a challenge here. The husband thinks it is enormously helpful to shout out the answers so that the whole of Shap village can hear but does not appreciate the effort it takes to write legibly in a square centimetre box whilst being flung across a farmyard. Quarry had been damped down with rain earlier in the day so was less of a sandstorm and more of a treacle tart. Soon the Midget wheel arches were full of limestone glue

which would later entail a good few hours attention from the pressure washer – fortunately not by me. I am not fully trained in the use of such technical gadgetry, obviously, being a woman. Bucket & sponge -yes, interfering with electricity - no.

All too soon we were back at base camp and giving the last Truckstop test a bit of welly for good measure. No wrong tests, no cones hit, no code boards missed, in fact, no penalties at all. Who’d have thought it?

A bit of commiseration with those less fortunate – that’s you Dave & Pauline (Nicholson) in the Fiat 500 which sadly conked very early on. And complete admiration for those with astounding scores in spite of a virtually rookie navigator – that’s you Andrew (Graham) and George (Edminson). And I mustn’t forget Brian (Bradley) and Michael (Marsland) who are still new to this sort of thing but who got second in their class in spite of Brian’s pet snail in the battery housing and Michael’s helpful “vocal support” from the navi’s seat. We’ve all been there – and some of us a lot more than once.

Oh, did I mention we won our class? RESULT!! We’re making the most of it because Mr Simmonds is out next time.....aren’t you Archie?!

Cheers!

Marian Sloan (aka Maz)

PS Our very grateful thanks to all our friendly marshals, organisers, John (Graham)& Chris (Leece) on scrutineering and the Truckstop staff – you made it a fantastic event for the rest of us. And to David & Ron, our illustrious leaders and Graeme & Chris on results – where would we be without you?!

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

It's been rather quiet this month so I'll do some reminiscing about times past. First of all when I was a pupil at the Carlisle Grammar School for my first year I would take the bus to town and then amble down Lowther Street past the Dias car showroom. Dias was the Austin dealer in town and their showroom display was of mild interest even if it consisted of an A50 Cambridge, an A30 van or the occasional A90. Austin Healeys never appeared in the showroom nor indeed did the A135 Princess or Sheerline. I imagine they would usually be presold and rushed out to the waiting customer. And then one day something different caught my eye, it was an A35, the replacement for the A30 which also came in 2 or 4 door versions and were an able and nippy four seat saloon. This one was however rather special being a two door saloon version in Old English White with a green roof panel and green painted wire wheels. Under the bonnet was a tuned Speedwell engine and it bore the registration number HHH1. Clearly Frank Dias the garage owner was giving himself a treat and the car was quite an eye catcher as it cruised around Carlisle. It has as you can imagine long since disappeared from sight but the registration number was retained by the Dias family and still lives locally. It was only recently as we drove along the Solway coast did I see it currently attached to a Skoda Fabia – the number now being certainly worth more than the car. As most of my readers will know a plate with the second and third digits HH was of Carlisle issue and RM and AO were of the county of Cumberland. Earlier issues had only two letters and up to four numbers.

The motoring section of a recent Telegraph contained a picture of a holiday scene centred round a VW 'split screen' camper one of which I was fortunate to own in the early 1970s. Mine was a 1967 'E' registered Blue and White Dormobile Camper converted by Martin Walter of Folkestone with the elevating roof being hinged at the front. When raised there were two tartan upholstered hammocks which were ideal for two young boys to occupy and these could be rolled up and stored away allowing sufficient headroom for daily use. On the nearside there were two hinged opening doors and the cooker unit could be slid out under a canopy. The seat squabs and table in the rear made up into a very good double bed at night and it was all rather cosy if everyone did synchronised movements. Alas it all ended in tears one Sunday as we were returning from a few days in Scotland along the coast road by Criffel towards Dumfries when the engine cried enough. I coasted to a halt and lifted the rear engine compartment lid to see a wisp of smoke drifting up from the engine. As I was a member of neither the AA nor RAC I phoned Tom Alston who worked for us at Cockermouth and he kindly towed us back to West Cumbria. The following morning I phoned 'Mr VW' in West Cumbria (this is the 1970s remember) - Ron Thwaites from Seaton and he told me it would be a dropped inlet valve in number three cylinder and lo and behold when he removed the head it was exactly that. I had enjoyed our time with the VW but it was time for it to go so I promptly sold it to Ron - at a small profit even with the engine fault - so a happy result. I paid around £2000 for that VW and today it would probably be worth around £20,000 – like so many of my other cars I should have kept it.

We were saddened and shocked when the news of the appalling carnage in Nice came through. The utterly vile nature of such a protracted act of wickedness is impossible to understand. All of us in the Monaco Historique group who have enjoyed our time on the Promenade des Anglais on each visit over the past ten years feel a strong alliance with those affected in the city of Nice. We will continue to show our support by returning whenever we are able.



BYGONES

Anecdotes

It is a strange thing that when modern cars need little or no work on them and servicing is done by a specialist garage, that most of us will have a better equipped garage than many dealer workshops of 30 to 40 years ago. The advent of affordable tools, compressors and rechargeable wheel nut guns, drills, saws and brushes have allowed the enthusiast or indeed the ordinary DIY person to have equipment the garage mechanic of the 70's would have dreamed of. Many members now have lifts; simple lifts can cost around £1,000 or less second hand, while some version can allow you to store two cars in the one garage.

Despite having all these extra tools many will go unused. We buy sockets and spanners in sets and it's likely more than half never get used. How often have you been in Machine Mart or at a stall at a show and said "That looks useful," buy it and then it sits in the workshop or cupboard unused for years?

By the same token, how often have you had a spanner or screw driver break? OK the average one we all buy may wear in time and no doubt the "Snap On" ranges last longer when used day in and day out but for enthusiast use the normal priced versions are fine.

Indeed the same could be said for tool cabinets. It was once a badge of honour for a mechanic to have a red "Snap On" cabinet but now everyone can have one with roller bearing drawers, locks etc, with Machine Mart, Halfords and even JCB having their own ranges. Whether there is any difference in quality is a matter of opinion but its bit like asking if a BMW is better than Ford?

These days you rarely need to lift the bonnet of your car, perhaps only to refill the windscreen washer, which strangely seem to hold a huge amount of water these days. I can certainly remember when my Mini needed oil changes ever 3,000 miles and more frequently if they were rallied. Nowadays 12,000 or 15,000 miles of annual changes are the norm with little other than brake pads and fuel filters needing check or changed. Going back even further cars needed frequent top ups of all liquids and often needed a "de-coke" with the head coming of and thoroughly cleaned up.

When you visit a motorway service station, how often do you see anyone buying fuel other than some misguided person who has got lost? Why does fuel on the motorway cost so much more? It is surely more profitable to sell more at a fair price rather than very little at a high price? I doubt if anyone ever fills up on a motorway, if you are caught out you will only buy enough to get to you to your destination or off the motorway.

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Rally Torque

News from Road & Stage

You would almost think that rallying had disappeared if you relied on the TV and other media. There seems to be no TV coverage of the WRC or BRC unless you subscribe to the dreaded Murdoch. What is more surprising, given that several manufacturers spend millions on rallying, is that if you go into a showroom you don't see a single poster or brochure or advert mentioning rallying. Given VW's position you would think they would be flogging rallying success for all its worth - they certainly need good PR! How often do they place an advert saying a Polo has won the Rally of Xland in the national press? Indeed even on the web you really have to look hard to find any official information about the four manufacturers currently involved rallying news. Surely the corporate bean counters must ask the rally teams to justify their expenditure?

These are troubled times for British stage rallying. Natural Wales which now looks after the Welsh forests now wants what they see as the true cost of the road restoration after an event which is a massive cost. The MSA are continuing to negotiate but it is a one sided argument. Ultimately the level of damage to forest tracks has become too great. Cars have become too powerful, they have too much grip and tyres have too much adhesion.

There is another reason though and that is because organisers are forced to use roads twice. This can be because there are no longer enough roads available in a particular area but also for cost and logistical reasons. Double usage is cheaper for the hire of the road but you also have to take into account the other things that get paid for in some way, doctors, rescue units recovery etc. Add to that the shortage of marshals and the doctors, rescue and recovery, using one stage twice is often the only answer. The downside is that the tracks get far more damage which needs more repair and it also does more damage to the less powerful cars running at the back of the field.

I actually have a lot of sympathy with the MSA re rally safety. Visiting the Croft circuit last week you can see that not only the track is a long way from the spectators but there are gravel traps, tyre barriers and debris fencing as well, so the chances of an errant car colliding with a spectator are virtually nil. Compare that to a forest rally where some of the WRC type cars will be going faster than those at a Croft clubbie race! Then if you go to Silverstone you are so far from the track that you need binoculars to see the cars.

The same applies to competitor safety. On a race circuit the most likely thing you are likely to hit is another competitor, solid objects around the track are well out of reach and again tyre walls, gravel etc slow you down. Not so in a forest where solid trees or ditches are within a few metres of the track. Hind sight is a wonderful thing but in all forms of our sport we have been losing venues hand over fist for years and that includes forests. I would certainly not be surprised if forest rallying came to a stop within a few years. Our sport should have been investing in venues from years ago. What other sport does not own its own pitches, ground, track etc?

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WMC member Robert Gates chases the similar E type of Carlos Monteverdi at the Le Mans Classic

Our Facebook page is very active with photos of all our events posted very shortly after they have finished plus all the gossip!

Don't miss out!

Wigton Motor Club

Gates Tyres Northern Historic Rally Awards

Round 4, Lake District Classic Rally, July 3rd.



After another wet Saturday at Barbon, it was a pleasure to head north up the M6 with the promise of improving weather and a full day's motor sport. We were joined at the Penrith Truck Stop (which provided the Start, Lunch and Finish venue and location for three tarmac tests) by 27 Historic crews and 19 Targa crews many of whom were among the 31 crews now registered for the WMC/Gates Tyres Rally Awards 2016. Historic entries varied from the 1965 Morris Minor of Stuart/Siobahn Bankier to Ray/Ben Jude's delicious sounding 1979 TR7 V8 with

MG, Volvo, Ford Lancia, Alfa, Fiat, Mini, BMW, Porsche, Saab, TR, Vauxhall and VW all represented. The Targa classes were equally varied with Ford, Nissan, Peugeot, Mazda, Mitsubishi, Subaru, Citroen, Rover and Proton all present.

The crews included many NESCR0 regulars who had travelled from Yorkshire, the North East, North West and Scotland for a day in the Lakes and 17 challenging tests. Scrutineering and documentation was all handled quickly and efficiently by the WMC team and there was plenty of time for plotting before Test 1.

The first test was a long tarmac affair and battle lines for the day ahead were quickly established: in the Historics, Marsden/Garstang (Escort Mk1) shared 54s with Ibbotson/Gilbert (Escort Mk2); Bertram/Fish (Mexico) were on 55s; Bradley/Marsland (Mini), Byrne/Byrne (Lancia Fulvia), Alexander Humphries (Viva) on 56s; Garstang/Garstang (Fiesta Mk1) and Jude/Jude (TR8) on 57s while Short/Heath (Escort Mk2) started cautiously on 59s. Andrew Graham/ George Edminson (Puma) and Chris Hunter/Fiona Tyson (MX5) both flew out of the blocks to record quickest Targa and quickest O/A times with 51s; Liam Charlton/Geoff Fletcher (Puma), Joe Harwood/Jai Wall (Subaru) and Geoff/Maggy Bateman (205GTi) had 57s; Steve Price/Maurice Ellison (Micra), Joe/Reg Mallinson (Ka) and Ian Maxwell/ John McDowell (Chevette) had 58s.

A run out to Kirkbarrow took us into a slippery farmyard where the brothers Goth were running the Test. We had a problem here in 2015 and were determined to make amends and our 67s put us ahead of Bertram/Fish and the now wide awake Short/Heath both on 70s; Ibbotson/Gilbert on 73s; Garstang/Garstang 74s; Byrne/Byrne and Alexander/Humphries going well in their Viva on 75s. Graham/Edminson on 68s led the Targa crews with Hunter/Tyson, Palmer/Palmer (Rover 25) and James/Howe (Citroen C2) all tied on 72s and Short/Thompson (Proton Coupe) on 73s.



A scenic trip south along Ullswater took us to a new venue at Thornsgill for a gravel test alongside a forestry plantation. Short/Heath started their morning run of fastest tests here with 69s; we had 73s including a shuffle to get through the final chicane; Ibbotson/Gilbert on 74s; Alexander Humphries on 80s; Bertram Fish 81s (presumably a bigger "shuffle" somewhere); and Brian Bradley going well in the Mini with 83s (Brian would be locked into a day long battle with David and Paul Garstang who were returning to rallying after an absence of 4 and 10 years respectively). Andrew Graham clocked another fastest Targa time with 68s; Palmer, Hunter and James were all on 72s; Short/Thompson on 73s and Harwood on 74s.



The morning continued with three Tests in the Threlkeld area and then back to Penrith for two Tests at the Auction Mart where Tot and Maureen Dixon were on a Start and another run through the Truck Stop test. In the Historics, Short took three fastest test times sharing fastest in Threlkeld quarry with Marsden on 84s and Bertram fought back with three fastest tests of his own edging the longer Auction Mart test by 1 second from Short, Marsden and Byrne who were all on 60s. On the same 6 tests Andy

Graham took 4 fastest tests but had to give way to a determined Chris Hunter (MX5) on Tests 6 & 9 where Andy was just 2s and 1s adrift respectively.

At lunch, Short/Heath headed the Historics on 541s, Bertram/Fish on 557, Marsden/Garstang on 560s, Byrne/Byrne (Lancia Fulvia) 582s, Alexander/Humphries on 599s, John/Marion Sloan (Midget) going well on 604s and Ibbotson/Gilbert on 608s after a WT on Test 7. The Bradley - Garstang battle in Class C1 arrived at lunch with David Garstang just ahead on 632s to Brian Bradley's 642s. Graham/Edminson were pulling away from the Targa field on 521s, Hunter/Tyson were in contention on 539s but a gap was opening up behind the leading pair to Harwood/Wall on 584s, James/Howe on 586s, Palmer/Palmer on 587s and Mallinson/Mallinson 595s and they were all fighting for 3rd Targa O/A or better depending on the afternoon tests.

An excellent light lunch was provided at the Truck Stop and there was time for a quick car check, refuel and a natter with folk as we readied ourselves for a challenging afternoon.

After a short run out to the Auction Mart, Bertram/Fish showed their determination with 44s to Short/Heath on 45s; Ibbotson/Gilbert, Couser/Hendry (going well in the TR4) and Byrne/Byrne all on 48s; Sloan/Sloan (coming out fighting) and Marsden/Garstang were tied on 49s. This Test started a run of 6 fastest tests for John Bertram sharing fastest on Test 11 with Marsden/Garstang on 57s and 62s on Test 14 (Hardendale) with Marsden/Garstang and Short/Heath. In response, Short/Heath were fastest on Waters1 with 110s to Bertram's 115s and tied with Bertram and Marsden on T 14 (as above). We were in hot pursuit of Bertram/Fish until Highfield 1 when a WT immediately added 45s to our time and put us under serious pressure for the remainder of the event. Throughout the afternoon, Alexander/Humphries pressed on in the Viva and put in some very competitive times against much quicker machinery.

Competition amongst the Targa crews didn't ease up during the afternoon and Andy Graham/George Edminson took 7 fastest times out of the 8 tests available. It isn't true that Andy completed Highfield 2 blindfolded but with 75s he had to give way on this test to Joe Harwood/Jai



Andy Graham/George Edminson took a convincing Targa win with 1083s (quickest of the day, too); Chris Hunter/Fiona Tyson put in a serious challenge all day to take 2nd (1138s); Joe Harwood/Jai Wall went quicker as the event progressed to take 3rd with 1189s; and 4th went to Steve/Jack Palmer on 1200s

So, with a simple and economical route, varied and challenging tests and slick organisation the organising team had provided a very competitive day's motor sport. I think many of the competitors taking part

would appreciate the amount of work that goes into making an event such a success - so on behalf of all the crews a big thank you to the organisers and marshalls for such a good event (and please do it again in 2017!).

Reflections on Barbon 2016:

Barbon 1, June 11th: despite it being a wet day, a superb entry and a very well organised event brought delight to competitors and spectators alike. It was all a bit of a blur for this competitor. I'd recently finished running in the rebuilt engine and had fitted new shockers all round to my old Cooper "S". The Mini went well but the same could not be said for the driver. A vicious stomach bug had plagued me since the Wednesday before the event and after another fairly sleepless night I tossed a coin at 6am to decide if I would go to Barbon or not. Heads it was and off I went to Barbon. Apologies if I wasn't very sociable on the day but I spent most of the day wishing somebody would design a quick way of getting out of a race suit !!!!

Barbon 2, July 2nd: wetter than June 11th but an event graced with the National Hillclimb competitors who go very quickly despite the rain. The entry wasn't as full as June but what it lacked in numbers it made up for in quality and although the crowd wasn't as big it did seem to be knowledgeable and full of Mini enthusiasts. A better day for me: back to fitness and on a wetter day, I took over a second off my Barbon 1 time and managed to both win the Class (my only competition retired with steering failure - nothing to do with me Gov!) and the Scrutineers' Award for best presented car at scrutineering (very flattering).

Mike Garstang.

All the photos of the LDC in this issue are courtesy of the Keswick Photographic Society

Audi's famous cars and two very nice people



John Moody president of Midland Automobile Club said in the programme foreword of the Shelsley Classic Nostalgia meeting “the club have been running hillclimbs at Shelsley Walsh since 1905, same hill, same gradient, same buildings, this is a place full of history”. How true. So important has the venue been over so many years that most major manufacturers have chosen it to launch their products to the world at one time or another.

In 1936 Auto Union (AUDI) sent probably the most sophisticated and innovative racing car ever built, with its V16 engine, supercharged, developing 520 BHP mounted behind the driver, its twin rear wheels doing

their best to transmit the massive power to the track. Bearing in mind this unique racing machine came all the way from Germany to deepest Worcestershire it shows how highly regarded Shelsley was even then. This car was driven by Hans Stuck, the works Auto Union driver who was competing in the European Hillclimb championship of those days.

Crowds came from far and wide to witness the spectacle, those few that had cars came in them, others came on special buses and trains. Many cycled, some walked from as far away as Stourport, such was the interest in the car and this form of motorsport. Looking at period photos, the many thousands of spectators that lined the track seemed oblivious of the great danger they were in as cars don't always stay on the track of course. This car only appeared twice in this country once at Donnington at a race meeting and once at Shelsley.

When war came it was hidden away in Russia and although Audi have commissioned a couple of exact replicas for display and promotional purposes this was the very car that appeared at Shelsley all those years ago.



2016, Hans -Joachim Stuck son of the original Hans Stuck also a works Audi racing driver, twice winner of Le Mans, three times winner of Nordshiel 24hour race, and many more other events came to Shelsley. He came with the full Audi works backing and once again thrilled the immense crowd on a perfect hot summer's day in the Teme valley in the very same car his dad had driven.

To see and hear that magnificent V16 blast its way up the famous hill was a real treat, a fantastic experience indeed.

Not only did Hans -Joachim Stuck drive the 1936 520BHP C Type GP car but Audi also brought along their monster 4 wheel drive IMSA S4 GTO which looks like a Quattro

on steroids.

This car has been racing in America, winning all kinds of events there and it too hurtled up the hill with 720 BHP at Hans -Joachim Stucks disposal. The ground shook even when the mechanics



started the car up let alone open the throttle. What a weekend to be at historic Shelsley, we will never forget it. In addition to these spectacular cars the organisers had laid on no less than 30 group B rally cars at the meeting many of them thrilling the crowd by hurtling up the hill like Mr Stuck. Some less experienced drivers were very on the limit indeed, no doubt inspired by the thousands of spectators eager to see what the cars were capable of.

Jimmy McRae drove his old Pro-Drive prepared Metro 6R4, Russell Brookes the Andrews Heat for Hire

Manta, David Llewellyn was in the ex Walter Rohrl Audi Quattro, Tony Worswick had his Ferrari 308GTB that he used to contest the European rally championship until the end of group B era in 1986. Many other ex works cars were there including Lancia Delta S4, Ford RS200s, Peugeot T16 EVO and Renault 5 Turbo; what a stunning array of machinery. The cars just mentioned were additional attractions to the usual hillclimb, entries of 150 or so cars entered on each of the two days.

Running just in front of my little 1172 cc supercharged Buckler were some of the worlds most famous and expensive cars including the rebuilt "Freikaiserwagen" which is a Shelsley Special built in 1936. The late Basil Davenport's GN Special "Gypsy" and the even more famous GN "Spider II".

Immediately in front of me was a magnificent Maserati 8CM GP car, this car alone is worth millions of pounds; it sounded phenomenal and is normally only seen at Goodwood Revival and Donnington historic races.



Driven at Shelsley by its usual racing driver Rob Newall, I was surprised to learn that it is owned by a really nice chap called Chris Jaques who also owns a Buckler. Carol and I had lunch with Chris and his lovely wife at Gaydon museum on a Buckler club run about three years ago, they were in a superb looking Buckler with a Coventry Climax engine which he had just imported from New Zealand.

The Jaques family invented the game of Croquet, they own and manufacture many

of the famous board games families play at Christmas amongst other interests. He never let on he had a stable of such exotic cars including Bugattis. I did say to his wife at one stage have you any others cars as well as the Buckler? She smiled and replied "yes, one or two"!

Shelsley is a steep, power sapping hill, my car has only 65 BHP when all the horses are fit and reporting for duty so I need all the power I can muster. Having only a 3 speed gearbox I try to keep the car at the top of the rev range as much as I can giving the gearbox bearings a very hard time. An unnecessary change up can be just too much for the available power.

I have only once done under 50 secs for a climb at Shelsley and that was my very last run last



year doing a 49.58 with low fuel and as far tuned into the hill as I can get. This year my first practice run was a 51.49 which I felt was ok just getting the feel of the track conditions.

Next practise run I determinedly held my foot flat on the boards with only a minimal lift for the daunting bend known as bottom Ess. This is a critical sharp left turn, if you get it wrong a steep bank supported by very substantial railway sleepers is what you crash into, so a bit of caution here is a wise move.

Time on the finish screen displaying my time was a slower 51.72. How can that be I was thinking to myself especially as on

both runs I had tyres inflated rather harder than normal to 30psi to cut down the rolling resistance of the tyres.

We had renewed the accelerator cable a couple of days before just to retain as much reliability as possible. It had been on the car for about 4 or 5 years so I thought it best to replace it, this was checked but found to be giving full throttle. It was a very hot day well over 26 degrees, so I thought it must be due to temperature difference. At Barbon my little engine was singing along nicely but it was a cool damp day, better conditions for power on an old engine like mine.

Further checks then revealed the problem, at Barbon the grass was wet at times and the paddock had quite a bit of cow muck around as cattle had been grazing only a few hours before. Just to be sure the soles of my racing boots didn't slip off the brake pedal I cut a proper door mat that Carol had just replaced to the shape of my floor. I religiously wiped my boots at Barbon and even did the same at Shelsley, good sensible preparation I thought to myself.



I then realised although I hadn't carpeted up the bulkhead it had slipped up there preventing the accelerator pedal from getting full throttle. The doormat found itself en route to a landfill site somewhere in Worcestershire and the car vibrated once more as it does when revving at 6000 RPM that I have the OMEX rev limiter set at.

6000 RPM may not be much for a modern day engine but for an old sidevalve with heavy standard pistons, standard crank, and engine that hasn't been balanced it certainly is. At these revs I feel I am putting it under enough stress, although the Newman Sports cam and the supercharger once propelled it to 7000 RPM at Bo'ness

when I dropped a rear wheel off the track onto wet grass. The noise the engine made almost caused me a cardiac arrest I can tell you.

Demon Tweaks had an order for an OMEX rev limiter by about 9.05 am on the following morning.

After my tuning modifications to the car, ie. throwing out the door mat, it allowed me to make all my runs very consistently. Saturdays final two runs much better with 49.51, & 49.14, then on

I had just met two lovely people with a really genuine interest in motorsport. How fortunate the world is when it's still blessed with such nice folk when all the news on today's television screens appears to be really sad news or countries at war.
Shelsley, again a brilliant weekend, thanks to everyone who made it so.

Keith Thomas



Some photos of “proper” rally cars!

Shelsley photos by Graeme Forrester and Keith Thomas

Inside the Industry

Paul Gilligan keeps us up to date

Cheap New Car Motoring

I've been asked to consider this month whether it is cheaper just to buy a bargain basement new car, run it for a few years and expect to more or less throw it away as worthless, or purchase a more mainstream model, run it for the same period but sell it for a worthwhile sum of money. Well of course everyone's circumstances are different, so there is no one right answer, but there are a few general points worth making.

The first is that unless you cover an absolutely phenomenal annual mileage the biggest cost you'll face is depreciation. A £10000 new car will see at least 50% of its value eroded within 3 years, more likely 60% or more. So there's a cost of £2000 a year. Fuel at 10000 miles a year is likely to cost £1200-£1500 a year, servicing and tyres much less during the warranty period.

So the first objective should be to reduce the depreciation cost. Different cars depreciate at very different rates, whilst most use about the same amount of fuel. So concentrate on depreciation. It's pretty simple to see roughly what your car will be worth in 3 years time so long as it's not a model new to the market. Just look at what 3 year old ones are selling for just now and deduct for the dealer's margin. You'll see some very wide variations between cars with similar new prices.

Of course one of the biggest savings you can make is by paying a lot less than the retail new price to start with. Firstly there is simply the discount you can negotiate. Or you can get more discount perhaps if you take the manufacturer's finance package. Maybe 3 years servicing will be thrown in, or a bundle of extras at a bargain price, free insurance and so on. Again not all suit everyone, free insurance can be very valuable to younger drivers for example. You can buy a pre registered car with delivery miles at well below new price (see below) or an ex rental car just a few months old with a few thousand miles recorded at maybe 30-40% below new price. All of these tactics can make an enormous difference to the depreciation cost you'll suffer over the next few years.

Bargain basement cars tend to be sold at more or less retail price. Dacia is perhaps the best example, you'll get pretty well no discount. So what counts is the amount of money you part with, not the list price. And not all cheap cars depreciate slowly, take a look at MG.

If the plan is to keep the car for 5 years or more then the length of warranty offered is key. Modern cars are very reliable, but technically complex and can be very expensive to fix. 3 years is the normal used car warranty, but Renault give you 4, Hyundai, Mitsubishi, Subaru and Toyota 5, Kia a whopping 7 years. So if you want to buy a cheap car, keep it for 7 years and be prepared to throw it away at the end buy a Kia Picanto for under £9000, maybe less. However be aware you can buy a low miles year old Fiesta for not much more, no comparison.

Because it's not all about money. I'd like to think that most people reading this actually ENJOY driving. And many would say 7 years in a Kia Picanto is a bit like a prison sentence? So perhaps the best advice I can give is to find a car you actually like to drive, then perhaps use some of the hints above.

Pre Registered Bargains

Just to give some examples of the savings available here, in more expensive cars there are some stunning offers. How about a £97000 BMW M6 Coupe, RRP £97000 for under £72000, a £73000 640 M Sport Coupe for £47500? My favourite at the moment is an Audi A8 Saloon, retail £61500. This was pre registered last September so on a 65 plate, still delivery miles, drive away for £37950, almost 40% off!

How Not To Treat The Customer

A friend of mine was recently in London where his wife was shopping. He became bored with this so suggested as they were in Bond Street he would pop round the corner to the Bentley showroom and she could meet him there. Now he's a man who likes, and can afford, nice cars, but dresses pretty casually and has an accent from around 300 miles North of Bond St. When he arrived at the showroom he tried the door, which was locked. He pressed the bell and after some discussion was admitted. Having made their instant judgement of this visitor the sales staff studiously ignored him while he inspected the various expensive cars on display.

After a while his wife returned and was eventually allowed in. She quickly weighed up the situation and asked him loudly what he'd been doing. "Just looking at these nice cars" he said. Even more loudly she replied "You don't want ANOTHER Bentley surely!" He tells me the salesman's face was a picture to remember! Then they left.

MG Goes SUV

MG has announced it will soon drop the MG6 from its range and replace it with the GS SUV designed to compete with Nissan Qashqai and so on. Last year 548 MG6 cars were registered in the UK, so given that a lot of those would be demonstrators, staff cars and many went into rental companies, hardly a sales success. And they are VERY cheap on the used market. It remains to be seen if the new SUV does any better.

Skoda Tops Reliability Survey

The highly respected JD Power survey was recently published after over 13000 UK new car buyers were interviewed. The purpose was to measure how many problems customers experienced in the first 3 years of ownership. Skoda registered 66 faults per 100 cars, next best Suzuki on 79, Kia 80, Vauxhall 90 and VW and Peugeot 92. Average was 114 faults per 100 cars, with the worst performers being Land Rover on 197, Dacia 174, Audi 170, BMW 156 and Mercedes 154. Of course expensive cars tend to have much more complex equipment fitted, which partly at least excuses the German manufacturers, but not Dacia!

47% Of UK Motorists "Hate" Their Car

A survey just published by Kia shows that almost half of British drivers feel genuine hatred towards their car, with around 10% admitting to having lost their temper and physically attacked the car in Basil Fawlty fashion! Kia blame all this on amazingly few customers taking a test drive. 20% of new car buyers regret their purchase within 7 miles of collecting it. Although surprised by these findings I'm constantly amazed by how few customers do actually test drive before buying. Regret at leisure as they say.

Fiat Chrysler Accused

No not another emissions scandal! In the US Fiat Chrysler are being investigated by the Government over its reporting of quarterly and annual results. FC report their revenues based on shipments to their dealers rather than sales to end users. Nothing wrong with that I'd say, if the car has been invoiced to the dealer it's a sale? However one dealer has accused FC of regularly falsely reporting the sales. He claims to have been offered \$20000 bonus for falsely reporting the sale of 40 new vehicles, and that FC would regularly report sales at the end of one month and then cancel them the next. Only to repeat the process at the end of that month.

Makes pre registration look almost honest.

Accidents Put The Brakes On Driverless Cars

The first fatality involving a Tesla driver killed while the car was in driverless or "Autopilot" mode occurred in Florida recently. His car hit a truck that had pulled out at a right angle across the road. The trailer was white and it's thought that the car's sensors mistook the trailer for bright sunlight. Tragic.

In a age when Health & safety is all powerful even one fatal accident must slow this develop-ment. Perhaps a little less hurry will be a good thing. In developing any new technology there are difficulties. Flying was dangerous 100 years ago, and many people were nervous about auto-matic pilots when they were introduced. Tesla's Boss remains confident and says he believes hu-man beings will eventually be banned from driving as they will be so much more dangerous than the car driving itself.

I hope that's wrong, and I remain convinced driverless will come, if a little more slowly than had been thought.

Diesel Driver Under Attack

A few short years ago we were told that diesel cars produced fewer emissions than petrol, and were encouraged to buy them. Now those same experts have decided this advice was wrong, and in fact older diesel cars can produce as much as 20 times the emissions per mile as petrols.

So the new London mayor has announced a "Toxicity Charge" of £10 per day to be applied to any car or van made before 2005 entering central London. This will be on top of the Congestion Charge currently £11.50. Then in 2019 that fee (or whatever its been increased to by then) will be applied to any pre 2015 diesel cars and the area of the charging zone will be made ten times bigger. Also the current no congestion charge at weekends and during the night will be abol-ished. Other major UK cities are being encouraged to follow suit.

So be careful what government advice you follow. Diesel cars will undoubtedly depreciate more heavily as a result, so drivers get hit in the pocket twice over.

Paul Gilligan

pg@gilliganvc.co.uk www.gilliganvc.co.uk





Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

We went to Donington for the Sunday of the Masters week-end and had a brilliant time, no doubt helped by the fact we were neither frozen or soaked. As usual we had the pedometer on and managed to cover over 8km during our visit, including a full lap of the circuit, certainly the slowest done that day. It's nice to see the mess left by the idiot who wrecked the place slowly being sorted out. On our walk we spotted a defunct water fountain built on the fenced off grass just behind Starkeys bridge. It's obviously very old and appears to commemorate a driver, I reckon the relief could be Dick Seaman but can anyone give a definitive answer.

The Can Am cars didn't disappoint even though only 4 were present. The hardest thing to comprehend until you get up close to them is the sheer size of the things, they're simply huge. One of them had all its bodywork off in the garage and the mass of kit hidden underneath is quite mind boggling. I took several photos and am thinking of basing a painting on it for the next time I exhibit. I suspect a submitted title of "racy lady in the nude" could well have the selection committee doing a double check before passing it to hang.

The best race of the day was between the two 2 litre Lolas of Oldershaw and Stretton. I would imagine that these cars produce at best half the power of the V8 opposition but they had little trouble in blowing them away. I suppose they're much more nimble but as usual the driver has a big part to play. The two mentioned above are on a different level to many of the "gentlemen" they're up against and define the difference between a racing driver and some-one who enjoys driving a racing car.

Traveling there and back involves the use of so called "smart motorways" which could more honestly be known as "money saving death traps". In the short distance between Donington and the M18 junction we ground to a halt twice, once for over half an hour while a broken down van was pulled off the inside lane (no hard shoulder any more). The irony of it was while standing stock still in a solid mass of traffic we sat under a gantry on which the sign advised me I was restricted to 50 mph. If you think logically about it, when Marples opened the M1 hard shoulders were deemed necessary and now, even though the volume of traffic has jumped a massive amount we can, according to those in charge cope perfectly well without them. It must be the only example where health and safety issues are being so blatantly sacrificed to save expense.

And finally can I "COME OUT". I am a diesel owner but fear not my hair shirt and flail are soon to be delivered, no doubt in a diesel van after arriving at their depot in a diesel lorry. Can anyone tell me why, when the BBC are decrying diesel engines they always refer to diesel cars instead of diesel vehicles. Can anyone also explain why a few years ago I was almost up there with David Attenborough and saving the world by going "oil burner" and now I'm the spawn of Satan and should be pilloried. What happened to the experts we all listened to? No doubt in the House of Lords by now at a guess.

Ends
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What's On

WMC events and other events of interest

August

3rd	Wed	WMC	Pub Run
6/7		H&DMC	Loton Park Hill Climb
6/7		HSCC	Croft Nostalgia Festival
14th		SMC	Blue Streak Historic/Targa (Gates)
20th	Sat	WMC	Rose & Thistle Tour
21st	Sun	WMC	Cumbria Classic & Motorsport Show

September

4th	Sun	DAC	Wearside Classic
7th	Wed	WMC	Pub Run
11th	Sun	Trio	Pendragon Stages
17/18		BARC	Harewood Hill Climb
18th	Sun	SoSCC	Doonhamer Classic

Visit the website for all the latest news

www.wigtonmc.co.uk

[Catch up on Face Book](#)

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

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