

## **Members Contrasting Cars at the NEC Classic Car Show**

**Sean Parnaby's Bond Bug gets some unusual attention, possibly aliens look for new transport!**



**Andy Gibb's Bristol shows work in progress on another of Andy's fantastic restorations.**



# Diary

Club events over the next month or so

## Festive Autotest

December 27th

Maryport Business Centre

A fun, festive event!

The Club is providing Festive food!

First round of the 2017 Club Championships

Regulations will be emailed out and are on the web site.

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# Talking Point

## Topical comment from the world of motoring

I thought I would finish the year with some statistics. We have currently 927 paid members with 52 paid for 2017. 193 members scored points in the Club Championship. We organised 14 competitive events and 7 touring events.

The Classic Show had 673 entries. The autotests invariably run with full entries and the 217 "Gallop" is already full.

Members have taken part in at least seven different motorsport disciplines.

We have a strong committee of 19 people including 4 ladies, who all contribute to the running of the club and many are also active competitors.

We have given £2,100 to our nominated charities: Big Pink, CHUF and Hospice at Home as well as the money collected at Drive It Day.

During the year we bought a new photocopier, replaced the caravan and also replaced many of our stock of cones, as well as the new number markers for the Show.

Over 40 members attended our rally competitor and organisers day in the Spring.

Start Line goes out to members plus friends of the Club and other local and classic clubs. Articles have been written by 17 different members (this issue has a record of 11) and we also have great photos from Tony North. This year's Start Lines total 336 pages.

As well as sending out Start Line the E-mailer has been used to send out around 70 discipline specific messages and event regulations.

There has been an increase in Targa rally entries of around 20% this year. On the downside historic entries have decreased by around 18%

All in all another successful year!

GTF



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# Classic Column

## News from the Classic Scene

I've mentioned before how the vintage and classic ownership has changed in the last twenty years and how it has driven values ever upwards. Basically the folk who bought the cars in the past when they were perhaps the value of a "new" car of the day or less and kept them in the family, are seeing the value rise as "new money" comes in and buys any car that comes up for sale. This has had a marked effect on grid entries at VSCC, Aston Martin OC, Bentley DC and pre war MG races. Cars are now being bought for investment or as a passport to do events like Le Mans Classic, Mille Miglia, Goodwood, Monaco etc which are now part of the social scene for the extremely rich. The same owners would not be seen at a VSCC or BDC clubby race.

I read recently that one of the biggest secure car storage facilities in the SE reported that 80% of the cars there never moved. Basically they are there as investments due to poor interest rates although they will only maintain their value if there is someone who in time is prepared to pay even more for them.

Another effect is that as the "money" is in the south of the UK, the cars are gradually moving south to new owners. If you ever went to the Border Vintage Show at Mellerstain 20 or more years ago there was always a superb display of older cars, most of which seemed to come from the Borders region. That has gradually declined over the years and even in our own county I can think of a good number of older, interesting cars that have gone from our area when they went for auction.

Of course you can't blame people for selling, if you inherit a car worth the value of a house and you are not that keen on cars then you will convert it into cash or a house.

The 2017 **Classic & Motorsport Show** takes place on August 20th and we are already thinking about it! Each year we try to have a different theme, featured model or marque, celebrate an anniversary to create special displays etc. At the same time we are always looking for any new ideas for the Show. To be successful it has to evolve. Can we get more spectators through the gate?

If you have any ideas please tell any committee member. If you are involved with a one make club ask if they would like to be featured as guest display etc. Or indeed any dealerships, businesses that would like to be involved.

There are quite a few TV programmes about classic cars airing at the moment. "**Wheeler Dealers**" see the team but a car do it up a bit and sell it at a supposed profit. Now who would buy a car from Mike Brewer? A caricature of a dodgy used car salesman! The cars are done up by ex Practical Classics man Ed China who seems to be a very generous guy as he never charges for his time. OK, they list the cost of the main parts they buy but anyone who has restored car will know that it's all the little bits that ramp up the cost.

"**Car SOS**" is one of those warm hearted series and Fuzz Townsend seems to be a decent bloke who knows his stuff but his side kick is very annoying. I would question though how they can do a thorough restoration in a matter of a couple of weeks. Most restoration companies would take many months to do the job.

"**Chasing Classic Cars**" is about an American classic car dealer. Not part in parts but you do wonder why people would want to buy some of the American cars of the 50s and 60s. Mind you the buyers are all so large they need big cars to fit them. The other point that I find of interest is the huge distances the guy goes to view cars or sell them. Hundreds of miles of nothing!

GTF

# PG Tips

Oh blimey – is it the end of the year already?! As ever none of my cars are at a stage that I thought they would be by now and soon I will be panicking about next year. The good news is that I go back on shifts at work so I will have weekdays off again....I know no one will blab to my wife, but having weekdays off without the children or any distraction is something I have sorely missed in the last 2 years....much as I love my girls (small and big.....big - as in grown up before someone emails Trudy that!) they are not conducive to maximum car project progress!

I had the pleasure of getting rid of the old club caravan last month, taking it from the barn of doom to the caravan breakers at Prospect....where rather surprisingly it didn't head to caravan heaven! The week before the date, I went to visit the people at Prospect and asked if they would take the caravan and described it to them (like the one in the episode of Father Ted where they go on a caravan holiday....if you don't know what I'm talking about it is well worth watching and fairly famous). The boss man agreed they would probably take it after I reminded him that I'd bought lots of old Skoda parts from him a year or so back and that his dog had tried to eat me (the dog is the size of a horse incidentally).

The best thing....possibly the only good thing.....about the old club caravan is that it was super light so I was easily able to drag it from the barn myself and hitch it up to Trudy's Yeti for what I thought would be its final journey. Eddie the farmer then appeared offering assistance and told me about his collection of sort of classic Daihatsu (is the plural Daihatsu, Daihatus or Daihatsi!?!?) and how Toyota bought Daihatsu a few years back and effectively got rid of the brand. No assistance was needed and I have to say that old caravan towed quite well even at 50ish MPH.

When I pulled up at Prospect all 4 of the staff were outside trying to move a massive static caravan. One by one they all came over to look at the old club caravan, and to my surprise began marveling at it in a non-sarcastic manner! There were oohs and ahhs about it being a Monza and the overall condition of it (which I didn't think was that good!) and comments about it having 'auto reverse' as well as a lot of checking round it to look for damp – which is apparently a bit of a thing in the caravan world. After a couple of minutes of this the boss man then said "I can't take this off your hands for free I'm afraid" and then left a pause in a Who Wants To Be a Millionaire style – "because I am going to give you some cash; I can easily sell this on". He then handed over the money and moved the old van into storage in their unit. I believe it is up for sale having been polished and fitted with new tyres if anyone is interested in a piece of 1970s kitsch.

In other news, Mercedes have launched a pick-up truck....a luxury pick-up truck the size of a small house of course. Clearly aimed at the vast US market and getting ahead in the German car manufacturer race, I now await the arrival of an Audi and a BMW pick-up. I would imagine the option of a sport coupe pick-up and convertible pick-up will soon appear to fill niches that no one knew existed!

I've noticed a bit of a trend amongst car manufacturers of late to call their models 'Line'. So recently Ford introduced the ST Line range to their line ups. For those of you not au-fait with this, the best way to describe a 'Line' car is – a mid range car trimmed up to replicate a high end performance version of that car. So in other words, sports trim but without the sport part! I first noticed it a few years ago when a colleague excitedly told me he'd bought an Audi A4 and it was an S-line (clearly he had no idea that I'm an Audiphobe and that I only just stopped myself calling him derogatory things!). I had no idea what an S-line was and as it turned out nor did he really, but he did grasp that it had big alloys, sports seats and some shiney trim bits. Further research on my part revealed the tenuous link to the Audi S4 sports saloon. It now appears everyone is at it – Renault make GT-line as do Peugeot and Mercedes will sell you things with AMG in the name that are only AMG in look and not go. I guess it's an easy way to attract buyers and presumably there is more profit in it than selling people real performance versions and a way of expanding a range further. The choice on the market is now mind boggling in its complexity, I'm almost glad I am not considering a new car.....for now anyway!

## **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 & Clare Roberts	of Isel
Josh Coleman	from Kirkby Stephen
Sam Trotter	from Penrith

**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.**

### **Annual Awards Dinner 2017**

**Saturday 21<sup>st</sup> January 2017  
At the Skiddaw Hotel, Keswick  
7.00 for 7.30pm**

Our guest speaker this year is a welcome return to  
**Kirk Rylands**  
who is looking forward to keeping us all entertained with his  
many motoring anecdotes.

Presentation of awards for the Club Championships and  
Gates Tyres Rally Awards

Tickets £30 per person, available from Marian Sloan  
([mazsloan1@outlook.com](mailto:mazsloan1@outlook.com)) Tel: 01900 85833

### **Memberships**

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

**Maggy Bateman 016973 49919    [wcmemsub@outlook.com](mailto:wcmemsub@outlook.com)**

## Bond Bug at the NEC



Having never done a car show before we were pleased to be invited to the Classic Car show at the NEC, we own the Bond Bug so we could drive this quirky car around the lakes district as a fun car. We never gave it much thought about doing a car show, so the first thing was to look at the standard of cars going to the show. One look said we needed to clean the car from top to bottom ! Our weekends were spent cleaning this little white car both underneath and waxing the body. I never knew how much time this would take!!!

We hired a car trailer, had a pop up made of our best photos of driving around the lakes and off we went to the show. We did our set up on a black and white canvas with mirrors to show the underneath of the bug switched the under car lights on and sat back for a restful show ..... with 75,000 visitors and 2,500 cars on display it didn't take long for us to realise that this was not going to be restful !! over the course of the next three days we had 100s of people asking questions, taking photos and general being very polite about this quirky British made car, the main question was over the colour which everyone thought should be tangerine orange until we pointed out that they did make six white bugs.



We did manage to walk around the show a few times to give ourselves a break and the cars on show were very good and to a very high standard. The highlights of the show was having the Bug photo taken for several of the classic car magazines and an interview with classic car weekly. We were selected as one of only ten cars to have Stars Wars visit the Bond Bug for the insurance company photo shots, (quite relevant when a bond bug is used in the making of Star Wars) but the best highlight was letting people sit in the bug and seeing the smile on their face when the roof is lowered..... a

show worth doing but a restful weekend it isn't .....

Sean & Julie Parnaby

### Annual Awards

**It would be appreciated if all holders of the main annual awards could return them during December please**

# Champions All!

## 2016 Award Winners

**Club Champion:** Jack Palmer  
**Ladies Champion:** Angela Jones  
**Autotest Champion:** Brian Bradley  
**Enthusiast of the Year:** TBA on the Night!  
**External Champion:** Brian Hodgson  
**Newcomer of the Year:** Sam Kirkpatrick  
**Stage Rally Champion:** Nick Stamper  
**Marshals Champions:** Eddie and Mary Parsons

Historic	Driver	Historic	Navigator
1st O/A	David Agnew	1st O/A	Mike Garstang
2nd O/A	David Marsden	2nd O/A	Alan Jackson
3rd O/A	John Sloan	3rd O/A	Marion Sloan
1st H2	Paul Slingsby	1st H2	Michael Fox
2nd H2	Charles Graves	2nd H2	Ron Palmer
1st P1	Tot Dixon	1st P1	Maureen Dixon
2nd P1	David Heirs	2nd P1	Austin Leaske
1st P2	Ian Dixon	1st P2	Callum Douglas
2nd P2	Stephen Douglas	2nd P2	Doreen Sunter
1st C1	David Garstang	1st C1	Michael Marsland
2nd C1	Brian Bradley	2nd C1	Paul Garstang
1st C2	John Fenwick	1st C2	David Carmichael
2nd C2	David Short	2nd C2	Roy Heath
Targa	Driver	Targa	Navigator
1st O/A	Chris Hunter	1st O/A	Fiona Tyson
2nd O/A	Geoff Bateman	2nd O/A	Maggy Bateman
3rd O/A	Joe Harwood	3rd O/A	Jack Palmer
1st T1	David Charlson	1st T1	Eileen Horsfall
2nd T1	Neal Horsfall		N/A
1st T2	Andrew Graham	1st T2	Willie Jarman
2nd T2	Angela Jones	2nd T2	Jai Wall

# Awards Winners continued

**Speed Champion:** William Jarman

**Class Winners:** Angela Jones  
Harry Moody  
Chris Harris  
Phil Hallington

## Social Scene November Hog Roast



There was a great turnout for the Hog Roast and quiz in November at the excellent venue at Gilcrux Village Hall. This proved to be a very enjoyable night with an obscure quiz put on by Peter Garforth to add to the good food and drink! Not a trotter was left!



# Elderly Utterances

**The Voice of Experience!**

**Ron Palmer has his say**

It's true when they say time flies when you are having fun. We are now in December, the year has simply flown by and I've been thinking in terms of 2017 for some time now. I must slow things down a little. A pal from Essex recently reminded me of what good value the RAC 1971 DVD 'From Harrogate it Started' by WD and HO Wills was so I invested and found it brilliant although a little 'arty farty' at times and those of a sensitive disposition should be aware of the flashing images. My all time rally hero Timo Makinen was the class of the field in snow and ice with no notes in those days and one interview gives his take on driving in such conditions. He was over two minutes in the lead when gear selection problems intervened and he lost half an hour but still finished 5<sup>th</sup> overall. Top Brits were Roger Clark/Jim Porter who finished 12<sup>th</sup> which showed the quality of the Scandinavian entry although the Tony Fall/Mike Wood 240Z was lying fourth when they went off, his interview to camera about his terminal incident is hilarious. The backing music is famously from the Who and it is all very atmospheric. It will make a good stocking filler for Christmas at £6.99 from Amazon.

Two of today's principal competitive Historic rallies in the UK were scheduled to clash next year. The Roger Albert Clark (RAC) forest rally is down to reappear after a couple of years off on 10<sup>th</sup> to 13<sup>th</sup> November and the RAC Rally of the Tests Historic Road Rally may take place on 9<sup>th</sup> to 12<sup>th</sup> November. It would appear that the organisers are now talking and dates may be revised to avoid the clash. The Clerk of the Course for the Tests, Guy Woodcock, is one person who would be a competitive driver on the Roger Albert but like everyone he can't be in two places at once.



Talking of the Tests, Charles Graves took part again last month and achieved yet another class win, finishing fourth overall this time with Ali Proctor on the maps. His XK150 fixed head had a body off rebuild in the weeks prior to the event (see pictures) and much midnight oil was burned getting it completed in time. With fresh paint and a little lightening by removing the very heavy bumper bars it certainly looked match fit and caused them no reliability worries on the four day event. With it taking part

in the south – Bournemouth to Chester – there was no easy opportunity to marshal or spectate this year so having now retired from competing such events I had to be content with daily updates from the HERO website.

However that will not be the case for Le Jog (Lands End to John O'Groats Trial) running from 3<sup>rd</sup> to 6<sup>th</sup> December and overnighting on Sunday at Gretna. This HERO event is now in its 22<sup>nd</sup> year and a handful of us will be running a time control to the east of Carlisle before the 77 crews hit the pillows. Although Charles and I tackled Le Jog in the XK150 in 2011 we retired with various car maladies after the Welsh section. It is certainly a demanding event and attracts a number of Continental entries each year. This is an event I would have liked to have driven but lasting the course these days might be a problem.



For those Wigton members who have a spare day in February I'm organising a Midweek Meander on Wednesday 22<sup>nd</sup> February. This will be held in daylight and will be on low level roads just in case the hills are icy. It will start from Dobbies Garden Centre at Orton Grange CA5 6LB and head north for a simple route of 50 miles or so visiting a place of interest before finishing at an eatery just on the Border. No entry fee for the run, a road book is supplied and you pay for your own food and any on event costs. A

reminder will appear in the next Startline.

At the November committee meeting a shortage of rally navigators was identified as an issue. This has come about by our events having been dumbed down over the years for various reasons. So now our club events have no regularity sections or varied plotting instructions but are restricted to a tulip roadbook or occasionally map references. So a co driver rather than a navigator is all that is required. Three or four years ago I held a series of navigation evenings at Wigton Rugby Club which were quite well attended but with the odd exception I don't think many subsequently went on to venture further afield to navigation events.

So ... if there are any would be navigators out there who would like to broaden their knowledge I will be happy to lead an evening and perhaps in due course have a national class navigator come and talk to us. Please let me know if you would like to be kept informed by e-mailing me on [ron-palmer777@hotmail.com](mailto:ron-palmer777@hotmail.com).

Here's wishing everyone a very Happy Christmas and every success in 2017.

Ron



# Ice Rink Autotest



November 20<sup>th</sup> was the date of the last (for championship points) Autotest of the year run by Rob Iveson and family. I can only guess that when they set off from their home in Shap at 7.30am it was about minus 12 cos in mild, sunny, costal Maryport it was still minus 3 at 10am – the start.

The course was mostly covered in a layer of 1 – 2” ice, it was surveyed by the clubs top officials and judged to be safe – that is safe to drive on, but do not attempt to walk the course under any circumstances. As a token effort a little table salt was sprinkled on the thickest areas. BTDR

champ, Murray Walker, who had travelled down from Dumfries where it was probably minus 12 as well, was dispatched to perform several 360’s in the worst affected areas. All this left the course, well, much the same as before but at least we were able to tick off the risk assessment.

All the usual candidates were in attendance together with a few new faces, 28 in all, a fantastic turn out for November. The more savvy competitors hung around and generally made themselves scarce until the surface had been broken up and was not quite so slippery – you know who you are!

Two fairly long tests and lots of competitors meant a little queuing, but it was worth it, I think there was only one wrong test all day. By lunchtime it was clear where the top times would come from, although we all knew this at 10am! Murray Walker in the stripped Nova, the clue was the straight first and reverse only gearbox and the pint sized fuel tank under the bonnet. His times were quickly followed by the Mini Special driven by Richard and Edwin Cook.



The course did thaw somewhat and times dropped after lunch (which largely consisted of Mrs Ivesons excellent chocolate cake). As usual the MX5 brigade, Chris Hunter and Drew McLean put on a great RWD display for the crowds (a local family passing by on their way to the country’s largest and newest Lidl store situated just down the road).

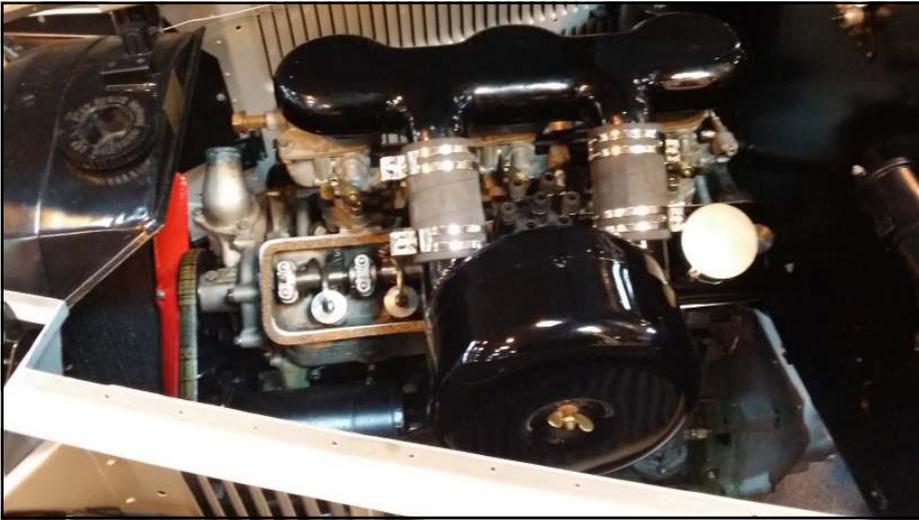
After 12 runs it was 3pm, the poor marshals were frozen and GTF calculated the results. Murray showed us all how it should be done by almost 50, yes 50 seconds, 2 seconds per test I suppose. Next

up was Richard Cook, then first FWD Jack Palmer closely followed by the very tidy Mini of Peter Wright. Chris Hunter managed first in class for RWD, a few seconds ahead of John Sloan in the Midget. Angela (I think I’m going deaf after the shouting from the passenger) Jones was the first lady and up and coming Callum Alexander in the Citroen C2 was the first junior.

If you fancy the Christmas Autotest get your entry in now, it fills up very quickly. As one nameless wife, not mine I must add, commented “call that exciting, racing round cones in a car park in winter, you are sick” – possibly!

Steve F

## Bristol at the NEC



I was not totally convinced that taking the Bristol to the NEC in its unfinished state would be appealing

The car was well received with much interest expressed in the Superleggera construction, many people could not understand the restoration standard of the chassis particularly when non of it would be visible on completion of the car.

All I could say was that was my way, they could please themselves.

Down side it took hours to get the car out of the hall the stewards went home at 8 and closed all the barriers - it was chaotic. To get out a barrier had to be bent out of the way not a good way to end a show!!!

Andy Gibbs

## 2016 VSCC Lakeland Trial a great success

Saturday, 5th November saw the VSCC Lakeland Trial, one of the biggest events in the VSCC calendar, take place in the Northern Lake District where competitors enjoyed a dry though chilly day when out of the direct sunlight. For November no one was expecting the sun to be splitting the trees but the autumn colours were really fantastic.

This event was the brainchild of Dick Smith who is a very well known Frazer Nash racing driver and VSCC stalwart. He devised and ran the event assisted by his family and other friends for over 50 years which is a fantastic achievement. Fairly recently Dick handed over the reins although he still keeps a watching brief over the event. This year saw him out and about in the role of safety officer checking the sections giving him a great opportunity to meet old friends' many of whom have been regulars, marshalling or competing since the first event in the 1960s.

The event is so popular it is always oversubscribed in spite of the vast majority of competitors living at least 150 miles away and many much further.

Competing cars, the majority of which were built around the 1920/30s, attempt to ascend the sections climbing as high as possible through the 25 markers placed up the hills on both sides of the section. Bottom of the hill is zero and passing the top marker with the centre of one front wheel gives a maximum score of 25 but known rather confusingly as a "clean".

Some other trials organisations place markers in reverse order so a clean is zero marks at the top of the section. Striking a marker post in VSCC trials deems you to have stopped at that point even if you carry on and get past the top mark.

Competitors and marshals come from all over the country to this event, many of them date from a very similar period as the cars!

This is great news for those of us that were born immediately after the war hopefully this means we too have many years of competitions in front of us.

Those dating from this period may not be as fit or strong as the younger ones but many oldies can



“feel” for grip and really excel in muddy conditions. It was great however to see a crop of relatively new drivers entered, many of them young people both male and female as well as several young marshals doing a great job on the various hills or sections.

The future for the VSCC looks very good in general but some issues are of great concern; more of that later.

Based at the Wheatsheaf pub in Lorton, competitors dispersed to different start hills, they were instructed they MUST tackle sections in a given sequence up in the Whinlatter and Wythop forest com-

plex as well as a section right at the top of the world famous Honister pass.

Here slate for roofs of Lake District properties has been mined for hundreds of years and it is still mined by traditional methods today. Much of today’s production is now exported worldwide as it’s so attractive.

The slate demands a very high price not just for roofs but decorative purposes such as fireplaces, lamps, gateposts and other designer items. Japan is one market for products I gather and gardens at Chelsea Garden Festival are a regular user of the slate.

This section is called Drumhouse presumably because at one time there would have been a building for winding the cable drum to haul the mine tubs on the wire rope. The ropeway carried the slate down to the mine buildings from the top tunnels called” drifts”.

The current mine owners wanted to put up a very extreme high zip wire adventure trail up here but were turned down by the National Park authority and opposed by so called “Friends of the Lake District officers” despite very strong backing from many locals including climber Chris Bonnington, various organisations and tourist chiefs.

When it was turned down Chris Bonnington, vice chairman of Friends of the Lake District, immediately resigned his membership of the organisation.

Unfortunately, Mark Weir the owner of the mine was killed during this period, his helicopter crashed whilst taking off from the mine on a nasty winters night. Mark was a great adventure seeker, a maverick but a guy who bought the derelict mine, invested a tremendous amount of time, money and effort into it. His vision now brings millions of pounds to the local economy. Marks partner Jan mother of their children, carried on the fight but despite appealing the planners decision it was turned down again which seems very unfair as the wire ropeways were a part of the mines transport system for so many years.

When I was a small boy in the 1950s I used to watch the slate travelling on the high wire but I have to say I wouldn't fancy being on it myself.

One of Marks ideas was to have a Via Ferrata ( which means” Iron way” in Latin) adventure wire on the sheer face of the mountain and this is up and running. It is very popular for those who like the adrenalin rush and now often featured on TV programmes.

The same planners would no doubt disapprove of old cars emitting fumes and climbing up shale tracks in the Lake District once a year but fortunately Mark Weir encouraged it. He was a risk taker no doubt, but no one else would have committed so much time, money and energy to such a precarious project as a derelict slate mine. Fortunately it is now one of the area’s most popular attractions with mine tours, cafe, visitor centre etc. We owe Mark a great debt of gratitude. Make sure you visit Honister slate mine sometime and raise a toast to Mark with refreshment from the cafe to



the venture that was his vision and passion.

If ever the mine is sold the new owners may not be such like minded individual's with regard to vintage cars competing in trials.

Starting from the visitor centre at the top of the pass, Drumhouse section claws its way up the mountain-side. It's one of the most famous and iconic trials sections not only in the country but known worldwide. Here you can see the cars at very close quarter tackling the steep unsurfaced rough track that winds its way via

several hairpin bends right up to the top of Fleetwith Pike. A massive almost sheer drop off to the right has no protection to prevent cars from going over the edge other than the skill of the driver.

This is not for the faint hearted competitor or even spectator for that matter.

Parking is available at the slate mine for a small fee but warm clothing and stout footwear is needed here for people who trek up the track and marvel at these historic machines picking their way up the loose shale track which is very rough in places.

Not all cars made it to the top by any means and those with no front brakes which is not uncommon on very early cars need to be very careful not to slide back as grip is minimal. These cars have to be hauled up generally by recovery vehicle then return back down the mountain attached by a sling or rope fastened to the rear of the competing car and the front of a Landrover or other big 4x4 vehicle which follows behind to prevent them getting out of control. The sling or rope is tested and Lloyds approved to make the descent as safe as possible.

All passengers have to walk down every section these days as more and more health and safety regulations are implemented.

Most normal modern cars wouldn't be capable of getting up the sections of this event but many vintage cars with slow revving, long stroke engines shod with very skinny tyres often make it look remarkably easy yet those people that try for the first time find it's often impossible just to get off the start line.

The HQ at the Wheatsheaf pub Lorton is always full of car enthusiasts on Friday evening as well as on Saturday afternoon when competitors return with score sheets. It is a great place to be if you have petrol running through your veins. It's not possible take cars into any of the forests unless you are marshalling but Drumhouse does gives a great chance to watch the cars in action.

So with the background set what actually happened on the trial ?

This is quite difficult to comment on as this year no spectators at all were allowed onto the sections to watch unless you were a signed on marshal for that particular section. Signing on was at the forest entrance at 8am. That excluded anyone wishing to marshal slightly later in the morning as many people have done for years if due to business or family commitments they needed to arrive later. Some marshals occasionally have to leave earlier at times but if the section chief marshal is aware of this a shift system works well.

Recovery crews waiting at the sections I saw with their 4x4s understood they weren't allowed to walk up the section to watch either so stood at the bottom of the sections peering upwards unless called to assist by the marshals in that particular section.

Competitors haven't been allowed into the sections for the past year or two either to recce or spectate. This has only been the rule for the past couple of years and annoyed many competitors when listening to their comments. They said it spoiled the social aspect of the trial and it was very cold just waiting about.



When cars got stuck getting them out took a long time in some sections yet this was a “dry” trial not a drop of rain all day, In wet weather lots of people, whether competitors, marshals or spectators, pushing cars or pulling on a rope is a much faster way than recovery using pulleys winches or vehicles although sometimes mechanical assistance is essential. I was told by one marshal that they weren't allowed to take any photos “they were there to observe not to take photos”. Other marshals were unaware of this rule so could this be clarified for future events. Surely common sense can allow marshals to do their job properly even if

occasionally using a camera to record a car stuck up to its axles in deep mud or a similar situation.

Media photographers were not allowed with vehicles in Wythop forest this year yet this forest contains Raughtonbeck Rise and several other popular sections, photos of which often appear in the motoring magazines or on websites. The forest has a good road network used by HGVs for hauling logs and is such a large one it would be impossible to get to different sections by parking on the public road and walking without causing traffic problems to other road users on the public roads.

Perhaps there was a good reason for this but as yet no one has been able to give an explanation.

A very wide selection of cars took part with Austin 7s being by far the most popular, some reputed to be in “standard” form but sounding very “healthy”, the “modified” ones often sound like a high revving race car engine which in reality they are but what great fun those delightful vehicles give the competitors.

Ford Model A cars have a reputation for ruggedness and these too are a popular choice. Riley, Alvis, Lea Francis, Morris Major, MG M type, Chrysler 75 (rather like a Bentley) Vauxhall A type and 30/98, Frazer Nash, AJS, GN, and even a Bugatti type 23 were taking part.

Many competitors take part in this event rather like a social outing but are better known for their exploits racing other cars. Immediately springing to mind is the intrepid Duncan Pittaway, builder and heroic pilot / driver of the fire spitting monster aptly named “the Beast of Turin” which you must have seen on TV with flames shooting out of its vast number of exhaust stubbs. It has featured at Chateau Impney, Goodwood and other historic venues. James Baxter is usually seen putting up fastest times of the day in ERAs but was enjoying his day out in the rear seat of a big Chrysler 75. Many other big names of the motorsport world were attending the event in some role or another.

Great to see Rod Spollon, whose family own Chateau Impney, marshalling in Hobcarton on a section ably assisted by another young guy who races a vintage Morgan called Charlie Martin.

Charlie was telling me he is currently building up another vintage Morgan but wasn't sure whether it would have 3 wheels or 4 when finished. Not sure if this is because he only has 3 wheels at the moment or for some other reason! Rather funnily standing beside me was Roger Harrison from Ulverston who is also building a Morgan 3 wheeler so I called Roger over so the two of them were able to compare progress and modifications on their various projects.

Duncan Pittaway had built up a wonderful old Anzani engined GN using parts from 1921 and 1928, the engine being a 3200cc aero engine. Like the Beast of Turin this build had an equally interesting story but too involved to relate here unfortunately. These guys are brilliant engineers it's so inspiring that they have such ability not only to build the cars but when completed go out race and even win in them.

Duncan's GN in spite of its age tackled all the rough sections that the Lakeland Trial throws up, cleared every hill except one where he landed in a bog because no recceing was allowed. In so doing he carried off a first class award for his class of car narrowly missing out on an outright win.

**Photos by John Sloan**  
**Photos taken on Drumhouse at Honister Mines**



He had a rather unusual method of giving the car rather more ground clearance by putting a spanner between the chassis rail and front spring on each side. At least that is what he told us when it was pointed out that a couple of spanners had become trapped between the chassis rails and the spring leaves!

David Johnson completed all the hills then his Austin 7 Chummy broke down at the top of his last hill. Luckily it was able to be pushed out of this section and found to have no spark. Undeterred he took off the magneto, produced another one from under the driver's seat and proceeded to change it. Soon it was going nicely and off he went to the Wheatsheaf to hand in his score card.

Another guy with a Frazer Nash broke both drive chains to the rear wheels but got to the top of Drumhouse. He set too and evidently it's a very messy job but in immaculate clothing repaired the greasy chains and he carried on his way. Pure enthusiasm and dedication these guys have.

I am a big supporter of the Lakeland, we have carried out repair work and pruning on sections prior to many events. I fully understand the need for health and safety issues but as someone who has driven in various other trials over the years, marshalled on the Lakeland many times as far back as the 1960s on some occasions I to have had to turn up slightly late in the day.

I have pushed cars up hills, been plastered in mud, towed cars out of the forests back to their parked trailers or taken drivers to collect their tow cars at their B&B several miles away.

I am not really sure how much I will be able to help on the trial in future as the current rules stand, this would be a great pity.

Could signing on be done the night before or at the forest gate by the gate marshal for the odd marshal that cannot get to the forest entrance early.

These forests are open to the public all the time, living locally I know many hundreds of people regularly enjoy them riding mountain bikes, running, walking often with their dogs and children. Generally speaking wherever I have been on a section if the general public have arrived at a section they have been very responsible and stood in a safe position and enjoyed watching the cars for a short while before moving on. Marshals have never allowed a car to tackle the section unless it was safe to do so.

If the VSCC insists on imposing draconian measures not allowing people to watch the cars from a safe distance the other forest users will protest vigorously and there will be a backlash against cars in the forests.

I have competed in dozens of forest rallies over many years but now the Malcolm Wilson rally which for many years has used the forests rather like the Lakeland trial morning and afternoon has to start the forest sections very early in the morning in Whinlatter about 7am or so. This is so that all the cars are through the forest before 9am when the day visitors arrive, It has totally changed the format of the rally. The Whinlatter visitor centre is just up the road this establishment gets vast amounts of income from these forest users many of whom park all day whilst exploring the forests.

New CCTV cameras record every car now so even bigger income will be generated as many people didn't purchase tickets previously.

VSCC please think very carefully, if this event is to continue in its present format do not upset the regular users of the forests or there will be repercussions I am sure. The rule forcing competitors to tackle every section in a strict order meant that those in the massive queue at Routenbeck couldn't pop up to the next section which was just a short distance away until they had tackled Routenbeck. This meant many cars were running way behind time especially if the car in front of them was rather uncompetitive and not cleaning sections but having to spend lots of time being pulled out by the recovery teams.

An amendment to these rules would alleviate this situation.

Never the less this was a fantastic trial, the organisers deserve the highest praise and long may the Lakeland enliven November in the Lake District for many years to come.

Keith Thomas.

# RED MIST

*no longer young but still angry!*

Hands up those who want Britain to be Great again? Possibly you were one of those that voted in recent treks to the ballot box with that thought firmly in your mind, “Yes let’s make Britain Great again, I know someone who said exactly that, I will vote for them”

I have a soft spot for Jenson Button, always have had, silly yet somehow appropriate name, it sounded right, some do don’t they? Mark Blundell never sounded right, perceptions, image, if it looks right it probably is, if it sounds right it possibly is....Scott Speed wilfully ruined that path... but he was American, and the Americans want to make Murica Great again...as well. So Jenson is taking a sabbatical to have a real life, well I hope his real life is more fulfilling than many other people of his age.....and I hope if he returns he doesn’t find the pace of his past hasn’t departed, both behind the wheel and in the pit garage.

Old age, it is a constant threat to those of us fortunate enough to wander dimly into its grasp. I have been rather a late starter in most things, in fact the life I always promised myself always seemed tantalisingly out of grasp, across the field, down a tunnel, on a lorry, through another tunnel then lost somewhere in the Baltic sea....but little by little dreams have become reality.

I didn’t start rallying until 20 years ago, my early 30’s. Me and an old friend took his hulk of a spare Volvo PV544 and by 1996, after 5 years it was ready to roll, we campaigned that to varying success as time and finances and disasters (written off twice!) would allow up until around 2010/11?, Hugo then had one of those life changes that saw him and the Volvo take up residence in his place of birth, Holland, therefore I was at a bit of a loose end...in the end me and Mrs H decided that we would put our marriage on the line by seeing if her skills on the maps that has seen us traverse some of Yurp and 26 States of Murica would transfer into Targa events, we would use her road car, the little 99 1.4 Puma.

Standard apart from the spare wheel hanger was seized. We first did the LDC and had great fun, yeah we had a couple of domestics, but by the end of the day had built up a sort of understanding on the tests. I am a dyslexic/dyspraxic which means left and right only make sense to me when I can see which hand my watch is on and verbal instructions are somewhat lost on me if relayed in advance..... We had picked up some useful finishes, on the Durham Dales and even won our class on the Solway! For my part I was shocked at how much quicker the Puma was, its nimbleness meant I arrived at cones quicker than I had ever done before, so re-calibration of expectation was needed. It was however flimsy and couldn’t pull the skin off a baked sweet potato, the cost of making it both more powerful and tougher was just ridiculous, no we needed to have something more suited to rallying.

I still hankered after doing Historic events, if Wifey gets on board with learning proper navigation we may yet have a go at some of the HRCR type events, so I wanted something as modern as I could get, fuel injected and reliable the Cat 4 historics opened up some tasty choices and I had always hankered after a Peugeot 205 Gti, I needed to get one built before the end of 85 and it was harder than I thought, I wanted a proper rally car, at the start I had the follysome idea of buying anything of that age and re-shelling it and building one from scratch, just like I had done 20 years before, with help, in a garage, with someone else’s budget and facilities.

So I found an 85 car on Ebay that I got for a song, it was a snail infested pong shed that hadn't seen the light of day since 1997, but the wheels turned and we 'A' framed it back from Croydon (yes down in that there London). then a mis advertised rally car came up on another site and it was cheap, so I bought it and that drove very quickly back from Wales, it needed a bit of work to make it road rally/targa friendly, so added it to the drive....then another non sunroof rolling shell came up on ebay and it was the same colour as the 85 car...so yeah I bought that and towed that back from Bolton....Did I mention that the last time I built up a car I had, a garage, a budget, help etc....well, my garage doesn't fit cars in, its mainly full of my bands PA, my sons drum kit, bikes, spares etc....so I had to accept that until I get a proper garage built on the other side of the house any work would have to be done on a gravel drive in fits and starts....well, at my age.in the rain/cold!

The months of winter crept by, we did another couple of events in the Puma and then wifey, faced with a drive full of road cars and covered up hulks suggested I should have bought one already prepped....well that's a capital idea and with the embers of a pocket holding the last of my redundancy I immediately found one....right age, it was a car built for the 205 challenge before someone's life had taken over and it was languishing in a garage in south Wales....so another short trip from Darlington, via Chesterfield to pick up a trailer meant I now had 4 205 Gti's, it took me a few months of graft to get it ready and we did this year's LDC in it, we hadn't competed since the 2014 Solway, so we were rusty as hell, I had only driven the car 30 miles on the road, never in anger, so the shock of a quick rack with an LSD and no power steering really shocked my now 53 year old arms, it was effectively undriveable to me, the effort of keeping these old arms steering the thing under power meant two hands, gear changes were fluffed and it cut the blood supply off to my ears, we finished but it was a painful unsatisfying day, had I made a mistake? Was this the end?

I took some advice from Jim Beam, a local lad who fettles young Mr Swifts fleet and is a Peugeot expert and power steering was indeed installed for the Wearside Classic, what a transformation, some good times and 3<sup>rd</sup> in class, lots of fun, but something had changed, I was arriving at cones even quicker now and also I found that as the day wore on, so brain fade escalated on an exponential scale.... The last two tests we wrong tested! I am still to this hour unable to accept the supposed mistake, same one twice on the same test? It was weird. Then this last Solway, we entered in the hope of a day of fun, we refined our test technique further during the day, we wrong tested test 4 by the strangest of reasons....we just drove straight past it....missed it out! A stupid mistake, but as I had been giggling the night before and we had been on the road over the Pennines since the early hours we just put it behind us. We did ok the rest of the day, hit a cone then in the afternoon did another two wrong tests, purely down to tiredness, we were just physically un prepared to have to use our brains to that extent at that time of the day, it was a sobering lesson and saw us tumble from a respectable mid table finish into the realms of "bloody hell". We maybe should have come across the night before? Or not decided 3 hours sleep was good enough, or maybe just driven slower and made sure we got around correctly...either way the brains weren't having any of that common sense!

**Alan the foul mouthed fox.**

# Autojumble

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## **For sale:**

Item 1: Pair of "Willans" 3 point harnesses, black, 2" type, non FIA. Dated 2003 - E2. Good condition. £10

Item 2: Pair of "Securon" 4 point harnesses, blue, 2" type, non FIA Dated 2011, never used. Good condition £20

Item 3: "Clarkes" temporary garage (Machine Mart) - New, never used, still in box. 4.9m x 3.7m x 2.6m. (16ft x 12ft x 8.5ft). Currently £346.80. Asking £100 but open to sensible offers.

Item 4: One set of 4 alloy wheels for MGF/MGTF (metro?) 95.25mm PCD 15" 6 spoke design. Fair condition, tyres need replacing. Free to good home.

Contact: Geoff Bateman 07534 149726 or [geoffbateman@hotmail.com](mailto:geoffbateman@hotmail.com)

**MG ZR lowered springs ( 4 of). Reasonable offers.**

MG ZR 4 door for spares (no engine)

Contact Graeme Forrester 01900 825642.

## Marshals' Force



We are fortunate that we can man our events from our own membership with lots of folk willing to turnout for our events but one couple are at everything and we are delighted to say that Eddie and Mary Parsons are the winners of the 2016 Marshals' Championship.

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# Noise!!!!!!

## This is a long tale but stay with it

The year started badly for me due to a dodgy wire from my pacemaker to my heart. A break in the external insulation of the wire was fooling my ECU into thinking my heart didn't need it and this tiny weeny electronic "NOISE" was causing me massive problems, however a small but significant tweak by an expert would fool my ECU into ignoring the "NOISE" which would solve the problem without replacing the wire. However "Noise" would again affect my fun later in the year...

Wigton MC's top prize (amongst many other really good one's such as BTCC tickets etc) for winning its Marshals Championship is a passenger ride in an M Sport rally car and I won this in 2015. Having received my award at the 2016 Club Awards night at the Skiddaw Hotel in Keswick, I cheekily asked Malcolm Wilson if our James could also have a run in a car and the Man from Dovenby he say "YES".



Our day eventually arrived at the end of November with an e-mail telling us where and when the test would be (fortunately it was very local!) and that we would get a run in the 2017 Fiesta WRC which is one of the new generation of World Rally Cars. These cars have completely new body shells, aerodynamics which wouldn't look out of place on an F1 car, larger restrictors on the turbo and electronic central differentials.

We arrived at the venue, on a wet and raw, typical RAC Rally morning just as the rally car went out for its first run of the day. Our plan was to marshal spectate and at some stage get a run in the car. Having checked in and had a great craic with Chief Marshal Irving Wilson we then introduced ourselves to Greg the Team Engineer who explained how the day would go, with our runs fitting in with their tyre testing programme.

We then watched circa 30 launch control starts, (reminded me of watching Alen and Toivonen in the Delta S4's at the start of Kershope on the RAC rally 31 years ago (31 years!!!!)), build up revs, the central rear cat going from a Vesta match glow to blow torch orange and then bang, gone. Many routine services, with brake pad and spring changes, adjustments to anti roll bar settings and a couple of sensor changes. There was also a lot of work with laptops and multi colour graphs which looked good but meant nothing to us. During the servicing we had the opportunity to have a close look at the car (strictly no photos! . It really is an amazing looking machine, vastly different to the 2016 cars with aerodynamic winglets front, back and sides, a huge fragile looking McLaren MP4-24 rear diffuser, massive brake and radiator cooling ducts and a single central oval exhaust, Metro 6R4 boxy wheel arches, and Peugeot 206 esque WRC rear wing(s). All this attached to rather nice looking not yet launched Fiesta and then camouflaged in various shades of Ford RS blues and whites so that a great deal of the detail is impossible to make out in photographs.

Irving allowed us to drive down the stage to go and spectate at a section being marshalled by John

Kendall. My god how our wee Audi S1 struggled with the ruts and I was worried we would need Andrew Graham to drag us out of them! After another good chin wag with John and memories of RS2000's and "5 tonne" Bridge on the Manx Rally, we had our first blast of the "NOISE". Remember the sound of BDA's in Wythop? Well this car brings that wall of sound back along with a wee bit of Vulcan bomber. Being able to jump straight out onto the stage once the car had passed and soak up the scream and steam from the wheels was just a joy. Then Elfyn, as it was him, took a slow pass and showered me in the cementy mud which many of you will know is a feature of this venue when it isn't thick dust.

We then got the call to get back up to service for our runs, talk about excited! We dashed back up but the servicing went on longer than expected and they'd decided to do some tyre comparison work and wanted to stick with Dan Barritt as co-driver for consistency. Dan was really friendly, a Clitheroe MC member, ex Minisport employee, with tales of Phil Short's red speed event Mini and memories of attending a Wigton MC annual dinner in the past. We got to learn about navigating between stages on WRC rallies and recce's, which is more difficult than you'd think. His favourite rally is Rally Germany and thinks the 2017 cars will be immense in the vineyards, Rally Poland is the fastest event of the year, I thought it was Finland. We learnt that Seb Ogier's success may be due to his ability to manage the wear on softer tyres better than the other drivers. Oh and the most painful jumps in Finland aren't always the obvious jumps, but more the hidden compressions that might go unnoticed on the recce. I also asked the question if he ever lost his place in the pacenotes, the answer was no but I may have now put a jinx on him. Sorry!



As darkness fell, the improvised log burner engineered from empty Panta "Wonderfuel" fuel cans and very damp wood harvested by the engineers, kept us a wee bit warm, with a wonderfuel smell of 102 octane. On went the Lazer lamp pod and it was our turn. Peltor and Hans device fitted, James went first, car upon sill stands, in through the letter box gap in the cage. Dan Barritt said he'll either love it or, as some passengers are, be shocked by unfamiliarity and sudden changes of direction. One lap and they sound like they are travelling very fast, storming back into service with golden brake discs and turbine spooling down. Back out for another

run and return with a big smile, which for our James meant he really enjoyed it.

My turn, Hans was less of a problem than I was expecting, getting through the roll cage gap was easy, I think the excitement had taken 20 years off my legs but the seat was made for a gentleman of much smaller backside than me. Never mind, squashed in, no feeling in my legs, 20 feet extra on the seat belts and I was in. Car up on sill stands, laptops seemingly everywhere. Time to take in as much as possible as this is a one and only event for me. Steering wheel, F1 like with a ten position wiper switch, small digi display in front of the wheel, with revs, volts, temps and gear position. On the floor a slightly larger multi colour TFT with 8+ pages to scroll through, tyre pressure monitor, things like hydraulic pressure, handbrake movement in millimetres etc. Below that a dozen or so push button switches. Another ecu thingy just below your feet, a foot brace with a big heater blower in carbon.

Check where the door handle is – just in case and then wait. In gets Elfyn, a nice man of very few words, very thin and lanky, gave me the feeling of sitting in with a serious Marku Alen (y) proposition. An engineer shouts "No handbrake", my heart sinks, engineer - "Do you use it?" Elfyn gestures with 4 fingers and a thumb, "Five times each run". No handbrake =he's not going. Much electronic adjustment then went on, I think it related to the point in the movement of the handbrake at which the centre diff would release.

“NOISE” the engineer shouted and I recognised that word, bloody electronic noise was interfering with an ecu somewhere. And yet again a clever expert adjusted the sensitivity to ignore the “noise” and we could go. Drop off the jacks, heartbeat rising, clunk into reverse, clunk into first and off to the start. No words except a thank you from me to him.



Start , watch to see how he engages the launch control, but the noise rose to god knows how many revs, bang bang banging and squat we were off, squirming into and out of the ruts, Gear, gear, gear. What is that NOISE? I could swear it was Michelle Mouton’s 1985 swb Quattro, surely not five cylinders? To grit my teeth or not, gritted. Lights lighting up one side of the road and then the other as we went in and out of the ruts. Grip grip grip, Swedish reverse flicks, slides and the realisation within seconds that I could never ever ever drive like this.

Then the brakes went awol. Elfyn on the radio, heart sunk, but a good blast up to the finish past John Kendall.

Back into service more electronic tweaking and off to the start again. Full bore start. Here we go and then Elfyn “Diff warning light, do we stop?” Discussion on team radio, quick blast up to a wide point, 180, well 90 degree and three point turn, blast back to the start, up on jacks and Greg the engineer apologising but we’d run out of time and that was it.



A quick photo with Elfyn, wishing him good luck for a drive in 2017 and then the very boring drive home. An unforgettable day but the violence and the NOISE! Hate to say this but I guess that car would destroy a 205 T16 in a fight out. Now how many lottery tickets should I buy this weekend? Many many many thanks to Graeme for organising and my hero Malcolm Wilson for donating this ultimate prize which we will never ever forget. And I’ve a video of MY launch control start for when my memory goes J Wiggy and James.

# Rally Torque

News from Road & Stage

Earlier this year Richard and Edwin Cook had a bit of an off and the cars needed a full rebuild. Here is a progress report



Edwin, "Still some bits to do!"



"I think we have a few bits left over!"



"We are stockpiling spare panels in case it happens again!"

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# Dream Garage

This month I've invited our Chairman, Peter Garforth, to pick his 6 cars for his 'Dream Garage'.

Not surprisingly, given his passion for Skodas, he does seem to like some of the more 'unusual' cars produced over the last few years.

Peter tells me that he could easily write a list of about 20 cars; I think most enthusiasts could, but that's the 'challenge' of this particular 'Garage'; despite having limitless funds at your disposal, both for initial purchase and running costs of your cars of choice, you have to limit yourself to 6.

Peter can't remember how he got involved with cars or motoring; his parents never had any interest, although they have always been supportive, as has Peter's 'long suffering' (his words, not mine!) wife, Trudy! He does remember having a 'Top Trump' card of a Lancia Stratos, and watching the Lancia 037 competing in the Monte Carlo Rally; he tells me that these two cars, above all, were the start of his passion for all things automotive.

In terms of involvement with the Sport, Peter has always been interested in the 'maximum speed' type of events, and he got involved in sprints and hillclimbs as soon as he could.

As many of you will know, he has enjoyed considerable success; winning his class in the Scottish championship in 1991 in a home rebuilt Dutton Malaga. Leaving home, and moving down south put an end to motorsport for a time, but he still often bought second cars that he could ill afford, to feed his addiction; an addiction which to date stands at 69 cars owned.

Moving back up North enabled a return to competitive sport; Peter won the Wigton Northern Speed Championship in a Hawke single seater in 2008, and also set his only ever 'Best Time of the Day', at a Scammonden Dam meeting.

A growing family led to a scaling down of his involvement; but, as before, he continued to feed his addiction by getting involved with old Skodas; he tells me that their 'rear engined weirdness'; and has ended up with 'Snotty', the oldest Mk 1 Estelle competing in Speed events (Are you telling me that there's more than one, Peter?!?) after many hours of tinkering.

So now we are up to date; here, in his own words, are Peter's six cars!

## 1) Lancia 037

This comes from my first childhood memories of motorsport.



I remember seeing footage of the 037 on the Monte Carlo Rally, and thinking what an amazing looking car it was. It really is so pretty for a rally car, and I've always thought that had Lancia made a 4WD version, it would have wiped the floor with the Audi Quattro at that time.....with the Quattro being basically a blunt, fairly unsophisticated production car.

Having said that, the 037 did still take the manufacturers title for Lancia; despite the presence of the supposedly 'all conquering' Quattro.

## 2) Skoda 130RS



Without a doubt Skodas prettiest car, and, a very successful rally car, achieving some top 10 finishes despite the 1300cc engine. There are still quite a few left, and if you can find a S110r coupe (now quite rare and desirable), you can buy the body panels to make a 130RS replica.

'Snotty' has a cylinder head from a 130RS - probably the closest I'll get to owning the real thing.

### 3) Renault 5 Turbo 2



The crazy Group B Rally car type; with inconceivably wide arches and a tiny 1400cc engine boosted to high heaven; to achieve the improbable high output of 400 bhp on the final 'Maxi' version. This car won the Tour of Corsica Rally, against an array of 4WD machinery (not just the clunky old Quattro)!

What's not to like about this car?

Bonkers, and fast....its a fairly iconic car that Renault have copied since, with the V6 Clio.

### 4) Lancia Stratos



Yes! Another Lancia....who would deny the iconic status of the wedgy rally champion?

Not much to say about this really; amazing V6 engine; one of the most successful rally cars ever, and beautiful, to boot.

My favourite thing about the Stratos is that even after Fiat forcibly retired it from being the works rally car of choice, it carried on winning year in, year out for another 4 years.

Even Marku Alen picked it as his RAC rally car, 4

years after it was officially retired.

### 5) Alfa Romeo SZ



Nicknamed 'Il Monstro', and a pig ugly beast of a car; but, Oh my gosh!.....that engine is so fine, and having driven one, I can confirm that they handle amazingly well, and that you feel very special when you're in one.....possibly because people point, and you can see them mouthing 'what the !?!?! is that?!

None of that matters when you can hear the Busco V6 engine howling at 6000rpm just in front of you.....

### 6) Citroen SM



Another V6 engined gem of a car.

No, its not that fast; and if I had one it would undoubtedly be catastrophically unreliable in wallet breaking ways, but what \n\n incredible idea. The suspension, lights, and all that tech for an early '70's car Brilliant, bonkers, and beautiful.

I can imagine wafting along the motorway in it's luxurious cabin down to the South of France (hopefully without having to call the AA too many times!)

So; that's Peters 6 cars, personally, I love the period photo of the SM with Concorde.....Iconic style, indeed!

Next month, I've invited Marian Sloan to pick her 6 'Dream Cars'.....but I'm wondering if we might get a different take on the word 'Dream'!

Michael Marsland

# Inside the Industry

**Paul Gilligan keeps us up to date**

## New Car Prices Are Actually Rising, and Will Rise Further

A little while ago I advised readers not to worry about new vehicle price rises that were being announced following the drop in the value of the £. I suggested manufacturers were still chasing volume and would take the pain away with increased discounts of one sort or another. It seems I was wrong, dead wrong.

More price rises are being announced all the time, and now I see fleet discounts being pulled back for next year. It seems the manufacturers simply can't take any more pain. That perhaps applies to VW Group more than anyone else, and they are Europe's number one. In addition sales in the rest of Europe are rising now so there isn't such a reliance on the UK market.

I was in discussion with a major fleet supplier the other day who feels that the combination of increased prices and reduced fleet discounts will result in an increase in actual prices paid of 10-15% by March. Even if its half that it will be around £1000 per unit.

I've advised all my business customers to order their first quarter requirements, car and van, NOW. This means they can lock in at today's price and often today's discount.

## New Plates Don't Mean Much Anymore

In a recent survey almost 80% of new car buyers said they would buy when suited them rather than waiting for the next new registration plate. And almost all who would wait cited practical reasons like enhanced residual value rather than being seen with the latest plate on their car.

Yet March and September continue to represent around a third of annual registrations. Fleets, certainly the rental companies who sell their cars after 3-6 months, have sound reasons for choosing these months to gain in residual value. And they are of course the peak months for pre-registration activity because the unsold car at least bears the same plate as a brand new one. So I think plate months will continue to be big months for a long time to come, even if those who use their hard earned cash to but actually don't care.

## How Should You Fund Your New Car?

I think this is the question I get more than any other from private buyers, and often from business users also. There are now a variety of funding options. Personal contract Purchase (PCP) and Personal Contract Hire (PCH) are now the most popular products, but there is still conventional Hire Purchase (HP) and the option of a bank or internet loan.

Which is best? The simple answer is all of them are best in certain circumstances. Which means all of them are wrong in certain circumstances. Different manufacturers and dealers favour different products and therefore give the most support (i.e. discount) to that product. And these policies can change rapidly. For example last weekend an offer dropped into my in box on a BMW 5 Series, £37500 car, PCP at £299 a month with no deposit. PCH rates for the same car and mileage over £400 a month! But until then PCH was probably the best option. And things can change back next week

Buyers need to look beyond the simple deposit and monthly payment. PCP and other purchase agreements are much more flexible than PCH. If circumstances change you should be able to get out of a purchase deal without cost broadly after 2 years. If you want to do the same with a PCH deal it will typically cost you about 6 months' payments or more. With a PCH deal you can expect to have some equity at the end of the agreement although this is not guaranteed, so if you sell the car rather than return it you will have some money in the bank. With PCH you are guaranteed to have exactly no equity at the end, but may well get painful excess miles and damage charges instead.

If you want to buy a near new car at a lot less than new price PCP is not available, and you may find PCP expensive. In this case a bank or internet loan is probably the best bet.

So there is no one correct answer. Circumstances alter cases. Unfortunately there is a dearth of good advice. Some of the things I've read on this subject in "quality" newspapers and even motor magazines are about as wrong as they could be. Even worse beware of the bar room expert, who buys a new car every 3 or 4 years and is keen to tell you he knows exactly how to do it. You need to find an experienced and unbiased fleet management professional who is immersed in the industry every day.....

### VW Face the Music

The damage to VW caused by the diesel emissions scandal goes on. Of course with falling sales and vast amounts of compensation to be paid there had to be painful consequences. 30000 jobs are to go, 23000 of them in Germany. That's about 20% of the German VW workforce, and VW say there will be no compulsory redundancies, so the compensation will be generous, costing millions more.

Meanwhile Audi have been pulled out of the WEC and VW from WRC, no doubt more pain to come.

London's Mayor has decided that VW Group drivers have been getting away with not paying the Congestion Charge because of the low emissions of their cars, which weren't actually that low. So he's sent VW GB a bill for £2.5M which he thinks is the loss of income to London. Now IF they pay how about using that windfall to subsidise the conversion of all London taxis and single deck buses to hydrogen? Then we'd be convinced he actually believed in clean air rather than in filling the coffers?

VW are determined to bounce back though. They've announced a major push into electric and driverless cars, expecting to sell over 1 million electric cars a year in less than a decade. VW also intend to dramatically expand their range of SUV models from the current 2 to 19 by 2020. They have noticed that these models sell particularly well in the US where VW are relatively weak. Presumably they were too busy fiddling the emissions tests to notice this before or carry out some proper research? Any tourist will know what sells in the US within a couple of hours of getting off the plane!

### Amazon Car Sales Expand

Following last month's news that Amazon are to start selling SEATs in France, now they've announced a deal to sell Fiats in of all countries Italy. There will be a special discount of up to an extra third (!) on top of existing offers which should work!

Amazon's research showed around half of Italian buyers were happy to buy online, 97% still wanted to collect the car from a dealership, so they will be asked to nominate the dealer where their car will be ready for them within two weeks of order. So are dealers to become centres for the valeting and handover of new cars already ordered at a price they can't compete with?

Meanwhile BMW's "Retail Experience" boss has told dealers their network strategy must be "completely revolutionised". I've read his presentation several times and still don't begin to understand it. When, if ever, I do I'll let you know. I'm sure it only means more costs for the dealers though!

### This Is Not A Surprise

Research by the FIA has confirmed what many expected, that our Government rips off the motorist. In 2013 £34 Billion was taken from UK motorists in tax. £1 was spent on roads for every £3.87 taken. In France it was £1 spent for £1.86 take, in Germany £1 for £2.09 taken etc. In Europe overall only in Malta is the position worse than the UK!

### Jaguar Electric Car Arrives

Many would say that by launching their i-Pace electric car only a few weeks ago Jaguar are behind the opposition. Sometimes that can be an advantage though, giving time to learn from others and improve on their efforts. Jaguar expect Battery Electric Vehicles (BEVs) to take 10% of car sales worldwide by 2020 and 40% by 2030, so clearly they had to be there.

Look like they've got it right. Super looking car, 0-60 in 4 seconds, 300 mile range between charges. The car shown so far has 400 bhp and a predicted sale price of £55000. A cheaper 300 bhp version and more expensive 500 bhp flagship are planned. On sale 2018, the queue is already forming I hear.

### Many a True Word

I was recently introduced to a wonderful man who is probably the UK's leading restorer of Italian exotica produced from 1970 to 2000. He specialises in Ferraris but works on, and sells, others. His reputation and quality are such that his fairly big workshop is booked up 2 years ahead for restorations. A blunt speaking Yorkshireman he gave me these two gems to think about:

“The most expensive car you can buy is a cheap Ferrari”

“You can spend lots of money on a Lancia, but you'll never get much of it back”

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# Andy's Armchair

**Andy Armstrong takes an irrelevant look at motoring and motorsport**

Well it's certainly all change at Volkswagen now that they've announced that they're abandoning the WRC with their rally Polos and also the WEC with their LMP 1 Audis. I suppose that after all the "shenanigans" over the inaccurate emissions on their road cars they'll need the extra cash to cover the compensation that's going ahead in "Trumpland". - Not in GB you'll note which doesn't seem quite fair when you think about it.

I've always thought that Honda produce well engineered cars and so I've been interested to see what their new Civic turns out like. To be blunt, to my eyes the last one was incredibly ugly, so much so that even if it drove like the best car in the world I couldn't have endured looking at it parked on the drive, so basically never contemplated having a change. Sadly the latest incarnation isn't much of an improvement. Side on it's not bad, even the front is just about passable if you ignore large honeycomb areas under each headlight - they'll be impossible to clean!! The back is again a cluttered mess, more honeycomb panels, a ridiculous "bridge" crossing the back window and great lumps of gloss black plastic which just add to the clumsiness of the whole thing. There's a saying that less is more but it's not one their design team seem to have grasped, surely they realise classic design is pure not a "mishmash" of discordant shape and colour.

On the racing front I see Williams have taken on a young Canadian called Lance Stroll to their driver line up to replace the retiring Philippe Massa. Now he's done well in European F3 but he's no Max Verstappen, so why has the deal been done? Money! From all accounts his father's a billionaire so what Lance wants he gets. It's a shame really, but F1 is so expensive middling teams have no real alternative but to have at least one driver who's there to keep the team afloat. Just think, if those rules had applied years ago Clark, Stewart, Mansell, Button etc. would never have a look in and probably ended up not progressing far beyond the club racing scene.

And finally, winter tyres. Cars have improved with ABS, temperature warning, heated washers/mirrors etc.etc. We don't even need the annual trip for a flush and Bluecol refill, let alone having thinner viscosity oil put in. Every possible aspect of car design and let's face it road construction too has improved but yet we still need special tyres. Why? I've driven every winter since the mid 60's and never had a problem with properly inflated tyres which have an adequate amount of tread on them. Drive to the prevailing conditions and really there shouldn't be a difficulty but if there is then shouldn't these tyres be compulsory for all our safety.

Ends  
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# What's On

## WMC events and other events of interest

### December

4th	Sun	MGC	Christmas Cracker Run
27th		WMC	Festive Autotest

### January

12-15			Autosport Show
22nd	Sun	WMC	Jack Frost Autotest
28th	Sun	WMC	Awards Dinner

### February

22nd	Wed	WMC	Midweek Meander
24-26			Race Retro (Stoneleigh)

Visit the website for all the latest news

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

[Catch up on Face Book](#)

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

## M-SPORT CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

[WWW.M-SPORT.CO.UK](http://WWW.M-SPORT.CO.UK)

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN