

Wigton Motor Club Ltd

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Start Line

Issue 11/17

www.wigtonmc.co.uk

November 2017

Triple Victory for M Sport on Rally GB!



Elfyn Evans/Dan Barritt dominated the Rally to GB from start to finish and with Sebastien Ogier finishing third he won the drivers WRC and the consistent performance of all three M Sport drivers during the season won them the WMC Manufacturers title with an event in hand!

Motor Sport For All

Club Officials

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Wigton Motor Club Ltd Officials

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Talking Point

Topical Comment from the world of motoring

Like many places in Cumbria we have a power cut for about 16 hours recently. Waking up to no electric does show how reliant we are on it for every aspect of our lives. Like many others we just got in the car and went off for the morning for some hot food and coffee. However had we had an electric car that was not charged then we would have been stuck. I am more and more convinced that the rush to electric cars has not been thought through fully. "Which" recently tested the range of the main models and they were way below what the manufacturers claimed. Most could not manage 100 miles per charge. Only the Tesla Model S (242 miles) had anything like a useable range. Even that, on a run from Cumbria to Silverstone would need a stop to recharge while some of the others may well need 3 stops.

For some reason the charging times are quoted for 80% capacity and at best these are 40 minutes. So does 100% take 50 minutes or does the last 20% take more than 10 minutes? With most electric cars you cannot drive from Carlisle to Newcastle and back without stopping to recharge. Given the cars are generally heavier than a normal car, their range in hilly areas, or with a full load, will be reduced. I heard recently of a family who borrowed a Leaf demonstrator and drove over the three northern Lakes passes and it ran out of power on Whinlatter after about 35 miles.

If any longer journey is going to involve two or more stops at service areas, there are going to have to be literally hundreds of charging points at the service areas and just about everywhere else. Given that most service areas are packed at busy times, having cars parked for longer will just create huge queues while at the same time journey times will greatly increase. Many of the current cars will need charging after 90 minutes of motorway driving so a typical 300 mile drive would involve at least two stops of up to an hour to park and recharge. Thus 2 hours more on the journey time. It would seem that the government has not thought this through.

Are electric cars truly "green" ? Only if the power is produced by wind, wave or nuclear. Lithium in the battery is a finite resource and difficult to recycle. On a Tesla and other electric super cars, much use is made of weight saving materials to reduce the overall weight, again many are not recyclable.

Then there is the safety aspect. The MSA is rightly hugely worries about electric cars in motorsport. There s a document from Tesla about how to deal with a crash and subsequent fire. It can burn for 12 hours and needs a 50m exclusion zone and specialist recovery. That would effectively finish an event prematurely. The same would apply to an accident on a motorway and imagine the queues that would cause for 12 hours or more!

Time for a rethink?



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Wigton Motor Club Congratulates M Sport on a triple victory on the Rally GB.

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Wigton Motor Club would like to congratulate Malcolm Wilson and the M-Sport team on three great wins after the Daysure Wales Rally GB. An outright win on the event with Elfyn Evans and the driver's Championship for Seb Ogier and the Manufacturers for the M-Sport team.

Chairman Peter Garforth said; *“It is an incredible achievement for M-Sport to win the constructors and drivers world rally championship and a reflection on the hard work Malcolm has put into building M Sport into a world beating motorsport business in the heart of Cumbria. Wigton Motor Club have maintained a strong association with Malcolm and M Sport over the years and would like to congratulate the whole team on this historic victory.”*

Many past and present WMC members have worked for M Sport over the years and there are former M Sport employees in all the British based F1 teams and the WRC manufacturers teams.

Wigton Motor Club would like to wish Malcolm and the whole M-Sport team continued success with both the rally team and the Bentley race cars.



PDF Compressor Free Version Forthcoming Club Events

Hog Roast

At

Gilcrux Village Hall

November 25th

Adults £10, Children £5

Tickets from Marian Sloan

November Autotest

Sunday, November 26th

The final round of this year's championships.

Entry forms will be emailed out.

Annual Awards Night

We would like the main awards returned before Christmas please for engraving.

We would also like nominations for "Newcomer of the Year" and "Enthusiast of the Year" please give your suggestions to any committee member.

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PG Tips

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I won! Well....I managed to get half my money back from the dreadful cowboys at Car Time in Bury for anyone who has been following the saga. The ombudsman said that whilst he believed my account and there was good corroborative evidence, I did not have conclusive proof that they had promised to replace the cam belt so he could not award me the full amount. Quite annoying but half is better than nothing and the cheque from Car Time came through and is in the bank....which reminds me – I must submit reviews of Car Time to the on line review sites!!! I think the moral of the story is – make sure you get it in writing what has been done/needs done before you take delivery of a car.

I took Snotty for his final outing of the year at the Kames sprint in October – it was wet. It rained pretty much all day until we packed up to leave! I put in a reasonable time and picked up a nice trophy (dust collector says Trudy!) although there was only one other car in my class. Paul Eastwood was also there in his Alfa Romeo enjoying the damp weather – he provided the best ‘blink and you’ll miss it’ off I’ve ever seen when he came bowling down the start finish straight, into the gravel trap (all the way) and then straight out the other side back into the paddock without so much as a hesitation. Obviously that was by far and away the best time he would have had all day.....if only!

The yellow Rapid is in bits again and I have found the source of the shocking gear change – it’s called ‘the hockey stick’ and it is the gear selector rod that goes into the gearbox and in a spooky coincidence is shaped quite like a hockey stick! Mine is ever so slightly bent, which means it sticks on the gearbox casing. I have now ordered a new one from the Czech Republic via the UK old Skoda parts specialist who assures me the Czechs have posted it but as yet they haven’t confirmed when, or provided any tracking information! I haven’t paid for it so far but I do have my fingers crossed....because I can’t do anything else until it arrives (reminder that to some companies in CZ – In Stock - means they know a man who can make one!). In the meantime I split the gearbox and found out why it leaked a lot – someone at the factory was a bit stingy with the sealant me thinks – there was none to be seen anywhere and explains why the thing left oil everywhere it went. I’ve rectified that with some heat and oil resistant silicone sealant and put it back together....now I just need the new hockey stick or I’ll have to find somewhere that can straighten the current one (sounds simple but it has to be exactly arrow straight or it catches).

No new or even ancient cars to review this month but I do want to have a general rant about the bloody water pipeline construction that is blighting West Cumbria! It crosses many roads on its way from Keswick to wherever it goes and on every road they have put up 30mph speed limits complete with signs before and after the limit. There are literally dozens of the things some covering a stretch of road no longer than 50 metres around the site entrances.....I wonder who paid for that lot?! They aren’t even cheap temporary ones – they are the real thing concreted into the ground and judging by how people react to them utterly pointless because very few people are slowing down to 30 if at all. Obviously it’s a health and safety thing designed to somehow protect people leaving the many individual sites but really - 30mph limits.....how is that reasonable? The people coming out of the sites are in the same position as every person joining a de-restricted road from another road all over the country. It makes little sense to me and must have cost a fortune.

Peter

The disaster that was our Doonhamer.....

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It's been another disappointing year for us with historic rallying what with that embarrassing running out of fuel malarkey on the LDC and a couple of suspension problems and a prop shaft vibration as well as numerous other spanners thrown into various works which resulted in the husband trailing about for weeks with a face as long as a gas man's mack.

I have hesitated to mention our Doonhamer disaster in earlier articles but feel I should dredge it up as several people have expressed a morbid interest. I am wondering if I can blame the lovely Ron Palmer? No sooner had he enquired as to the relative health, or otherwise, of the Midget gearbox than it all went pear shaped in the middle of Fingland Fell. The husband decided to make a dive for third gear whilst flat out in the middle of a forest stage (well it seemed like it at the time....) and we lost all forward momentum. The gear lever stayed in 3rd gear position and the revs increased with the clutch out. The most obvious explanation was that the husband had completely lost the plot so I started yelling "What, in God's name, are you DOING?" whilst we coasted to a stop next to a very convenient marshal. No amount of heaving on the gear lever or tinkering with the wrong sized tools could dislodge it. Game over.

So we demolished a box of Quality Street between us whilst we waited for the stage to close and help to arrive. And help did, indeed, arrive in the form of Willie Keenan and Murray Walker and a big white van with a very short tow rope. There followed the most hair raising, scary journey of my entire life being towed for seven miles at 50mph four foot off the rear bumper of a Mercedes Sprinter. Couldn't see a thing, of course, but more importantly, neither could the husband. We emerged back at Lockerbie Lorry Park green and wobbly with the brake pads smoking and worn down to the metal. Think Willie had forgotten we were there.....

For those of you who enjoy a bit of tedium, brace yourselves for the technical explanation.... "The selector finger on the remote gear linkage went in between 3rd and 4th selector rail and reverse selector rail. At the same time the remote rail had gone in front of the reverse pressure spring which then dropped, jamming the gear rod. All this was apparently caused by the brass reverse selector being worn which caused the selector rod to twist". Aaarrghhh! I have now lost the will to live.....bet you're all nodding sagely – yes, easy really.....

We weren't the only casualties of the day, of course. John Bertram and daughter Louise also retired after the diff on the Escort blew up. Louise put it more succinctly than me... "I have no more mechanical knowledge other than it went 'bang'!" No more explanation needed - that'll do for me, Lou!

The Midget Master, Archie Simmonds at Doug Niven Cars, fixed the gearbox and loads of other loose and missing bits whilst we swanned off on holiday. All done in time to compete in the Solway – the last event of the season – maybe our luck would change.

Cheers!

Marian Sloan (aka Maz)

PS: I would like to wish Archie and Christine all the very best for their imminent retirement - thanks for the lucky black gloves...!

The Solway Historic and Targa Rally – October 2017

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So, the final rally of the season arrived – hopes were high that we might actually finish this one. Rumour had it that several tests were to be held in a new indoor venue – a massive old derelict factory whose roof and walls were supported by substantial steel girders all guaranteed to act as magnets to some unsuspecting individuals. Several people, including Chris Hunter, were taking bets that it would be us.....we do have previous I must confess. But let's not be negative – guess what starting number

we were? Correct – thirteen. Great. Still, we did appear on the front cover of the road book looking fairly competent in an earlier event so not all bad news.....

I managed to corner several marshals, fellow competitors and innocent bystanders to collect the usual good luck hugs - not that it had ever worked in the past. Some, understandably, ran away screaming, Keith Thomas showed remarkable fortitude and Chris Hunter came back for another one. The trouble with Chris is you never know where he's been – it's a dirty job but still, someone has to do it.

There were changes to the proposed tests at the old British Steel slag heaps in Workington due to the unexpected encampment of our traveller friends at the site entrance which had clearly provided an undeserved headache for organiser Steve Palmer. Of course, the route amendments were perfectly clear but caused a bit of panic in Team Sloan – having more than three sheets of paper to read at any one time requires a major feat of organisation within the limited confines of the Midget cabin.

Then it was Hammer time in front of a watchful audience in the Energus car park. An audible sigh of relief to get around clear and then off to Alcan to ricochet around inside the factory like a game of bagatelle (for those of you born after 1950 - google it). Bit slippery but we got through clear again whilst yours truly waited for the clang of metal on metal and didn't look up the whole way round. Back into daylight for test 3, lost me place on the notes and got all behind but the husband brayed on regardless and crossed the finishing line well ahead of my frantic attempts to catch up. Test 4 was simpler until a sea of cones at the end of the straight caused a slight hesitation and indecision – crickey, clear again. Test 5 diagram looked like a couple of todgers – thanks for that helpful mental picture, Fi – and test 6 had acquired a swimming pool at the entrance and a sneaky code board half way through. More indecision on the corners of Test 7 when disorientation set in but we survived intact and headed off to Maryport and more familiar territory. Test 9 and the Lamplugh Mafia were in control.....the route flowed smoothly with lots of grip until the last corner before the finish line when the front end slid to one side, engine stalled, panic button pressed, wouldn't start, did start.....and relax. Phew that was a close one. And then it was back to Energus with a clean sheet in time for lunch and a strange feeling of elation when we discovered we were in second place to Dave Short and Roy Heath in the Mk11 Escort.

“Do not cock this up under any circumstances” was the thinly veiled threat expressed in unison at the start of test 16A with a test max of 200 seconds. We hurtled about like a ball bearing and amazingly went clear – until the stop astride when we clattered a cone in preference to Mr Fishwick and Mr Heslop who stepped smartly to one side. Ten point penalty – the downward spiral had obviously begun and the icy silence lasted all the way back to Maryport relieved only by having to stop every fifty yards to inspect various bits of roadside debris in the hope it was a code board.

The husband redeemed himself by throwing caution, and everything else, to the wind and the afternoon tests, a repeat of the morning's, passed with increasingly good times and no more penalties. At one point I got a bit carried away and caught my size fours in the parcel shelf under the dashboard and reduced it to kindling – nope, me neither.

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So that was it – we finished second overall in the historic to Dave and Roy – our best result ever. Of course, some of the big boys were away in Mull but we still had to contend with favourite and NES-CRO winner Andy Beaumont fresh from his Scottish victory. Andy finished fourth with his navigator Tom Hutchings, who had only ever competed in stage rallies before, so they were happy. Team Byrne in the Austin Healey were third and unsurprisingly, Chris and Fi in the MX5 came out on top in the Targas followed closely by Jon Hill and Michael Pears in the Corsa. Now I know how it feels to have a good day.....Archie's lucky black gloves worked a treat!

A great event as ever – thanks to Steve and Wiggy for their sterling efforts organising the day and all our marshals and results team for making the final round of the Gates Challenge a resounding success. And no-one destroyed the factory or themselves – the MSA WILL be pleased.....!

Cheers - see you next year!

Marian Sloan (aka Maz)

PS I have it on good authority that a certain marshal had a go at closing Test 16 in his VW Tiguan diesel, 4WD, automatic and came away with the fastest time of the day. Now there's a thought to conjure with.....isn't that right, Mr Dykes?!



PDF Compressor Free Version Sam's Success



JSCC Championship 2017 - a championship for 14 to 17 year olds, racing Citroen Saxo VTR's. Sam entered this years championship with a new car and the help of MMR Racing a team from the North East. As we only have the motorhome and trailer we needed someone on standby for any on track incidents that required a quick turn around, they also carry a huge amount of body panels etc that we are unable to do. If we were going to do this champi-

onship we wanted to do it properly. We also had driver coach Chris Hodgetts ex British touring car champion and Le Mans racer coach Sam on every Friday before each round, which proved invaluable. He not only taught Sam on the track but also gave him lots of advice in all other areas of racing.

First round took place at Silverstone at the end of March which saw Sam take a 2nd place and a 5th place.

Second round was at the beginning of April at Rockingham, not a favourite of Sam's and saw us destroy 5 driveshafts in testing so left us on the back foot for the two races. Sam took a 5th and 4th place.

Third round took us to the gorgeous Anglesey track, Sam loved the track and made massive improvements. He finished 2nd in race one and the in race two he had a huge off which left him off the track for 15 seconds, he re-joined and made his way back up to 8th, this is one thing that karting has taught him, never give up!



Fourth round at the beginning of May was at Snetterton after some hard racing and quite a bit of contact saw Sam finishing 5th in both races.

At the beginning June we went up to Knockhill, Sam loves this track too. He put the Saxo on pole for both races, he won race one and after a fairly vigorous on track battle he finished 3rd in the second race.

Beginning of July took us to our local track of Croft. Sam was pole for both races, race one he was in 2nd place challenging for the lead when he made a slight error and just clipped the tyre stack at the chicane which resulted in him loosing the front wheel complete with suspension arm and damage to the front wing. The lads at MMR Racing set to work as the next race was in a couple of hours. In 1 hour 20 minutes they had the car ready to race and Sam went out and won!

Pembrey was our next round at the end of July after a 9 and a half hour journey we finally arrived. The weather was horrendous. Sam managed to get pole for both races and finished 2nd in both races.

Then we were off to Donnington at the beginning of September another of Sam's favourite tracks. Sam put the Saxo on pole for both races and he was 2nd for race one and won race two.

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The final round was held at Brands Hatch at the end of September. A track Sam had never driven before. The Championship was all to be decided here. There were four drivers capable of the top spot. Will Drydal, Ethan Hammerton, Gordie Mutch and Sam. Sam put the Saxo on P2 for both races but couldn't do enough to take the top spot. He needed either Will or Ethan to have a bad round but nevertheless Sam finished P3 in both races meaning he secured third place on the championship podium. We were over the moon.



Sam's has proved this year he is a very competitive young racer and as we move on to next year we are sure he is going to do exceptionally well. We have just bought a MG ZR to compete in the MG Trophy. Watch this space.....

Michelle Kirkpatrick



Club News

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

Robert and Elizabeth Paisley of Kirkby Stephen

Keiran Jackson, Jennifer Ashby, Toby and Jet Jackson of Barnsley

Craig, Helen, Chloe, Ebony and Scarlett Wilson of Aspatria

Gary, Shiona, Phillip and James Bickley of Bromfield

Simon Jennings of Waterhouses

Stuart Wilson of Stamfordham

Andy Ritchie of Halton-on-Lune

Matt and Dan Blood of Hull

Paul Garstang of Chipping

Geoff Fletcher of Shildon

Tim Cruttenden of Rochdale

Ed Barber of Seaton Delaval

Clive White of Chester-le-Street

Sam Colman of Skelton

Graham Couser of Edinburgh

Martin Phillips of Carlisle

Chris and Matthew Hewlett of Heysham

Tom Hutchings of Hull

Joe Cruttenden of Cockermouth

Martin Harwood of Oakworth

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

Marshal Force

Marshals are the life blood of our activities

November Autotest, November 26th

Contact Rob Iveson

Elderly Utterances

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The Voice of Experience!

Ron Palmer has his say



40 Years ago a new chapter opened in my storybook. When living and working at Whitehaven I got a call from Malcolm Wilson offering me the navigators seat on the Manx International. I had sat in with Malcolm only once before in 1973 on a local event which ended for us against a tree near Wythop Mill.

I flew from Blackpool to the Island and did a swift preview of the Terry Harryman Pace Notes before a recce of the route in a hire car, which was later returned almost as good as new. Malcolm was seeded at 22 surrounded by all the quick Group One guys – Will Sparrow,

Pat Ryan, Jimmy McRae, Henry Inurrieta, Graham Elsmore, Gavin Waugh etc. During the event our Escort was plagued with breaking rear shock absorbers and we eventually finished 13th overall and 5th Group 1. Pentti won overall in the Chevette followed by Brian Culcheth in the TR7 with Andy Dawson 3rd in the first Escort finisher.

The original orange shell on the RS2000 Mk2 - SOO378R was getting tired by now and it was planned to be rebuilt with a new one after the Manx. Malcolm and his crew undertook to do the body swop and its first appearance after the rebuild was on the Lindisfarne on 1st October sporting number 15 where we finished 8th overall and 2nd group 1. One more event, the 'Castrol '77' was fitted in before the RAC and 13th overall was the outcome this time where we were headed in Group 1 by Elsmore, Waugh, and Kaby. There was then an opportunity to prepare the RS2 for the Lombard RAC which started from Wembley on 20th November. Historians will be aware that on the 1977 RAC Group 4 Ford Escorts finished 1st, 3rd, 4th, 5th and 6th (Hannu finished 2nd in the Toyota) and had in fact won the RAC now for six consecutive years.

Of greater interest to us were the Group 1 entries headed by Jimmy McRae (Colin's dad)/Ian Muir SMT/DTV Vauxhall Magnum at 39, Graham Elsmore/Stuart Harrold, Thomas Motors RS2000 at 40, Pat Ryan/Mike Nicholson, Dolomite Sprint at 42 and Malcolm Wilson/Ron Palmer County Garage RS2000 at 43. With us in the sandwich we were closely followed by Will Sparrow/Rodney Spokes Chrysler Avenger at 44, Lars Carlsson/Kadett GTE at 46, Terry Kaby Dolomite Sprint at 48, Enriquet(Henri) Inurrieta RS2000 at 51 and Gavin Waugh/Peter Handy Avenger GT and another 30 odd Group 1 cars.

1977 being Silver Jubilee year the rally started in London at the Wembley complex where there was plenty of room for competitors' cars, service and back up and of course the public. Starting at 09.00 on Sunday 20th November (so almost 40 years ago) the first day finished at York after ten short stages in mainly stately homes roads and parks. Positions after day one dictated the restart order for day two so a lively start was important. We had a trouble free day and the car ran like a dream only needing tyres changed from forest to tar to accommodate the individual stages. The first day finished at York race course from 20.00 hours and parc ferme applied until the Tuesday Out control at 09.30.

Racers were needed for two stages – Oulton Park and Great Orme before the North Wales forests took over. Before the two hour rest halt at Machynlleth at 20.30 we progressed thro stages at Beddgelert, Penmachno North and South, Gartheiniog, Dyfi and Pantpertnog. The night shift restarted at 22.30 and then followed stages in Hafren, Rheidol, Cyneiniog, Taliesin, Llanafan, Brechfa west and east, Gurfynydd, Halfway, Crycuau, Cwmhenog and Nantyrhwch before a two hour breakfast halt at 08.05 at Abernant. And so it went on with another six Welsh stages including three in

Clocaenog before heading across to York for the in control at 19.50. At this point after 37 stages we were in 17th place overall and leading Group One with a healthy cushion of almost two minutes ahead of Graham Elsmore followed by Jimmy Macrae. Overall Waldegard was ahead of Hannu, Brookes, Dawson, Salonen and Roger Clark. We had taken 20 minutes more in the stages than Waldegard demonstrating the difference between Group 4 and Group 1 cars - 6 seconds/mile.



The Wednesday/Thursday leg was a busy one with five stages in North Yorkshire including Croft before the field headed west to the Lake District with two in Grisedale after lunch. As darkness crept in there was Hobcarton, Comb, Dodd (be very afraid) and Greystoke. Heading north across the Border there were Castle O'er, Twiglees, Wellcleuch, White Naze and Glenhill before a welcome two hour break at Moffat before midnight. This short break was welcome as the last of the legs in darkness were very demanding and contained Cardrona, Glentress, Elibank and Yair before a TC and coffee at Jedforest. Moving

slightly to the south the last stages in darkness were Waucope, Keilder one, two and three and lastly Hamsterley before the Teeside two hour breakfast halt. Batteries recharged we headed into the most famous Yorkshire Forests, Ingleby, Crofton, Gayle Hill, Dalby, Staindale, Langdale and finally Wykeham. After a joyous run in to the York finish a bit of shuteye was very welcome.

I realise that the forest names will mean little to none rally people but if you can compare in status say Dalby or Keilder Forest to Silverstone or Goodwood to or Prescott or Shelsley Walsh that may better illustrate their status.

Writing a list of stage names doesn't do this fabulous event justice nor does it reflect the skill, tenacity and application that Malcolm brought to this event. In Stage 66 Dalby only three from the finish we had a puncture which was changed in stage which cost us about two minutes and kept us ahead of Graham Elsmore. This was only possible because in the run up to the event we had practiced wheel changing for an afternoon in the yard at Bannockburn. Had we driven through this 15 mile stage or fumbled the wheel change we could so easily have lost time, the category and the class to Graham Elsmore after so much effort. Malcolm had prepared the car meticulously before hand and the service crews led by Malcolm's dad Ken had performed superbly in doing the necessary maintenance and running repairs in the very limited time available.

The Autosport report said ...'a remarkably mature and impressive drive from 21 year old Malcolm Wilson who fought a personal battle against physical illness and still managed to beat Graham Elsmore in all parts of the country to take Group 1 in conclusive style'

I couldn't agree more. This was a huge punishing event the likes of which we will never see again

and it was a privilege to be part of it.

Some statistics from the event ! **PDF Compressor Free Version**

180 starters, 67 finishers.

Five Fords in the first six finishers overall, Mikkola in the Celica finished second.

Ford's sixth consecutive win on the RAC rally 1972 to 1977.

From a seeding number of 43 we finished 12th which was Walter Rohrl's start seeding.

Five days of competition over 68 stages+ and 425 stage miles including 395 forest.

Road mileage 1633, 68 stages finally run with 36 in darkness.

48 service points by two service teams in Granada (Ken, John &Graham) and Cortina (Les & Mel)

The route was covered by 48 O S maps 1:50,000.

Nineteen cars failed to start on the second day.

Could truly qualify as the Rally of Great Britain. 26 Stages in Wales. 10 in Scotland 6 in Cumbria. 14 in Yorkshire and the others spread throughout England.

Ron

PRESCOTT 2017 AUTUMN CLASSIC LIVES UP TO ITS NAME

According to the poem by Keats "Autumn is a season of mists and mellow fruitfulness" this is certainly true at Prescott in rural Gloucestershire but more importantly for many motorsport enthusiasts it is the season of the Autumn Classic, the American themed extravaganza when Prescott UK could easily be mistaken for Prescott, USA. In 1864 Prescott USA was so important it was the capital city of Arizona. Not a lot of people know that!

The American Classic transforms the very genteel surroundings of Prescott with its idyllic setting into a venue just as worthy of motorsport as Indianapolis, having a permanent race track together with superb associated facilities all set in wonderful orchards full of fruit trees. Here on this weekend blazers are replaced by leather jackets, Bugatti's are outnumbered by Buicks and Pontiacs, Harley Davidsons are there by the score, even the clubhouse restaurant serves "fingerlickin" chicken and apple pie. The tricolour French flags are replaced by the Stars and Stripes, the Yanks have definitely arrived!

However, fear not, all the magic that makes Prescott what it is still there, it's just that on this weekend there is even more variety to enjoy. Where else could you see small block Chevvy's, Model T Fords, Hot Rods, Rat Rods, Cadillacs, Al Unser / Mario Andretti's Chevrolet Camaro" Black 7", Roger Penske's 790 BHP PC22 Indianapolis racing car plus Indian motor cycles from the 1920s being ridden around the vertical and aptly named wall of death. Jugglers walk amongst the cars on stilts so high they could clean the top windows of a double decker bus; scantily dressed dancing girls wander about before dancing on stage to groups playing Beach Boys type music. The Lady and the Sax are a young couple that are great musicians as are individual guitarists playing as well Phil Collins with voices that could be mistaken for Elvis or Buddy Holly, all this is included in the price of the very modest entry fee of £15 on Saturday, £20 on Sunday, great value indeed

This year the weather wasn't quite so kind as it has been in previous years with a bit of rain on Saturday and a very odd light shower on Sunday but when the sun came out it was pleasantly warm, and the track dried quickly. Well it did dry until I was lining up for the start of my second timed run when another shower suddenly arrived and made the track feel as if I was driving on ice, no chance of a personal best. Still there's always next year.

Continued on page 17

Ford Escort R2000 Mark 11 – SOO 378R - PDF Compressor Free Version *Paul Gilligan recalls a well known car*

In the mid '70s the British Rally Championship was divided between the full house Group 4 cars and the much more standard Group 1 versions. Ford had had some success with the Mark One RS2000 in Group One and in late 1976 announced they would support 3 young drivers in the new Mark 2 RS2000 in Group 1 trim to contest the BRC (or whatever it was called then). From memory there were about 10 events, Welsh, Scottish, Circuit of Ireland, Ulster, Dean, Mintex, Castrol 77, Lindisfarne Manx, and of course the RAC at the end of the year.



Group 4 drive for 1978.

At this point MW asked if there were other seats homologated as the ones fitted were not suitable. Luckily John Griffiths responded that there were indeed alternative sports seats available and the moment passed. Peter and I spoke several times afterwards and it was agreed that Malcolm would get one of the drives, the others going to Graham Elsmore and an Australian called David Lang.



All Malcolm's rally cars up to then had been orange and he asked for the same for the RS2000. I remember being not best pleased as we had every other colour in stock at pre increase price but had to pay the higher price for Orange. Decided not to set off on the wrong foot so Orange it was and I delivered it to Boreham in December '76 for them to fit the Hoyle engine, roll cage, suspension etc not to forget those very important seats. I'd also by then negotiated some vital pocket money for the programme from my great friend the late Roger Willis, then Castrol's Competitions Manager.

Part of the plan was always to defray some of our costs by selling the car at the end of the year for more than we'd paid for a standard model at the start. I therefore phoned Chelmsford Vehicle Licencing Office and explained we had a customer who'd moved from Essex, was buying a new car in Carlisle, but for sentimental reasons wanted an Essex registration number. SOO 368R was allocated, me reasoning that the car would then sell for more when the time came as it would at least appear to have that vital "ex works" tag.

David Lang disappeared after a few events so it was a straight fight between Graham Elsmore and MW. Graham came out on top, principally I think because he had fewer accidents, but Malcolm won what were to us the two big ones, Scottish and RAC. By mid season the bodyshell was little more than scrap, as well as the normal stresses of hundreds of stage miles there had been many visits to the scenery and contact with solid objects like walls and trees. I'd asked for the new shell to be Orange but I think Peter had the last word and it duly arrived in sparkling White. It was intended to be built up as a tarmac car for the Manx but we ran out of time and it first appeared on the Lindisfarne.

After the great win on the RAC the car was refurbished and eventually sold to Neil MacKinnon from Mull. I believe it's still in Scotland and being slowly restored. It took ages to sell so perhaps the SOO number wasn't as good an idea as I thought?

Paul.

Championship Updates - October

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Club Championship

1.	Rob Iveson	162 pts
2.	Phil Hodgson	134 pts
3=.	Craig Stamper	129 pts
3=.	Chris Hunter	129 pts
5.	Jacqui Raine	128 pts
6.	John Holliday	126 pts
7.	Jack Palmer	116 pts
8.	Peter Wright	114 pts
9.	Angus Cowan	104 pts
10.	Fiona Tyson	95 pts

Ladies Club Championship

1.	Jacqui Raine	132 pts
2.	Fiona Tyson	95 pts
3.	Esther Bowness	67 pts
4.	Angela Jones	55 pts
5.	Marion Sloan	52 pts

Autotest Championship Overall

1.	Rob Iveson	131 pts
2.	Craig Stamper	125 pts
3.	Peter Wright	114 pts
4.	John Holliday	111 pts
5.	Phil Hodgson	91 pts

FWD Autotest Championship

1.	Craig Stamper	113 pts
2.	Peter Wright	99 pts
3.	Jack Palmer	95 pts

RWD Autotest Championship

1.	John Holliday	146 pts
2.	Stephen Douglas	49 pts
3.	John Sloan	48 pts

FWD PCA Championship

1.	Sam Trotter	66 pts
2.	Steve Palmer	65 pts
3.	Dave Garner	63 pts

RWD PCA Championship

1.	Angus Cowan	123 pts
2.	Ron Palmer	120 pts
3.	Phil Hodgson	96 pts

Specials Autotest Championship

1.	Rob Iveson	145 pts
2.	Jacqui Raine	139 pts
3.	Stuart Moffat	49 pts

Marshals Championship

1.	Graeme Forrester	130 pts
2.	Mary Parsons	105 pts
3.	Eddie Parsons	95 pts
4.	Maggy Bateman	90 pts
5.	Geoff Bateman	80 pts
6.	Chris Leece	70 pts
7=.	David Wiggins	55 pts
7=.	Steve Palmer	55 pts
9.	Duncan Kellett	50 pts
10.	David Agnew	45 pts

The club competition tables have been updated with all points gained up to and including the Solway Rally. There remain two more autotests in October and November and when they have been run we will be able to publish the final results.

As there have now been more than 5 autotests run this year, points totals have been adjusted to exclude the lowest scoring autotest result for those who have completed more than 5 events, so if your score looks like it's gone down, that's the reason why so there is no need for howls of protest, please. Rob Iveson looks fairly secure in first place at the moment but there is considerable scope for changes in the next 5 or 6 places over the last 2 events.

There have been 218 members scoring points in the championship this year with 32 of those being ladies. Jacqui Raine leads the ladies championship and is looking very comfortable with a 37 point cushion.

The autotest championship has now run 6 out of the 8 events in the series so for those who have already completed 6 events there is the chance to improve on results from earlier in the year to move up the table, and for those who have not yet completed 6 events there is the chance to improve your positions, possibly dramatically. With only 6 points between 1st and 2nd places it could run right down to the last event in November before we know who the winner will be.

The Front Wheel Drive autotest competition is looking as if Craig Stamper should end up with eventual honours with John Holliday looking unassailable in the Rear Wheel Drive competition, however there is all to play for in the Front Wheel Drive and Rear Wheel Drive PCA competitions.

The autotest series has attracted a total of 67 participants over the year so far.

The marshals competition is still be headed by Graeme Forrester with the top 5 places being pretty much unchanged over the last few months. It is encouraging to note, however, that there have been 136 members scoring points in the marshal's championship, some perhaps only managing one event, but it all helps to keep the events running, so well done to everyone who has helped out so far this year, keep up the good work – no marshals = no events.

Geoff

Prescott continued:

The real heroes of the weekend were the marshals, ambulance and recovery crews plus the clerks of the course, these individuals had the busiest time I've ever seen on the Saturday as for a while every other car seemed to go off. Each incident involves quick action by marshals on every single occasion, ambulance crews are on the scene very rapidly if there is any remote chance of injury due to an impact and the clerk of the course is almost as quickly on the scene as well to assess the situation, check

the track conditions for oil or problems, the integrity of the Armco, polystyrene bales and tyre walls if any contact has occurred. Fortunately, all incidents were medically of a minor nature although some cars wouldn't be out competing again for some time.

The commentators are brilliant, if an incident occurs they keep on talking to give reassurance as far as they can to those that can't see what's happened. If it's an accident rather than just a car sliding into the gravel trap they may say "the driver is out of his car", or "the driver is chatting to marshals" to paint a picture of what's happening. If they can't give such reassurance they chat about all kinds of things just to give an air of calmness, they are walking encyclopaedias and know many facts about the cars that the drivers don't even know because many cars are three times or four times as old as their drivers.

Because of MSA regulations regarding track and competition licences, fireproof clothing and helmets everyone involved in the event cannot have timed runs or take part in the competition.

Those cars that aren't allowed timed runs may do demo runs at lunchtime or between batches as appropriate so that spectators can really appreciate what a Hot Rod or a genuine 1993 Indianapolis car sounds and goes like when 790 BHP at 14,000RPM is unleashed. It goes like a rocket taking off from Houston Texas, simply breath-taking and truly awesome.

WMC/Gates Challenge and the Mull Targa Rally.

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It has been a busy autumn for WMC/Gates contenders with a number of excellent events to contest and another year when the final outcome of the Challenge wouldn't be decided until the last event.



Round 7, KLMC's Devil's Own, attracted a premier HRCR entry and many local crews both old and new. The event was a good mix of tests and regularities and included a classic evening road section in the South Lakes. We'd decided to enter the Mull Targa Rally so David and I turned out to marshal and ended up running three tests in the Old Park forest near Killington. We were joined by a goodly band of marshals including Chris Hunter (weighing up the HRCR opposition?) and all had an entertaining afternoon watching a superbly varied entry of historic rally cars tackle the forest tests.

WMC/Gates' Andy Beaumont/Andy Fish were looking for a good result to round off a successful year and after an uncharacteristically slowish start had pulled up to 4/5th O/A on the evening road section when they suffered terminal lighting failure..... and retired. Brian Bradley/Michael Marsland entered the Devil's for the second year but appear to have had a torrid time on the regularities and evening road section causing them to finish OTL. David Alexander/Maurice Ellison were going steadily during the afternoon until they slid into a deep ditch just beyond my marshalling position. It wasn't long before the course closing car went through then with the help of our Land Rover and David Marsden's expertise we quickly recovered the "undamaged" Viva from its deep ditch. After strategically cutting the next couple of sections, David/Maurice got themselves back into the event and recorded a well earned finish.

Round 8, WMC's Solway Classic Rally, attracted a good 50+ entry divided almost equally between Historic cars and Targa cars. With a mixture of new and old tests the crews were set for a competitive day especially as the final standings in this year's Challenge were still to be decided.

Andy Beaumont called in on his way home from winning on Mull and had a guest navigator on board but a rare WT during the morning was to rob him of another win. Jim Hendry/Graham Couser, TR2, had also finished Mull (a mechanical on a regularity section had cost them dearly) and despite two WT's (rare for them) on the Solway they still brought the venerable TR to a commendable

GATES



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9th O/A (and then drove the TR home - north of the Firth of Forth!).

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From my reading of the results and anecdotes passed on to me, the Solway proved very competitive and the seasoned autotesters went well. In the Historic class, David Short/Roy Heath, Escort Mk2, were largely untroubled and took a convincing 1st on 998s; John/Marion Sloan had one of their best results of 2017 with 1037s and 2nd; Byrne/Byrne took their Lancia Fulvia to 3rd with 1058; Beaumont/Hutchings on 1110s were 4th; the Garstang brothers upheld family honour and brought the Fiesta home 5th with 1129s (including a WT and missed CB). Other WMC/Gates Contenders were: Alexander/Humphries 1177s (6th), Agnew/Jackson (7th), Jude/Jude (11th) and Brad-

ley/Marsland (18th). It was good to see Birtles/Goodacre (16th), Volvo Amazon, return to the fray after a "quiet" year and let's hope they return for a full season in 2018.

In the Targa class Hunter/Tyson secured their grip on the Challenge with 952s giving them 1st Targa and O/A FTD (*well done!*); but, they were seriously challenged by Hill/Pears 2nd on 957s; and Jennings/White 3rd on 981s - all excellent times. Among the WMC/Gates targa contenders Hodgson/Giles continued their good run with 5th; Joe Harwod 7th; Short/Thompson, 8th; Winter/Winter 9th; MacTavish/ O'Neil 11th; Jones/Jarman 13th; Waldron/Waldron 21st and Palmer/Glaister cruised to 22nd. Geoff/Maggy Bateman saw their consistent run through 2017 spoiled when they had to retire the Peugeot at lunchtime.



There is no doubt the Solway had a real impact on the final standings in this year's Challenge. So, it's a big thanks to WMC and all the marshals for putting on a cracking last round.

The Mull Targa Rally: after many years running as a closed road stages event of national if not international repute, the Mull CC found themselves with difficulties obtaining a permit for 2017 (a delay that is apparently related to the two rally related Fatal Accident Inquiries in Scotland that are still in progress). The stage rally had provided a major spectacle over the year's and been of real benefit to the island's economy. After some consideration, Mull CC decided to try and run some sort of motor sport event that would be likely to gain permit approval. Discussions with the Saltire Rally Club resulted in a Targa Rally being run with substantial input from the Saltire Club. For those who know the Saltire Rally (an early season NESCREO round) they will be familiar with its well proven format of tests and regularities for historic and targa cars. In addition, a forest gravel challenge was run the day after the Targa to maintain some continuity with the stage rallying fraternity.

The Saltire team did Mull CC proud and together they attracted many Mull regulars not just competitors but also marshals and spectators who had been travelling to the island for years. This was our first Mull rally and we were not disappointed. Under the guise of an "*autumn mini break*" we loaded Ruth and Margaret into the car and the Escort onto the trailer and set off for Mull.

Noise and the measured mile were located just outside Tobermory and scrutineering and documentation were housed adjacent to the quayside. There was considerable spectator interest at scrutineering and a real enthusiasm for the event. The entry of 73 cars was split almost 50/50 historic and targa and PVs were tucked up among some established, quick historic crews, eg, Andy Beaumont, John Bertram, John and David Ruddock, John Haygarth, Kevin Savage etc. It looked similarly competitive in the targa class with the bulk of entries coming from the Scottish mainland.

The event started with a quick test through a caravan site which was well defined, marshalled and thronged with many sensible and knowledgeable spectators. From there a short road run took us to Reg1 which started close to Glengorm Castle and ran towards the Dervaig road on a narrow, bumpy and rather flooded track with a ford and tactical speed changes - we dropped 3s to tie with David Ruddock. From there a very scenic road run took us beyond Dervaig for two forest tests. These

were both long, excellent tests with enough code boards and chicanes to interrupt the crews. A big silly grin was evident on the driver's side and we were definitely in *Escortland* and staying with the front runners. After the tests we went straight into the 2nd Regularity which ran on forest roads and used a number of speed changes and ITC's to keep us on our toes. We dropped 12s and were again well in the mix with 8s being dropped by the best crew. As we emerged onto the public road and

the relaxed section to Salen the back end started to wander and sure enough we had a rear near side puncture - a quick change of wheel and thankfully no time dropped. From Salen to lunch at Duart Castle we had a series of tests on either industrial sites or sections of old road suitably rutted and flooded. We were clean on all the tests and holding our own.

A simple lunch of good Scottish soup and a sandwich and a bit of time to unwind chat and check the car. Family Savage were out in force at lunch and Kevin and Philip were keeping the Volvo PV in the top 15 despite dropping a bit of time on Reg 2 but that was quickly corrected by a good run through the afternoon's Regularities.

Away from lunch and after a quick quarry/yard test nearby on gravel we started Reg 3 which was a long section on the public road (an "A" road with passing places) which had three ITC's but no speed changes (a nice way of encouraging the less experienced to keep trying). We tied with Team Savage for =8th on 12s dropped and then two tests on salt marsh roads one of which wanted to pull us into the scenery. We survived our battle with the salt marsh and made our way to the third big forest test of the day. This felt like a north west club event with Miles/Cath Whitelock (ex-Heaves Hotel) on the start clock and Tot/Maureen Dixon at the finish. Another excellent forest test, relatively smooth with code boards and chicanes and loads of spectators - all behaving and in the right places. John Haygarth in the Opel Kadett blitzed this test, Andy Beaumont was 3rd and beginning to secure his overall lead - we managed to keep our noses just in front of Team Savage's Volvo PV which was in its element in the forest and had many admirers.

From Test 11 we went straight into the final regularity. This time we were on a very narrow, twisty coast road with long stretches under steep cliffs on the driver's side and the sea lapping alongside the navigator - you wouldn't have wanted to go off along here. There were two or three ITC's and a number of speed changes with the first and last sections at 30mph. We were going well but between the final ITC and the Reg finish we were baulked by an oncoming camper van. We had about 7/8 sec's in hand and as soon as it went past we were off. The road was very twisty but we pressed on where we could and flew into the final control with what I thought was about a 20 sec's deficit. Best time on Reg 4 was Andy Fish who dropped 4s, Philip Savage shared 3rd best time with Cath Woodman and Julian Leadbetter (7s dropped). We'd dropped 12s - probably all in the section where we'd been baulked.

We then had a run to the finish using two tests we'd used in the morning and a third which ran alongside the Sound of Mull. No *alarums or excursions* (nor did we exit any tests chased by a bear) so it was off to the inflatable finish arch on the front at Tobermory for photographs and a very warm welcome from members of the organising team. Andy Beaumont/Andy Fish took the win on 20m 49s (1st historic, 1st O/A, 8th on Regularity); we were on 23m 12s (7th historic, 11th O/A and 4th on Regularity); Kevin/Philip Savage had 24m 49s (9th historic, 18th O/A, 13th on Reg). We'd had a very full and enjoyable day's rallying. The islanders had been warm, friendly and courteous and the organisers very ably abetted by the experienced Saltire team had put on an event that engaged all crews and even challenged the best.

The Mull Targa Rally may have been introduced as a stop gap but it seemed to meet expectations and drew a good entry and plenty of knowledgeable marshals and spectators. If it only runs this once, well, we've done it; and, if it runs again we'll give serious consideration to another "autumn mini break" on the Isle of Mull (the rallying is good, the sea food is good, and so is the local malt).

Mike Garstang.

Prescott Continued:

The whole venue is owned by the Bugatti Owners Club so as you would expect there are quite a number Bugatti's competing in their own class. As the various Bugatti models are in different states of tune and engine capacity these results are decided on a proven handicap system that works very well indeed. The Bugatti Museum and spares department is adjacent to the track this is certainly worth a visit, the cost of admission to the museum was included in the entrance price. If you would like to see a Bugatti Veyron in the flesh so to speak there is often one or more of those parked nearby. If you have 2 million quid you could just afford one of Bugatti's new models but unless you are one of the chosen few, a pop star or an Arab Sheik you won't be allowed to buy one. Currently they are producing almost two of these cars per week and you can see how they assemble them if you look at the video on U Tube

To be a member of the Bugatti Owners Club doesn't mean you have to own a Bugatti or be a millionaire, you can join for the very reasonable cost of £78 per year plus a joining fee of £20 this gives you free entry to all BOC events, a quarterly newsletter and a quarterly magazine plus invitations to lots of social gatherings. To test the water, you can apply for associate membership at £45 but after a year you MUST join as a full member. A junior member, someone under 16 years of age can join for only £15 per year so anyone living within reasonable distance these fees are an absolute bargain.

You may be asking what happened at the two completely separate one-day events over the weekend. Well both days had classes for various championships including one for Bugatti Owners Club members holding no higher than a National B licence which is the starter licence you need to take part. This is designed to encourage new members to take up hill climbing which is a great idea with all manner of road cars entered. Other classes comprised of one make clubs such as MGs. Reliant, mainly Scimitars but an SS100 and a Sabre also entered. Many Lotus's of almost every model made are in the Paul Matty Lotus championship, Paul is a Lotus dealer from Bromsgrove who started the long running championship in which both he and his wife June compete with beautifully prepared racing cars. It would be impossible to meet nicer people than the Matty's no wonder they have such happy customers that speak so highly of them and keep returning to buy cars and having work done at their garage at Bromsgrove.

Big Healeys, Bentleys, 500cc owners club members, not Fiat 500s but Cooper or other 500cc racing cars with JAP, Norton, Triumph motor cycle engines from the 1960s or earlier. These are the type of cars in which Stirling Moss started his career, often running on methanol or the fabulous smelling Castrol R.

American marques and invitation class had many Allard's, a Chaparral, Chevy Camaro and a Saker GT which looks like a Le Mans Porsche or a Jag XJ220 to my way of thinking. Morgan's, Pre- 1971 racing cars had a Lotus, Elva, Cooper- Daimler 2500cc V8 and a Nike Formula Ford all driven by la

Prescott Report concludes:

dies with just as many male drivers in the class as well. One lady Pheobe Rolt lives in central France yet I meet her at Shelsley, Prescott and other venues she is still so keen despite having competed at all the venues for very many years.

My class of "Flatheads" relates to the cylinder heads on the car rather than the shape of our own heads! Our cars have side valve engines mainly American V8 Mercury's, but this year two Bucklers competed, mine and another one driven by former Mallock racer Carl Talbot with 1172cc four-cylinder motors designed in the 1930s. A 1954 Ford Pop "Sit up and Beg" saloon was also entered using the same power unit driven by Prescott regular Ian Moss. Ian currently holds two Prescott hill records in other classes and Carl Talbot was beaten about twenty years ago to one of Prescott's premier trophies by 1/100 of a second by his younger brother, I wonder if the following meal times were tense family affairs? Our class was run on handicap and won by Clark Devey from Chingford in Essex in a 1936 Ford Coupe with its 4500cc V8, a great drive by Clark.

Impeccable organisation on both days, a spectator car park full of unusual vehicles almost an event itself, trade stands selling car related items as one would expect, others were selling outdoor clothing, scarves, food, books, sculptures and ice cream there was something for most people its difficult visualise how to better this formula.

The event was oversubscribed as many similar "Revival" events have been this season but for those thinking about having a go I would recommend it strongly. If feasible join the Bugatti Owners Club, take part in other events at other venues of which this is a counter in a championship but above all get your entry in early to maximise your chances of being accepted.

A full list of entries, times and results are available online, go to Resultsman Timing, check out MMR events then select the dates and venues you require. You will find even the split times and sector times are available from your armchair with your tablet or laptop just like F1.

They say a picture is worth a thousand words so look at the photos it will give you a good indication of the great entertainment this event provides.

Will you be there next year?



Keith Thomas

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Tesla car battery production releases as much CO2 as 8 years of driving on petrol



Huge hopes tied to electric cars as the solution to automotive climate problem. But the electric car batteries are eco-villains in the production. Several tons of carbon dioxide has been placed, even before the batteries leave the factory.

IVL Swedish Environmental Research Institute was commissioned by the Swedish Transport Administration and the Swedish Energy Agency investigated lithium-ion batteries climate impact from a life cycle perspective. There are batteries designed for electric vehicles included in the study. The two authors Lisbeth Dahllöf and Mia Ro-

mare has done a meta-study that is reviewed and compiled existing studies.

The report shows that the battery manufacturing leads to high emissions. For every kilowatt hour of storage capacity in the battery generated emissions of 150 to 200 kilos of carbon dioxide already in the factory. The researchers did not study individual batteries, how these produced or the electricity mix they use. But if we understand the great importance of play battery take an example: Two common electric cars on the market, the Nissan Leaf and the Tesla Model S, the batteries about 30 kWh and 100 kWh.

Even when buying the car has thus emissions occurred, corresponding to approximately 5.3 tons and 17.5 tons, the batteries of these sizes. The numbers can be difficult to relate to. As a comparison, a trip for one person round trip from Stockholm to New York by air causes the release of more than 600 kilograms of carbon dioxide, according to the UN organization ICAO calculation.

Another conclusion of the study is that about half the emissions arising from the production of raw materials and half the production of the battery factory. The mining accounts for only a small proportion of between 10-20 percent.

The calculation is based on the assumption that the electricity mix used in the battery factory consists of more than half of the fossil fuels. In Sweden, the power production is mainly of fossil-nuclear and hydropower why lower emissions had been achieved.

The study also concluded that emissions grow almost linearly with the size of the battery, even if it is pinched by the data in that field. It means that a battery of the Tesla-size contributes more than three times as much emissions as the Nissan Leaf size.

David Rushton's Dream Garage

It's difficult to know where to start with this. I will probably blame my Grandfather, I class him as a "pioneer motorist" who fought against Rommel in the desert during WW2. I have his diaries and it's hair raising stuff because they were quite often lost as to where they were during the fighting! which was very intense and the battle front would go back and forth over the same ground as each side won or lost. So the squadies came up with a cracking idea lets bury our tackle take a compass reading on where it is, leggit and when we beat jerry back we'll dig it up again, which is what happened.

Both before the war and afterwards Granddad was a travelling salesman visiting the Lakeland farms-from his base in Cleator Moor he would travel for 6 days a week arriving home on Saturday afternoon and leaving early Monday morning. Getting about the "Lakes" in the 20's wasn't as easy as it is now most of the roads were unsurfaced rough tracks. Family legend has it that he did one of the first accents of Hardknott pass again unsurfaced in the dark in a Ford 10 van with 6 volt head lights. Similarly he toured most of the west coast of Scotland when the roads were all single track with grass in the middle.

An early memory for me was being allowed to go with Granddad on his day trips to the local farms he had a Singer Vogue. No I don't remember much about it either apart from it was black and had a lot of chrome. But he would let me "drive" sitting on his lap.

About this time Dad bought a Speed 25 Alvis Grey Lady from a scrap yard (sorry vehicle dismantlers). The Scrapper threw in a second set of wheels. The two front seats being occupied meant that I had to perch on top of the said wheels in the back well above the sides of the Alvis, Dad said "just hold on and you'll be fine". As far as I can remember it was OK until it started raining and an attempt was made to raise the hood which had more holes than hood but it did keep some of the rain off. We were still a few miles from home and it was getting dark so a decision was made to put on the lights, the result was a smell of warm electrical conduit and the P100 head lights then produced what only can be described as a faint amber glow. We were stopped by the Feds (sorry the police) and he really had a go at my Dad about the state of the car saying (I've cleaned this up) "my my what an unusual car and so rusty to I'm surprised almost shocked at it's condition" I'm sure you've got the picture.

Move forward a couple of years and the Dad's first Bentley arrived, in a horse box I remember the chassis legs sticking out of the doors at the top and once unloaded all the various bits and pieces. Assigned small parts to clean I would quickly become bored and wander off into the house and play with my own toy cars leaving a trail of oil stained foot prints and black hand marks on the doors and walls.

Fast forward to the late eighties and a young family looking for some local motor sport joined WMC. Auto tests plus Cumbria Classic show and Sprints and the occasional Hill Climb (Auldgrith). The 3 of us travelled in our Mog +8 to the events with son John then aged 2 to 3 yrs old would ride in the back on a cannibalised car seat that I was given. We even a one stage did auto tests with John asleep in the "car seat" (I must have driven slowly then). John then migrated to the front of the car between the two seats with a leg either side of the transmission tunnel. A true family car.

To choose only 6 modes of transport for my "Dream Garage" was I knew going to be difficult. So here we go.



No surprises here, a 1925 **3 litre speed model Bentley**. A vintage Bentley in it's purest form at 92 years old it still keeps up with the modern "tin top" motorway traffic. Imagine maintaining an average of 61.36 MPH for 24 hrs at Le Mans, true heroes.



Morgan +8 , I've owned this car since I was 21 given some cash by my Gran saying "go and buy yourself a car". Little did she know!. It has done virtually every form of motor sport. Now built for road and race use. Unfortunately it's currently without an engine but I have a winter project that will correct that.



AC Cobra Another choice from the longer harder faster club. Buy a small car fit a stonking 7000cc motor that was conservatively rated at 500BHP and 450lbs ft torque meant that this was only for the brave or total nutters, I'm in the last category so I'd definitely have one.



250F Maserati a beautiful twin cam six cylinder formula car. I would have liked to have seen Fangio at Spa or the Nurburgring trouncing the opposition in a characteristic four wheel drift. Stunning.



W125 Mercedes 1937 750kgs 600 HP on alcohol fuel that was toxic more power than every F1 car until the “80's Turbo era”. I reckon I was fortunate to see Colin Crabbe race one of these at VSCC club events in the late 60's and early 70's. The sound had to be heard to be believed.



A barrel back Chris Craft, a stunning piece of artistry. Cost a fortune to buy and even more to look after, but the line and form are superb.



The real thing was commissioned by Lord Wakefield (Castrol) on behalf of Henry Segrave to break the water speed record. The engines are Rolls Royce “R” type a precursor to the Merlin. But the design called for a single prop boat. So they

asked RR to build an anti clockwise rotating R type motor, this they did and it produced the same HP as the clockwise unit 1800hp. With twin shafts running under the cockpit to a massive phasing gearbox and from there to the prop. Segrave managed to top 120mph on Windermere before they either hit something or the hydroplane step gave way and they were thrown out. Only one of the mechanics Willcocks survived. Segrave was the first person to hold land and water records.

Can I have the real thing please..

Thanks once again to Michael Marsland for enabling this feature.

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Social Scene

Marian Sloan reports

Join us for a bit of fun! Bring the family!

What? - Motoring Quiz and Hog Roast

Where? - Gilcrux Village Hall, CA7 2QD

When? - Saturday November 25th 2017 at 7pm

Tickets £10 per person, children under 12 £5 each, payable in advance please, from Marian Sloan (mazsloan1@outlook.com).

Tel: 01900 85833

The Hog Roast will be supplied by Lindsay's of Cockermouth – they need to know final numbers for catering by Friday 10th November. Please get in touch before then and let me know how many tickets you need. There will be a variety of tray bakes to finish off and, of course, a bar. If you would prefer a veggie option we can cope with that, too! We are limited to 100 people in the hall so please request your tickets early. See you there!

Annual Awards Dinner

February 10th

At the Skiddaw Hotel, Keswick

Guest speaker: Fred Bent

Tickets from Marian Sloan

Inside The Industry

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Paul Gilligan has his say

September New Car Sales “Slump”

Last month I speculated that the industry was struggling to get close to the desired number of sales/registrations for September. This is the second most important month of the year bringing the new 67 plate. In the end the final result even with reportedly massive pre registration of unsold cars at the end of the month was even worse than many had feared.

Total new car registrations in the month were over 9% below last September. Around 43500 less new cars, that’s a lot and a bitter pill for manufacturers and dealers. And as well as pre registrations just about all volume manufacturers were running expensive scrappage schemes offering extra discounts to those customers trading in an old high emissions car against a cleaner new one. The discounts offered range from £1350 to an eye watering £7000, normally in addition to other offers available. These were generally thought to be very successful so goodness only knows where the sales figures would have been without them?

Diesel sales were down almost 22% against last year, petrol just over 1% down while alternative fuelled cars were up over 40%. As ever there were winners (not many) and losers. Ford had a very bad month despite being first to announce a scrappage scheme. They ended up 19% down on last year and for the first important month for a long time lost the top selling model spot. This went to the Nissan Qashqai followed by the VW Golf with Fiesta and Focus trailing in 3rd and 4th. Peugeot were 21% down and Vauxhall over 25%, shocking figures in a new plate month. Nothing compared to Fiat’s 42% drop of course. Audi and BMW were both only about 4% down and Mercedes under 2% so good numbers in a market almost 10% down.

Sales have now been down against 2016 every month since March and the figures for the year to date now down by almost 4%. And there’s little sign of any change to this trend with most dealers and manufacturers expecting further falls for the rest of the year and into 2018.

Dealers Feel The Pain

The slowdown in new car sales is hitting the dealers hard. Not only are volumes falling but profit margins are reducing significantly. Cars that were sold at full retail price or close to (e.g. most Range Rovers) are now being heavily discounted so the dealer’s margin may reduce by well over 50%. With many of these dealers absorbing the cost of very expensive new showrooms built at the manufacturers’ insistence this hits hard. Pendragon, Britain’s biggest car dealer trading under the Stratstones and Evans Halshaw brands this week announced a serious profit warning. In the 3rd Quarter their new car profits were over 20% down on last year and used cars similar. The company said it had traded at break even in the quarter, which must mean heavy losses in the weaker final quarter of the year. One financial journalist described the warning as “spectacular” and suggested that “the bottom has just fallen out of the UK car market”.

The one thing that is certain is that Pendragon isn’t by any means the only one to be suffering. No doubt similar announcements will follow from other public company dealers in the near future. Two thirds of car dealers now expect their 2017 profits to be below 2016, most quietly admit 2018 could well be worse again.

Credit Supply Another Worry

The Bank of England continues to express concern about the amount of credit being offered to new car buyers. Banks are very exposed to any drop in used car values as they are underwriting these values in millions of contract purchase and contract hire deals. With a rise in interest rates now nearly certain and a probable reduction in the availability of easy car credit, the monthly cost of a new car purchase is almost bound to rise further depressing sales.

Where's The Used Car Market Going?

With new car sales down dealers inevitably turn to used cars to make up the deficit. Just how the used market will play out over the next 6-12 months is therefore a subject of intense industry speculation just now. The last few months have been best described as "patchy". From April there was a significant drop off in interest in diesel used cars, but that has now largely recovered particularly in rural areas. Certainly the value of used diesels has dropped so they now offer good value particularly to the fuel conscious buyer. These downward adjustments were severe in the cases of some larger more expensive models with near new Range Rovers dropping by around £3000 in one month in Glass's Guide. This partly explains Pendragon's problems with several hundred such cars in stock they'd be writing off millions every month.

The used market is a pretty perfect example of supply and demand. Certainly there will be plenty of supply in the next year with well over 2 million new cars sold in 2015 coming to the end of 3 year finance contracts. If the economy weakens and consumers have less to spend due to rising interest rates then less people will have the means to change their cars so we could face rising used car supply and falling demand, which means bargains all round. One thing that does seem certain is that large franchised dealers like Pendragon will seek to increase their used volumes to make up for the drop in new profits, which will put the independent dealers under pressure.

Vauxhall Name To Stay

Now the dust is beginning to settle on the Peugeot/Citroen takeover of Opel and Vauxhall likely consequences are beginning to emerge. Firstly it seems the Vauxhall badge will stay rather than being replaced by Opel. Less certain is the future of the two Vauxhall manufacturing plants in the UK, Ellesmere Port near Liverpool making Astras and Luton Vivaro vans. Their survival depends on them being cost competitive with other Peugeot/Citroen plants which they currently aren't with one PSA boss describing the differences as "significantly big". So while the British badge looks safe British jobs seem anything but.

Volvo Owner Cuts The Dealers Out

Chinese company Geely who own Volvo have announced the launch of a new high performance brand "Polestar". This will enter the UK market in 2019 although the first model has just been launched in China. The hopes Volvo dealers had that they would be selling this new brand have been dashed by Geely. The cars will be sold 100% online. And you won't actually be able to buy one, all will be on a 2 or 3 year "subscription" which will include all servicing etc. One crumb of comfort for Volvo dealers is that they will be doing that servicing work, but their big fear must be that is this sales approach works for Polestar how long before Geely apply it to Volvo. As I've said many times before the biggest cost reduction motor manufacturers can achieve is to get rid of the approximately 20% margin they give to their dealers.

Cars Under Attack Everywhere It Seems

This week saw the introduction of a "Toxic Tax" in London where the owners of older high emission cars are charged an extra £10 on top of the normal Congestion Charge for entering Central London.

Halfway across the World Singapore announced that the number of cars on their roads would be frozen from next February. In Singapore to own and use a car you have to have what's called a Certificate of Entitlement. These are auctioned by the Government and last for a limited number of years. As a result cars in Singapore including the Certificate cost about 4 times more than the same car in Europe. With the number of Certificates frozen these prices can only go one way.

Paul Gilligan

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Salvage Hunters

If you are a fan of **Salvage Hunters** on Quest TV which features antiques expert and VW Beetle racer Drew Pritchard you will be interested in this announcement on his website.

Salvage Hunters Update * I'm delighted to be able to finally let you all know that I've been working on two new exciting projects with Salvage Hunters: Classic Cars and Salvage Hunters: The Restorers. Classic Cars will be three episodes of an hour each and will follow me and my mate Paul Cowland from Turbo Pickers' to buy, fix and sell classic cars. The Restorers programme will be twenty episodes of half an hour each following my team of restorers who turn neglected items into absolute gems. Both will be aired on Quest. I'm so chuffed. Dx

Cumbria Canter

Geoff and Maggy put on a great run for some 40 cars which started at the excellent facilities of Ullswater Road Garage and the Red Rooster café. The route did a anti clockwise circuit of Skiddaw to a lunch halt at Lowther Castle where the cars were on display by the castle. A good lunch was enjoyed in the rather noisy café. In the afternoon some of the cars did an hours run in the Eden Valley. Many thanks to the organisers and Chris for marshalling.



Andy's Armchair

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Andy Armstrong takes an irrelevant look at motoring and motorsport

Well I've gone and done it, after fourteen years of diesel ownership I've gone back to a petrol engine and instead of a two-litre turbo 4 I'm now behind a one and half litre turbo 3, which by the way, seems to go very well even though it's only covered 350 miles. Why the change?

First and foremost, I'd got myself convinced that the value of used diesels was going to end up at rock bottom. Secondly that the government were, sooner or later, going to hammer "us sinners" with some punitive tax on either our road fund or fuel duty. Finally, I suspect that manufacturers are, over the next few years, going to start phasing out "oil burners" and even before they do that they'll stop ploughing much money or effort into developing these engines, so the technology is likely to stagnate while other forms of motive power will continue to improve.

Having said all the above I'm quite sad. I've enjoyed driving diesels, their torque and consumption figures being the highlights. It's annoying that thanks to some evidence of pollution in big cities, I've felt battered into submission especially after equally prominent experts were telling me how wonderful my diesel was only a few short years ago. Have they been made to suffer for leading us all up the proverbial garden path? We all know the answer to that one I feel sure!

I wrote the first part of this article yesterday and then put it aside to finish off when I'd thought of another theme. Ironically, I woke this morning to hear the spokesperson for the SMMT echoing all I've said above, the only thing I didn't mention was very worrying drop off in the sales figures for new cars over the last six months. Seems I'm ahead of the game for once!

It was disturbing to hear of the accidents involving spectators at the Oliver's Mount circuit in Scarborough. It would have been bad enough if it had happened once but apparently there were two separate occurrences in the same day, so things don't look very good. It's to be hoped things can get sorted out as it would be a crying shame to lose such an historic venue. On a personal note I did a few laps round there when it was a stage in the Track rod forest rally for a couple of years. With Willis at the wheel we managed to finish up fourth overall from a very big entry, beating much quicker cars. It didn't last once we got on the rough stuff but it certainly proved that John could pedal a Mini to a very high standard.

And finally, I see that John Nicholson the legendary DFV engine expert has died. I remember leaving Oulton Park on a wet Saturday in 1972 and heading back towards the M6. Now I was only in an 850 Mini but as usual, being young and daft I was giving it large! Suddenly a 3 litre Capri loomed in the rear mirror and shot past at colossal speed. Fair enough, it was a quick car and all that but it was the above-mentioned Mr. Nicholson and he had a tatty old trailer on the back with his Formula Atlantic Lyncar happily bouncing about on it. At that point I realised my concept of quick needed re-assessing.

Ends

AA

What's On

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WMC events and other events of interest

November

- 10-12 NEC Classic Car Show
9 - 13 RAC Rally
11 Sa VSCC Lakeland Trial
11 Sa HERO Rally of the Tests in Cumbria
25 Sa Hog Roast
26 Su November Autotest

December

- 29 F Festive Autotest

Visit the Facebook page for the latest news or the webpage at
www.wigtonmc.co.uk

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