

Wigton Motor Club Ltd

# Start Line

Issue 05/17

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

May 2017

## The Sun Shines On Drive It Day!



Some 235 cars attended this year's Drive It Day at Dalemain with over £260 collected for our nominated charities

# Motor Sport For All

# Club Officials

## Wigton Motor Club Ltd Officials

<i>President:</i>	<i>Charles Graves</i>		
<i>Vice Pres.</i>	<i>Stan Glaister, Ron Palmer &amp; David Turnbull,</i>		
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# *Talking Point*

## *Topical Comment from the world of motoring*

Motoring publications have evolved over the years whether they be books, weeklies or monthlies. The internet has allowed “instant” news where we can get the results events while they are happening rather than wait until mid week and the publication of Motoring News or Autosport. I read Motoring News since I was 14 but stopped a couple of years ago as it no longer was in touch with club motor-sport and seemed full of press releases for wannabe F1 drivers who invariably disappear after a couple of years!

Strangely enough it was predicted that books and magazines would lose out to digital version on line but this has apparently not happened with “hard” copies of books actually increasing in sales. Perhaps it is a reaction to spending too much time looking at a screen?

There are a remarkable number of magazines for motoring enthusiasts these days, just about every marque has one and have you seen the number of “tractor” magazines on news stands? These days there is no need for a big editorial team for such magazines, many are run from a home office, while the layout and advertising is done at the publishing group’s HQ.

Magazines do seem to vary a lot in quality depending on the editor and contributors. Where the editor is a genuine enthusiast then the content is good but where he is just doing a job then they can be quite poor. Many magazine seem to be quite bland these days without much “opinion” or “comment” on the current scene and too many seem to regurgitate the same content over and over again albeit in a different format. Of course if you are talking about “lost” marques you are limited on how much “new” history you can come up with, while when current models are involved you cannot say the XYZ GTi Super is rubbish (even if it is) as XYZ may stop advertising with you.

If you take the “quality” magazines like Motor Sport, Classic & Sports Car etc., you will see the adverts are for cars (and watches) that only a small percentage of the readership can afford. However the income from those adverts go a long way to cover the cost of the magazine so perhaps we should be grateful?

I am always intrigued by the number of limited edition very costly watches that get advertised in not just motoring publications. I notice these days that many younger folk do not wear a watch at all and I rather doubt if in ten years time the limited edition will have much value due to the number of limited editions in circulation!

GTF



**Editor: Graeme Forrester**

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**The opinions expressed in Start Line are those of the contributors and not necessarily those of the Club**

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# Forthcoming Club Events

## May Pub Run

Pub Run Wednesday 3rd May

Meet on the old A66 at Troutbeck, just west of the A5091 junction from 7pm

Sandwiches and Chips at finish, about £6, to be confirmed

Steve Fishwick 07796 871899 or [fishywick@tiscali.co.uk](mailto:fishywick@tiscali.co.uk)

## May Grass Autotest

Wednesday May 10th at 19.00

Blackbeck, Egremont

Contact David Agnew

01946 841455

DAVIDWAGNEW@aol.com

## Gaelic Gallop

May 18th to 21st

Gretna to the Trossachs

**HAGERTY**  
CLASSIC CAR INSURANCE

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

# Cumbria Classic Weekend

August 19th/20th

## “The Jim Clark” Rose and Thistle

Saturday, 19th August



Our 29<sup>th</sup> Annual Classic Tour  
Entry forms on the website

## Wigton Motor Club

# Cumbria Classic & Motorsport Show

Sunday, 20th August

11 am until 4.30 pm

Dalemain

## Rally Car Feature Display

Around 700 Classic Cars and One Make Clubs,

Autotesting and Motorsport displays

Entry forms for vehicles , clubs and trade stands are now on the website.

# PG Tips

When you read this (if you bother of course) I will be on probably my final pilgrimage to the Manx Classic on the Isle of Man. I say finally because I've done it for many years now and I think I probably ought to branch out and do something else next year. The entries are not what they were either....more fairly mundane modernish cars from the island itself and less bonkers classic and supercar types from elsewhere. It is a great event and the hills are big.....really really big compared to something like Barbon but I could do quite a few events for the price it costs each year and save my liver the torture too! I was hoping to tell you that Snotty is officially ready but then last week I discovered that the new suspension set up means the shocks are too long so I rang AVO (because I know they hold lots of stock and make a range of universal shocks). No joy or much interest from the man I spoke to due to the ends on the Skoda set up both being stems (which is rare/odd), so then I rang Gaz whose shocks I currently run on the front of the car. Dave the person I spoke to didn't seem confident he would have anything either but he said he would check their stock and get back to me. A couple of hours later he rang me back saying he had found something suitable after physically checking in their stock room for something with the correct ends and length. It's always great when someone goes the extra mile for you but after such great service, he managed to go from hero to zero in a short time because when I rang 3 days later to enquire where the shocks were I was told Dave hadn't dispatched them and they were still sat in Basildon! They almost redeemed themselves by then couriering them on a next day delivery service and soon they will be attached to Snotty.

This month I've had another hire car – a Fiesta EcoBoost 5 door. Yes, they're everywhere and I never give them a second glance or consider buying one but I have to say it was a cracking little car. It had the 3 cylinder turbo engine with 120bhp and it went really well, in fact 15 years ago it'd have been classed as a hot hatch. The handling was brilliant, behaving very neutrally and not lunging into understeer on roundabouts or tight corners at all. Whilst I didn't rag it round like I'd stolen it, I did press on at times and even then it turned in just over 45mpg by my guesstimate which isn't too bad in my books. It was reasonably well equipped for a mid range model, having cruise control, phone connection, climate control and stop start. The only thing it really lacked was heated seats that I could think of and whilst I'm not about to buy one I did start looking at them on Ebay that night, as well as the 140bhp version of the same engine. The thing that surprised me about it was the steering wheel – not the actual wheel but the fact it had no less than 16 buttons on it to control the phone stereo and some other things I can't remember. Whilst I realise having buttons on the wheel helps operate some of the modern gizmos in a relatively safe fashion, 16 is ridiculous!

Our 64 plate Skoda Yeti developed an unfortunate knocking noise from the rear nearside area a week or so ago. Having had it flagged up to me by my wife, I listened very carefully and tried to make it happen over bumps etc. Initially I thought it was a roll bar drop link but after further consideration, I thought it was possibly a failed shock absorber. The car was due to go into the dealer for a service so when it got booked in, I mentioned the knocking and said I thought it might be a shock absorber and they agreed they would look at it and any replacement would be covered under warranty. On the morning of the service Trudy duly emptied the boot of all the rubbish and cleaned some of the sticky goo, sweet wrappers, toys and other detritus from inside (so the garage staff don't see how grotty the car is normally!) after which I set off to the garage. Miraculously the knocking had gone and on inspecting the contents of the summerhouse I reckon the mystery noise was caused by a trowel! I sheepishly informed the dealer that they didn't need to look for the knocking noise anymore because it had been sorted!

Peter

# Club News

**Welcome to the following new members and we hope that you will enjoy our events and social activities.**

Connor Stephenson of Plumbland

Martin and Christine Newson of Beccles

David Turner, Ashley Duff and Rose Turner of Dean

For most of you this will be your first magazine and we really hope that you will enjoy reading it.

For any changes or queries about membership please contact Maggie Bateman on 01697349919 or by email at [wmcmemsub@outlook.com](mailto:wmcmemsub@outlook.com)

**The committee has agreed a slight amendment of the membership rules in that family members must all live at the same address.**

## Marshal Force

**Marshals are the life blood of our activities**

<b>May 10th</b>	<b>Blackbeck Autotest</b>	<b>S.O. 19.00</b>
David Agnew	01946 841455	DAVIDWAGNEW@aol.com
<b>June 25th</b>	<b>Lake District Classic</b>	<b>S.O. 09.30</b>
David Agnew	01946 841455	DAVIDWAGNEW@aol.com

# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

We are fortunate to live in the north of Cumbria only four miles west of Carlisle and since the arrival of the A689 north western relief road, only eight minutes or so from the Scottish Border. After ten years of the Gallop and more years than that involved with the Rose and Thistle (formerly the Pennine Tour) we can still head off on most points of the compass and find interesting quiet roads which are not overly familiar. However some of our most loyal 'Tour' clients may come across roads which bring a yawn when we pass their front door on some events. Hopefully the Gallop this year will be interesting with mostly fresh roads and venues for the entrants apart from perhaps Joe and Hazel Norman who live not far from the hotel in Drymen which is our base for two nights.

I do hope that if 'Queen Nicola' gets her way and rebuilds Hadrian's Wall she doesn't charge us for driving north on Scottish roads. Imagine how Gretna would blossom by being not only the wedding capital and the shopping centre of the borders but also the cash collection point. She would certainly need the income to balance their treasury books but would we get a partial refund when driving back south?

Each year we enjoy tremendous support for the Rose and Thistle one day tour which attracts entries of around eighty cars ranging from the vintage Bentleys and suchlike of the 1920s right through to sporting cars of the 21<sup>st</sup> century but all cars are welcome. The R&T was formerly known as the Pennine Tour with the name change being introduced by Bob Marshal and the Lamplugh team in 2009. Ten years ago an average entry was around 50 cars but the event's popularity has increased year on year. If you are reading this and have never tried our tours the R&T is an ideal starter event. We start and finish in the Carlisle/Penrith area and generally have around 5 hours driving with breaks for a light lunch and maybe a venue of interest. This year we have both with a visit to Floors Castle for lunch and a visit to The Jim Clark Rooms at Duns. This is a gesture of support as the JC museum is currently raising funds to extend the display space and gain room to display one of Jim's F1 Lotus (Loti?) and we are making a contribution from the R&T entry fees to the Museum Trust. Entries are already rolling in so why not join us, regs are on the Wigton MC website and you will be most welcome.

Over the years we have had a good variety of venues. In the noughties we had lunches at Clifton Hill Hotel (a housing estate now), Penrith Rugby club, Galashiels and Hoddom Castle. Since then our lunch halts have been at Kelso, Slaley Hall, Carnforth, Powfoot, Keilder and now Floors Castle. Lunch presents one of the big challenges of organising any event which attracts 80 plus cars and 160 people as not many eateries can handle those volumes. Start venues are simpler but a little repetitive with Garden Centres being ideal usually with great facilities and acceptable food and being well situated for access. Navigation is simple with ours being by road book consisting of 'Tulip' symbols, interim and cumulative mileages and location information. It really is so simple and a very good way to begin accumulating knowledge for a prospective navigator. Not as important for the driver as they generally do as instructed...

So if you support our event please continue to do so and if you haven't yet dipped your toe into the water get your entry in.

Ron

# 2017 Club Championships – Summary End of April

## Club Championship Overall

1. Rob Iveson	84 pts
2. Angus Cowan	76 pts
3. Craig Stamper	73 pts
4. Peter Wright	67 pts
5. John Holliday	61 pts
6. Phil Hodgson	56 pts
7. Jacqui Raine	51 pts
8. Maggy Bateman	51 pts
9. Chris Hunter	50 pts
10. Ian Cowan	47 pts

## Ladies Club Championship

1. Jacqui Raine	51 pts
2. Maggy Bateman	51 pts
3. Fiona Tyson	45 pts
4. Mary Parsons	40 pts
5. Lisa Thornton	24 pts

## Autotest Championship Overall

1. Peter Wright	67 pts
2. Rob Iveson	64 pts
3. Craig Stamper	58 pts
4. Angus Cowan	54 pts
3. John Holliday	51 pts

## FWD Autotest Championship

1. Peter Wright	50 pts
2. Craig Stamper	43 pts
3. Stephen Dixon	25 pts

## RWD Autotest Championships

1. John Holliday	72 pts
2. John Sloan	48 pts
3. Geoff Bateman	44 pts

## FWD PCA Championships

1.	Phil Hodgson	46 pts
2.	Dave Garner	45 pts
3=.	Craig Stamper	25 pts
3=.	Peter Wright	25 pts
3=.	Sam Trotter	25 pts

## RWD PCA Championship

1.	Angus Cowan	75 pts
2.	Ian Cowan	66 pts
3.	Ron Palmer	48 pts

## Specials Autotest Championships

1.	Rob Iveson	71 pts
2.	Jacqui Raine	67 pts
3=.	Murray Walker	25 pts
3=.	Stuart Moffat	25 pts

## Marshals Championships

1.	Graeme Forrester	75 pts
2.	Mary Parsons	60 pts
3=.	Maggy Bateman	50 pts
3=.	Eddie Parsons	50 pts
5.	Steve Palmer	45 pts
6.	Geoff Bateman	35 pts
7.	David Wiggins	25 pts
8=.	Marion Sloan	20 pts
8=.	Fiona Tyson	20 pts
8=.	Nancy Moffat	20 pts
8=.	Duncan Kellett	20 pts

## Clarification and revision of 2017 Club Championship Rules

There appears to have been some confusion over the method of points allocation in the various club championships so far this year. This has led to representations to the clubs' committee and was discussed, at length, at the recent April committee meeting.

Following the discussion a proposal to clarify the rules to reduce potential ambiguity in their future translation was passed.

As a consequence of this I have re-drafted the rules in a more comprehensive manner which should explain more precisely how points will be awarded in the various championships and will hopefully, therefore, reduce the possibility of misinterpretation in the future.

The clarified wording is mostly involved in the allocation of points for marshalling and organising qualifying championship events and, as such, will not affect most members who have already gained points in any of the championships.

It was thought that for fairness these clarified/revised rules should be applied retrospectively to the events which have already taken place this year so that the whole championship will be run under the same conditions and I will modify the tables to reflect this in time for the next issue of "Start Line" as the matter was discussed too late for this month's copy to be changed.

### Club Championships 2017

#### Overall Club Championship

##### Counting Events:

1. All competitive events organised by Wigton Motor Club with the first counting event to be the Festive Autotest in December 2016 and the last to be the 2017 November Autotest.
2. The Novices Autotest in March 2017 will be excluded from the competition as it is not open to all members.

##### Scoring:

1. Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2<sup>nd</sup> place **overall** and then reducing at 1 point per place down to 1 point for 25<sup>th</sup> place **overall**.
2. Points totals for any one discipline will be limited to the best 5 performances in that discipline. (i.e. The maximum number of points available in any one discipline is 125).
3. Members completing more than 5 events of any one discipline will have the lower points scores disregarded so will receive their best points total based on their best 5 performances.
4. In **Autotest** events points will be awarded to the driver only.
5. In the **White Heather Tests, Lake District Classic** and **Solway Classic** points will be awarded on a separate basis for overall position in the Historics event and overall position in the Targa event and will be awarded to both driver and navigator.

##### Event organisers:

1. Members who organise a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.

2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise. ( i.e. Only 10 points can be gained in the Club Championship per season, for organising, regardless of how many events in the Championship a member may organise).

### Event marshals:

1. Members who marshal in a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal. ( i.e. Only 10 points can be gained in the Club Championship per season, for marshalling, regardless of how many events in the Championship a member may marshal).

### Note:

Only 10 points per year will be awarded for either marshalling **or** organising an event. Once those 10 points have been awarded any further marshalling **or** organising will not gain any further points in the Overall Club Championship.

## Autotest Championships

### **Counting Events:**

1. All competitive autotests organised by Wigton Motor Club with the first counting event to be the Festive Autotest in December 2016 and the last to be the 2017 November Autotest.
2. The Novices Autotest in March 2017 will be excluded from the competition as it is not open to all members.

### Scoring:

1. Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2<sup>nd</sup> place **overall** and then reducing at 1 point per place down to 1 point for 25<sup>th</sup> place **overall**.
2. Points totals will be limited to the best performances in up to 2 events less than the total number of events held.
3. Members completing more than 2 events less than the total number of events will have the lower points scores disregarded in order to receive their best points total based on the number of qualifying events.
4. Points will be awarded to **drivers** only.

## **Classes:**

### **1. Overall Championship:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on **overall** finishing position regardless of class.

### **2. Front Wheel Drive Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Front Wheel Drive Autotest Class.

### **3. Rear Wheel Drive Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Rear Wheel Drive Autotest Class.

### **4. Front Wheel Drive Production Car Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Front Wheel Drive production Car Autotest Class.

### **5. Rear Wheel Drive Production Car Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Rear Wheel Drive production Car Autotest Class.

### **6. Specials Autotest:**

Points will be awarded on a 25 points for 1<sup>st</sup> place down to 1 point for 25<sup>th</sup> place based on finishing position in the Specials Autotest Class.

## **Event organisers:**

1. Members who organise a counting Autotest Championship event which prevents them from competing in that event will be awarded 10 points in the **overall** competition **only**, as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise. ( i.e. Only 10 points can be gained in the Club Championship per season, for organising, regardless of how many events in the Championship a member may organise).

## **Event marshals:**

1. Members who marshal in a counting Autotest Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal. ( i.e. Only 10 points can be gained in the Club Championship per season, for marshalling, regardless of how many events in the Championship a member may marshal).

## **Note:**

— Only 10 points per year will be awarded for either marshalling **or** organising an event. Once those 10 points have been awarded any further marshalling **or** organising will not gain any further points in the Autotest Championship.

### **Ladies Championship:**

This will be awarded to the highest placed lady in the Overall Club Championship.

### **External Championship:**

This will be awarded to a club member(s) who has competed successfully outside the Club events. (Decided by committee)

### **Enthusiast of the Year:**

This will be awarded to a member who has shown considerable enthusiasm as a competitor, organiser or marshal or a combination of those. (Decided by committee)

### **Newcomer of the Year:**

This will be awarded to the member in their **first year** of motorsport who has impressed the committee with their efforts. (Decided by committee)

### **Stage Rally Champions:**

This will be awarded to the member(s) who has achieved excellent performance on stage rallies. (Decided by committee)

### **Speed Championship:**

This will be awarded to the highest position WMC member (s) in the ANWCC Sprint & Hill Climb Championship at the end of the 2017 season. Points from both series will be added together with the best five scores to count.

## **Marshals' Championship:**

### **Counting Events:**

1. All WMC events (competitive and non-competitive).
2. All events where WMC are requested to provide a marshals team.

### **Scoring:**

1. 10 points will be awarded for a full days attendance.
2. 5 points will be awarded for a half day attendance.
3. Points will be awarded for duties performed either on the day, or prior to the day for setting up, or after the day for clear up.
4. All points must be verifiable by the appropriate marshals signing on sheet.
5. 10 points will be awarded in the marshals competition for event organisers.
6. All events will be scored, there is no limit to the number of qualifying events.

Any marshals attending events can contact the Championship Coordinator to ensure their attendance has been registered, preferably by e-mail.

**Championship Coordinator:** Geoff Bateman.

[geoffbateman@hotmail.com](mailto:geoffbateman@hotmail.com)

016973 49919

# Drive It Day

A big thank you to everyone involved with the organisation of the Drive it Day at Dalemain House, what a fantastic day it was with a massive amount of cars arriving at the wonderful venue near Ullswater on a glorious sunny day, the Lake District was at its stunning best.

A bigger or more widely diverse collection of cars could nor have been assembled anywhere in the country and the impressive Dalemain house was at its very best in the spring sunshine, it is a very magical place indeed and a venue that needs revisiting in order to fully appreciate its true splendour.

Cars converged there from all over the country and it was great to meet so many interesting people with such a range of interesting cars, each one having a unique history. Events such as these in the past have generated so much interest that many cars have no doubt been saved from the scrap yard, this helps greatly to preserve our rich motoring history, long may it continue.



Most cars behaved themselves perfectly from what I saw although one car a lovely Bentley of Doug Trotters “failed to proceed” after a photo shoot with Malcolm Bobbitt.

It will be noted that Bentleys and Rolls Royces don’t “break down” like the more common cars but merely “fail to proceed” as mentioned previously.

Luckily Bentley experts David Rushton and Charles Graves were on hand to investigate and it was discovered the ignition coil had failed on the 1937 car, so after 80 years I assume the part will be just out of warranty! Just as luckily the spare common or garden 12 volt coil as fitted to the Ford

sidevalve engine in the Buckler MK5 nearby did the trick and with a few cable ties and a bit of insulation tape the Bentley was soon on its majestic way bowling along the picturesque roads in the style befitting such a lovely car. Thanks to David and Charles for taking the trouble to resolve the problem.

Once again a great day out and a wonderful way to start our motoring events for 2017.



Best wishes to Dick Smith, his three sons and his grandson as later this week they are all competing at the hill climb events in the Isle of Man which take place on Wednesday, Thursday and Friday using various sections of the TT course. Dick was telling me that last year his son Andrew was hitting almost 130 MPH in his racing car and Dick was doing over 105 MPH in his 1920s Frazer Nash so we wish them all the best and hope they have a very successful event.

Thanks again to all those involved in organising Drive it Day and especially to Chris Spencer who did to lovely route for those of us starting at Mockerkin layby in West Cumbria.

Keith Thomas

# GATES



**Auto Services**  
**more than TYRES**



# Dream Garage

Dream Garage' has been running for a few months now, and, as expected, we are beginning to see patterns emerging, as to cars which receive the most 'votes'. As the person who has the responsibility of 'making up the rules as I go along', I still have to decide whether Maz Sloan's selection of cars should count as 'minus' votes.....Answers on a postcard , please!

This months selection I find particularly mouth watering; containing the MG K3, a 'favourite' of mine, which I chose, and another all time favourite, the Bugatti T35B, which, for some reason, didn't make the cut.....

Still, Graeme Forrester's selection does give me the opportunity to use one of my favourite Motor Sport photographs (which hangs on the wall in my house), that of the 'Bugatti Queen', Helle Nice: legendary French Lady driver, and her Bugatti.

I'm now compiling a league table; we may soon have an award for the 'most desirable' car, as voted for by Wigton members!

I suppose I was always going to be a car enthusiast. My grandfather was a successful businessman up in Fife and had some very desirable cars in the 20s and 30s, a 30/98 Vauxhall, a Riley, a sleeve vale Willis Knight and a Hudson which he used for fishing expeditions in the Highlands. They were quite an adventure from the photos we have!

My father's first car was an MG J2 and he had a succession of sports cars from Triumph, Morgan and BSA although my arrival put an end to them! When I was a toddler we moved to Hertfordshire and virtually every weekend was spent at Silverstone, Snetterton and many other venues that are long gone. When we move to Wigton when I was 16 we got involved in WMC and the rest is history!

I thought long and hard about the cars for my dream garage. I've been able to drive a wide variety of cars on press days in the past but I am not sure if I really want, or need, anything interesting as a road car now. Practicality and comfort are the priorities so my recently purchased Octavia Estate is fine. A Skoda is of course just an Audi without the stigma!



**MG K3**, there had to be an MG in there and the K3 is an icon of giant killing in the hands of top British drivers and of course Tazio Nuvolari who won the TT in one, defeating the big Bentleys, Mercedes and Astons. The supercharger makes a lovely noise as well.



**Maserati 250F**: Perhaps the most beautiful front engine single seater F1 car. In various version it won many races in the hands of drivers like Fangio and Moss. They don't seem so numerous in historic races these days for some reason given they were produced for independent drivers and team.



**Lotus 25:** A ground breaking car in that it was a monocoque with no chassis but another case of “if it looks right, it will be right”, hugely successful in Jim Clark’s hands but remarkably small when you see them now. A whole stream of very similar cars emerged quickly from other manufactures copying Colin Chapman’s genius.



**Ferrari 250 GTO:** Possibly the most beautiful GT car ever made, although Enzo himself said the Jaguar E type was! A very successful race car as well and all of the 36 cars made survive. It had a successful race career but could still be driven on the road, perhaps the last racer that could do that.



**Bugatti T35B:** The Bugatti family were artists, furniture makers and engineers but Ettore Bugatti managed to use both engineering skill and engineering to produce some beautiful cars. Very often they had smaller engines than the opposition, Bugatti cars were generally more nimble and had better handling than others of that period. The T35 could be used as a sports car as well when fitted with cycle wings. Often a riding mechanic was carried. The T35B was the final and most successful version

with a 2.3 litre supercharged engine. 45 cars were built, although there are a fair few more now! Between 1924 and 1931, they won over 1,000 races!

The beauty of Bugatti engineering can be seen at the Bugatti Trust Museum at Prescott when there is furniture and even a Bugatti bench vice with roller bearings!



**Austin Healey 3000 MK111 Rally spec:** I had to have a rally car in there so a full Pat Moss style “big” Healey would be great. In those days all rallies were an adventure and actually getting to the finish was an achievement.

I was hoping for a few more MG's from Graeme! I hope to redress this next month, because I've invited my good friend, ex MGCC Cockshoot Cup racer, and serial Hilleclimb, Sprint and Rally competitor, Colin Pattinson, to make his selection.

Colin must hold some kind of record for competing in different MG's in events,.....I got up to about 8 or 9, and lost count.....!

# How Legal Are Classic Race and Rally Cars?

A very enlightening interview with FIA historic scrutineers John Hopwood:

“In a current race car you will have much tighter regulations, probably also have a brand-new unmolested version of the car you can use as a comparison, and modern competitors expect to be checked and for you to go to the nth degree,” explained John. “If you were to take the first three cars in any historic race, seal the engines, and say ‘we are going to strip those’ – they’d be up in arms, apart from the fact that you may be about to destroy an unobtainable head-gasket or something like that.

“I used to be the eligibility scrutineer for the Ford Fiesta series, and we would usually seal an engine almost every round, which was how those sorts of series worked. Historic motorsport used to be for slightly eccentric gentlemen in oily cars who were out to have a good time, but it is no longer that sport. It is now another mainstream form of motorsport, we have preparers who have abandoned modern motorsport as they can’t make any money at it, and they can prepare historic cars. We also have some very wealthy, driven, successful gentlemen, perhaps not so good in the cockpit as they could be, who expect to be at the front of the grid and tell the preparers to get them there.

“I have heard stories now of cars having ‘qualifying’ engines that will only last three or four laps, with teams swapping engines before the race. I am told we have Lotus Cortinas revving to 9,500 and giving 190BHP, and I know that Jim Clark’s works car had about 140. There are some enormous differences to when these cars originally raced, dampers are better, oil is better, balancing is better – and that is something we can do nothing about and it isn’t illegal, but there are other things going that may be.

“We would hate to have to say we would take the first three Lotus Cortinas in a race and strip down the engines – but maybe that is where we have to be.

“I sat down with Duncan Wiltshire and we wracked our brains about what we could do and I came up with the idea of issuing an engine sealing certificate, we measure bore and stroke on homologated cars and valve sizes. This year it will be optional, but for next year we will make it compulsory, and if a car has had this done we would indicate it on the entry list and result sheets, so that could encourage people to have it done.

So that really sums up how historic motorsport had “developed” in recent years. It rather reminds me of the report I did on the Britcar race at Croft last year.

GTF

## Crookdake NGS Open Garden and Classic Car Gathering

**Sunday June 11th from 1pm to 5pm at the home of**

**Allannah and Kirk Rylands, Crookdake**

**Farm, Aspatria,**

**Wigton Cumbria CA7 3SH**

**Map Reference NY85 194439.**

**Gardens, cars, tea & cake, plants.**

(This may be the last one!)

## What's in a name? Quite a lot, actually.....

Nobody likes a show off, do they? We're all familiar with that feeling of righteous indignation when we are overtaken at the speed of light by some fathead desperate to get to the front of the queue behind the slow moving tractor, aren't we? And then there is the immense satisfaction that results when White Van Man closes the gap and prevents aforementioned fathead getting back into line? The driver then has to drop back down the queue to avoid being obliterated by an oncoming juggernaut. Happened to me the other day – the fathead involved was driving a new Jaguar “luxury performance” SUV and I caught a fleeting glimpse of the model name as it hurtled past – “Fat Face”. No, I couldn't believe it either. Crikey, Jaguar aren't going to sell many of those with a name like that, are they? Well, of course I realised later, with the help of Mr Google, that it was in fact “F –Pace” but by then I had conjured up numerous other uncomplimentary four letter words to adequately describe anyone who drives wearing “shades” when it's raining.

Vehicle manufacturers have succeeded in getting it wrong in the past especially when it comes to names getting lost in translation – prepare to have your disbelief suspended:

Daihatsu Charade – an entirely appropriate name for a car which spent its short life pretending not to be worse than the Austin Metro. Another definition of “charade” is “travesty” – I rest my case.

Vauxhall Nova – means “no go” in Spanish.

Mazda Laputa – means “prostitute” in Spanish – that'll impress the chaps at the golf club.

Mitsubishi Pajero – censored Spanish noun starting with W – most boys grow out of it.....some go on to text whilst driving.

Hyundai Santa Fe – means “smells bad” in Arabic.

The Lamborghini Reventon was named after an Italian raging bull but Reventon in Spanish means “flat tyre”.....bet that went down well. No pun intended.

The British made Ascari KZ1-R GT3 - by some appalling coincidence KZ is the German abbreviation for “Korizentrationslager” or, more familiarly, concentration camp. Oh, dear.

Suzuki Chimney – (OK - took me years to realise it was, in fact, “Jimny”....but it is still completely meaningless)

Or how about the healthy option? Get one of your five a day with that leafy green vegetable the Mitsubishi Lettuce. Groan.

Citroen Cactus – what tenuous connection could possibly exist between a motor vehicle and a vicious spikey plant?

In contrast there are some incredible names which make you just want to rush out and buy one, overdraft permitting – Ford Mustang, Dodge Viper, Jensen Interceptor, Porsche Carrera (means “Race” in Spanish), Aston Martin Vanquish and my personal favourite – AC Shelby Cobra. Oh, and I mustn't forget the Land Rover Defender (yes, I know I'm biased, but it has depreciated by only £2500 in seven years – just thought I would mention that in passing even though it is totally irrelevant here. Feeling ever so slightly smug at the moment – thank you, Autotrader).

Some manufacturers almost got the name game right and then fell at the final hurdle:

Maserati Quattroporte – means “four doors” in Spanish – not so cool now is it?

Studebaker Dictator – named just before Hitler went bananas in Europe.....

Armstrong Siddley Hurricane – 0 to 60 in 3 days – more of a strong breeze if they were honest. But still better than the Renault Wind and its corresponding schoolboy humour.

Ferrari LaFerrari – is that really the best they could come up with? And it's a hybrid. Yes – £5.7 million quid's worth of hybrid with a ridiculous repetitive name.

BMW X6 xDrive35i – try saying that quickly after five pints. Still hideous no matter which way you look at it.

Skoda Rapide – it obviously wasn't going to shatter the sound barrier was it? (unless it belongs to Mr Garforth, naturally)

Isuzu Mysterious Utility Wizard – magically turns into an early 70's rock band in the dead of night.  
Volkswagen "Old Profanity" – Irish derivative of the Beetle.  
The Ford Probe – the name that evokes the snap of rubber gloves. No one should ever name a car after an invasive medical procedure. Ever.

So what can we expect next? The Kia Sponge Leg? Or the Nissan Inflatable Dartboard? And have you seen the new VW advert for the Golf with "gesture control"? That's asking for trouble, isn't it? Does it involve the two finger version, I wonder?  
But occasionally those marketing people amaze us and get it spot on. There is a new engine additive on the market for all us classic car owners. And its name.....?  
"START, you b\*stard" .....

Cheers! Marian Sloan (aka Maz)

PS Only joking about VW "Old Profanity" – good name for a beer though

## Wigton Motor Club

### 2017 Annual General Meeting

To be held at the Greenhill Hotel, Wigton at 20.00 on May 17th

#### Agenda

Apologies

Minutes of the 2016 Annual General Meeting

Matters Arising

Chairman's Report

Treasurer's Report

Acceptance of the reports

Election of Officials & Committee

Election of President and Vice President.

Election of Auditions

Motions before the Meeting

Any Other Business

**All members are invited to attend.**

# Elva

**Elva** was a sports and racing car manufacturing company based in Bexhill, then Hastings and Rye, East Sussex, United Kingdom. The company was founded in 1955 by Frank G. Nichols. The name comes from the French phrase *elle va* ("she goes").

Frank Nichols's intention was to build a low-cost sports/racing car, and a series of models were produced between 1954 and 1959. The original model, based on the CSM car built nearby in Hastings by Mike Chapman, used Standard Ten front suspension rather than Ford swing axles, and a Ford Anglia rear axle with an overhead-valve-conversion of a Ford 10 engine. About 25 were made. While awaiting delivery of the CSM, Nichols finished second in a handicap race at Goodwood on 27 March 1954, driving a Lotus.<sup>[2]</sup> "From racing a Ford-engined CSM sports car in 1954, just for fun but nevertheless with great success, Frank Nichols has become a component manufacturer. The intermediate stage was concerned with the design of a special head, tried in the CSM and the introduction of the Elva car which was raced with success in 1955. The cylinder head for the 1,172 cc Ford engine, devised by Malcolm Witts and Harry Weslake, featured overhead inlet valves.



On 22 May 1955 Robbie Mackenzie-Low climbed Prescott in the sports Elva to set the class record at 51.14 sec. Mackenzie-Low also won the Bodiam Hill Climb outright at the end of the season.<sup>[6]</sup>

The 1956 Elva MK II works prototype, registered KDY 68, was fitted with a Falcon all-enveloping fibreglass bodyshell. Nichols developed the Elva Mk II from lessons learnt in racing the prototype: "That car was driven in 1956 races by Archie Scott Brown, Stuart Lewis-Evans and others." The Elva Mk II appeared in 1957: "Main differences from the

Mark I are in the use of a De Dion rear axle as on the prototype, but with new location, inboard rear brakes, lengthened wheelbase, and lighter chassis frame. The car was offered as standard with 1,100 cc Coventry-Climax engine. This went through various changes up to the Mark IV of 1958.



Carl Haas, from Chicago, was Elva agent in the mid-west of the United States from the mid-1950s through the 1960s. In 1958 he was invited to England to drive an Elva in the Tourist Trophy at Goodwood, where he finished twelfth overall. With the Mark IV: "The major change is an all-new independent rear suspension utilizing low-pivot swing axles. The body is entirely new with close attention to aerodynamics and a reduced frontal area. At the Sebring 12 Hours sports car race in 1959 the No. 48 Elva Mark IV driven by Frank Baptista, Art Tweedale and Charley Wallace finished first in Class G, and 19th overall.



transverse wishbones, coil springs, and telescopic shock absorbers. The car is 12 feet, four inches long.” Bill de Selincourt won a race at Cadours, France, in an Elva-B.M.C. FJ on September 6, 1959. Nichols switched to a two-stroke DKW engine supplied by Gerhard Mitter. In 1959 Peter Arundell won the John Davy Trophy at the Boxing Day Brands Hatch meeting driving an Elva-D.K.W. "Orders poured in for the Elva but when the 1960 season commenced Lotus and Cooper had things under control and disillusioned Elva owners watched the rear-engined car disappearing round corners, knowing they had backed the wrong

horse." Sporadic success continued for Elva in the early part of that year, with Jim Hall winning at Sebring and Loyer at Montlhéry.

Elva produced a rear-engined FJ car, with B.M.C. engine, at the end of the 1960 season. Chuck Dietrich finished third at Silverstone in the BRDC British Empire Trophy race on 1 October. In 1961 "an entirely new and rather experimental Elva-Ford" FJ-car debuted at Goodwood, making fastest lap, driven by Chris Meek.

After financial problems caused by the failure of the US distributor, Frank Nichols started a new company in Rye, Sussex in 1961 to continue building racing cars. The Elva Mk VI rear-engined sports car, with 1,100 cc Coventry Climax power, made its competition debut at Brands Hatch on Boxing Day, 1961, driven by Chris Ashmore, finishing second to the three-litre Ferrari of Graham Hill. The car was designed by Keith Marsden.

Around 1964-1966 Elva made a very successful series of Mk8 sports racers mostly with 1.8 litre BMW engines (modified from the 1.6 litre by Nerus) and some with 1.15 litre Holbay-Ford engines. The Mk8 had a longer wheelbase and wider track compared to the Mk7, which was known for difficult handling due to a 70-30 weight bias to the rear. Following the success of the McLaren in sportscar racing, Elva became involved in producing cars for sale to customers:

At the 1966 Racing Car Show, held in London in January, Elva exhibited two sports racing cars – the McLaren-Elva Mk.II V8 and the Elva-BMW Mk. VIIS. The McLaren-Elva was offered with the option of Oldsmobile, Chevrolet or Ford V8 engines. The Elva-BMW Mk. VIIS was fitted with a rear-mounted BMW two-litre four-cylinder OHC engine.

The main road car, introduced in 1958, was called the Courier and went through a series of developments throughout the existence of the company. Initially all the cars were exported, home market sales not starting until 1960.<sup>[32]</sup> Mark Donohue had his first racing successes in an Elva Courier winning the SCCA F Prod Championship in 1960 and the SCCA E Prod Championship in 1961.



The Mk 1 used a 1500 cc MGA or Riley 1.5 litre engine in a ladder chassis with Elva designed independent front suspension. The engine was set well back in the chassis to help weight distribution, which produced good handling but encroached on the cockpit making the car a little cramped. The chassis carried lightweight 2-seater open glassfibre bodywork. It was produced as a complete car for the US and European market and available in kit form for the UK market. After about 50 cars were made it was upgraded to the Mk II which was the same car but fitted with a proprietary curved glass windscreen, replacing the original flat-glass split type, and the larger 1600 cc MGA engine. Approximately

400 of the Mk I and II were made.

# Inside The Industry

Paul Gilligan has his say

## **The Demonisation Of Diesel**

It's only a few short years ago that our lords and masters were encouraging car buyers to switch to diesel power because of the lower CO2 emissions of these engines. And of course the lower fuel consumption was a very welcome bonus for private drivers and fleet users alike. Now it's been discovered that Nitrogen Dioxide (Nox) emissions are far more harmful, and here diesels are much worse than petrol engines. This has resulted in a rapid and very significant move away from diesel, particularly in big cities.

Already there are plans in place to increase the London Congestion Charge for diesel cars. Paris has already banned diesel cars registered before 1997, and intends to ban all diesels by 2025, as do Madrid, Athens, and Mexico City. Diesel fumes have now been reclassified as "a definite cause of cancer" with employers being warned that they are legally obliged to protect their staff from these fumes. If they don't legal actions can follow as employees seek compensation, aided no doubt by the army of lawyers who are looking for work now PPI claims are coming to an end. It's estimated over 500,000 UK workers are covered, including professional drivers, bus and rail station staff, garage mechanics, warehouse staff and so on.

There's no doubt customers are now moving away from diesel. In the first quarter of last year over 47% of new cars registered in the UK were diesel, this year it's below 44% and dropping month by month. This trend varies by region and is most prevalent in the London area. The largest Toyota dealer in the UK is Jemca, with 5 large sites in London. They now don't stock a single used diesel car. If a customer insists they will source one for him, but only after a £5000 non returnable deposit is paid. This week I spoke to a prestige used dealer in Kent. So far this month he's taken orders for 6 BMW X5s. Every one a hybrid!

There's much talk of a diesel scrappage scheme being introduced to get the older diesel cars off the roads as they are much more polluting than the more recent engines. This, like lots of other things, is now on hold until after the election. Part of the problem is that the older cars are privately owned and typically covering low annual mileages, while the more modern ones are often in company fleets and covering high mileages. So while the newer ones pollute less per mile, they may well pollute more in total.

The industry, leasing companies in particular, can only hope for reasoned actions by the Government so that diesel car values don't collapse overnight.

## **Record March Registrations**

As expected March saw a very high number of new car registrations, 562,000 in all, over 8% up on last year. Worst performers were Peugeot, Citroen and their new acquisition Vauxhall, so they have a few problems to fix to make the alliance work. Mercedes were top German prestige manufacturer for the month and the quarter, making good on the promises they made 2 or 3 years ago. BMW remain ahead of Audi, but to be fair both Audi and Mercedes do few pre registrations whereas with BMW these are massive. One quiet improver is Volvo, 18% up on last year for the quarter with some great new products coming.

Mercedes are now the world's biggest luxury car brand having overtaken BMW. Merc have particularly gained from younger buyers with sporting redesigns. And you'd have to say that Lewis Hamilton must have helped here?

March sales were of course boosted by customers bringing forward purchases to avoid road tax increases, and April is much quieter, except for the push to shift the March pre registration cars of course. Most observers think it will be September before the showrooms get really busy again.

### **“Easy” Car Finance Under Fire**

The increase in car sales in recent years has been driven by the availability of credit and the low monthly payments available via Contract Purchase and Contract Hire agreements. The amount of money borrowed to buy new cars has trebled over the last 8 years to more than £30 Billion. The Bank of England is now worried about this credit being too freely available and is considering introducing new rules which would bring in stringent affordability checks to ensure customers were not entering into commitments they can't afford.

Currently lenders check that the customer is who they say they are and have no adverse information on their credit record, so no bankruptcy, no county court judgements, no failure to pay previous credit agreements properly. What they don't check is that the customer has sufficient disposable income to comfortably make the monthly payments they are committing to.

Car finance is relatively safe lending for the funders, particularly contract hire. This is why. On mass market cars the contract hire company will get a discount of 25-40% off retail price, so a £20000 car will cost them say £14000. Then they are entitled to reclaim the VAT so net cost comes down to around £11500. The customer will typically pay a deposit or advance rental of around £1000, so the finance company's investment in the £20000 car is in fact not much more than £10000!

Most customers who default will make at least a few monthly payments before they stop, so maybe another £2000 leaving the funder with a 6 month old car that owes them around £8000 (+ VAT). Provided they are able to re-possess the car, which they normally can, they can sell it and be left with a profit.

If new regulations tighten up the availability of credit significantly this could have a quite dramatic effect on new car sales, so not surprisingly senior industry figures have already moved to reassure everyone there isn't a problem here.

### **Renault And Fiat Now On The Rack**

For a change it's not VW who are getting the bad publicity. Which magazine has recently published results of tests they've carried out on a total of 278 diesel cars. Tests were carried out in a laboratory on a rolling road, but the test cycles were closer to reality than “official” tests with higher speeds and no tampering with the cars to reduce weight, over-inflate tyres and so on.

Renault came out worse with their latest models producing on average 9 TIMES the EU limit of Nox emissions. Of the 278 cars only 2 (both Minis) came in within the legal limit. French Fraud investigators had already accused Renault of cheating emission tests consistently for 25 years.

The manufacturer with the best average performance on these tests? Volkswagen Group!

Meanwhile Fiat have been criticised for the failure of its Doblo model to achieve more than 3 starts in Euro NCAP tests. Fiat Tipo and 500 models had the same poor result a few months ago. One senior official said that Fiat “Are doing the absolute minimum from a safety perspective” and that “There are family cars out there that offer far greater levels of passenger protection”.

## **Tesla Worth More Than Ford?**

Last year Tesla delivered 76000 cars whilst Ford managed 6,700,000, almost 90 times as many. Ford's total sales were valued at \$141 Billion, Tesla's at \$7 Billion. Tesla has lost money every since it was established in 2003, Ford made profits of \$10.4 Billion last year.

Yet the New York stock Exchange values Tesla at \$48.7 Billion and Ford at \$45.3 Billion! Investors are betting on Tesla's new "affordable" car which will sell at around £30,000 being a roaring success when it's launched in September, and also believing Tesla's claim that they have the ability to make 500,000 cars a year by 2020. Even then seems hard to make the numbers add up?

## **Brexit To Force New Car Prices Up?**

If the UK doesn't remain in the single market and cars imported from Europe are subject to World Trade Organisation rules that means a 10% tariff on every car imported from the EU. So probably £2500-£3000 on average. That is a lot of money and will have a dramatic effect in the marketplace. And of course cars manufactured in the UK and exported to Europe would have the same tariff applied, bad news for Honda, Jaguar Land Rover, Nissan, and Toyota.

Almost 70% of new cars sold in the UK are made in Europe, and more than half of UK cars exported currently go to Europe, so the consequences for the industry of losing single market access are extremely serious.

## **New Vehicle Production Plant For The UK**

One better bit of news was the recent announcement that Chinese car maker Geely has opened a new production facility near Coventry. Only hybrid and electric vehicles will be produced, the first model being the new TX5 London taxi which will have a 70 mile range on electric power. From January 1<sup>st</sup> 2018 all newly registered London taxis must at least partly run on zero emissions power.

Grants of £7500 will help keep the price close to that currently charged for the diesel version, and of course running costs will be a lot lower. £18 Million is being spent on more public charging points to cope with taxi demand.

Once the taxis are in full production Geely will begin producing electric vans with large delivery companies like UPS reported to already be very interested.

## **Where's The Electricity Coming From?**

An awful lot of what I've written about this month concerns electric vehicles in one way or another. Now concerns are being raised that the UK simply hasn't the capacity to supply the electricity needed to recharge the cars and vans that will be on the roads soon. Currently there are about 100,000 electric cars on UK roads. Forecasts suggest this will rise to 4.6M by 2025, some people say more and sooner. We simply don't have the infrastructure to cope with the demands forecast, so a vast amount of money will need to be spent quickly to solve this one.

## **7.22 AM**

The answer to last month's puzzle is that 7.22 am was the start time allocated to Stirling Moss and Denis Jenkinson for the 1955 Mille Miglia, where of course they won averaging almost 100 mph in an epic drive rated as one of the best in history.

First anoraks home were Ron Palmer from JEC, Eddie Farrell from WMC, and Colin Todhunter from SD34, well done to all.

*Paul Gilligan*

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# Andy's Armchair

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

Now I don't claim to be the "Brain of Britain" or the most brilliant navigator of all time, just ask anyone who I co-drove for to confirm that one!! On the other hand since passing my driving test in 1968 and travelling all over the country I've only twice been properly "lost", once in Milton Keynes when I ended up in a filing station asking for directions and once when trying to get to the Royal Armouries museum in Leeds, when after following the "brown signs" they suddenly disappeared so we headed home and decided to go back on another day when we had a map with us.

Now the point of the above is to draw your attention to the new driving test where you are apparently going to have to demonstrate your ability to use a "Sat-Nav" in order to gain a full licence. Why? Firstly I'd suggest that the majority of people very rarely go anywhere where they're likely to really need any help, in fact many often venture no more than a few miles from their home. Secondly is it a legal requirement to have a "Sat-Nav" system fitted to your car? If it isn't, then surely the whole thing becomes pointless, and it would be a lot more sensible to include motorway driving instead. I know I'm old fashioned but my concept of being safe on the road is an acute awareness of what's going on around you, and that should be the over riding lesson to be learnt by any prospective driver. I don't use a phone, even listen to music or radio very often and would look on " Sat-Nav" as yet another intrusion into what I should be doing - I'd driving!!

To change the subject, I was reading somewhere recently that insurance companies are now legally bound to remind you what you're currently paying for your car insurance when they send out their quote for the following year. I've been reasonably happy with my provider over the last couple of years and I'm hopeful that this new requirement will continue to rein in their ambitions to empty my bank account in one fell swoop. It's due arrive in the next week or so, so I'll wait with baited breath!

In the WRC Chris Meeke seems to have got the Citroen working well, at least he has until it takes the hump and decides to, in a fit of pique, to self-detonate and leave him pushing it out of the way. On the plus side the 5 stages the car survived he was quickest on all of them and the lead had grown to something reasonably comfortable when things went bang! Craig Breen seems to have settles well in his first season in the premier league and when you consider he was only fifteen seconds off a second place overall finish he should be pretty pleased with the way things are coming together.

It's nice to see our local "M" sport team leading the championship at the moment but it's also a touch worrying that for one reason or another they just don't seem to be able to put the icing on the cake and provide Mr. Ogier with the ultimate car as VW did before pulling out. Personally I'm not sure it's all down to the car to be honest as every time you hear the driver speak he's eulogising about his new role as a father so you just wonder whether his mind's 100% on the job of driving flat out.

And finally I've got to mention the week-end that's just gone. You know how we Motorsport types constantly complain about the kick ball ( and each other) sport dominating our television well I've got square eyes after 3 free practice sessions from Bahrain, then qualifying and race. Qualifying on the Internet from the BTCC and six hours of racing on Sunday, some recorded to watch to GP, plus 3 European F3 races on the Internet. At one stage there was GP qualifying on the television and BTCC qualifying on the lap top. Goodness knows what'll happen when MotoGP decides to join in on a weekend as well!!

Ends

AA

# What's On

## WMC events and other events of interest

### May

3rd	W	<b>Pub Run</b>
10th	W	<b>Grass Autotest at Blackbeck</b>
13/14th		Ingliston Revival
14th	S	SoSCC Targa Rally
<b>17th</b>		<b>WMC AGM</b>
19-21st		<b>Gaelic Gallop</b>

### June

4th		Ilkley Historic & Targa Rally
<b>7th</b>		<b>Pub Run By Kendall Bruce</b>
10th		Barbon Hill Climb
<b>14th</b>		<b>Grass Autotest (Chris Hunter)</b>
<b>25th</b>		<b>Lake District Classic &amp; Targa</b>

Visit the Facebook page for the latest news or the webpage at  
[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

## 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