

Wigton Motor Club Ltd

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Start Line

Issue 12/17

www.wigtonmc.co.uk

December 2017

Exciting Plans for 2018



A draft list of events for 2018 is included in this issue and more will be added soon.

The Classic Weekend is 30 in 2018 so we are looking to make it a very special event.

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

Progress happens very quickly these days and I read recently that fewer young people are learning to drive, particularly in cities. This has all sorts of long term issues such as people in their teens and twenties are more likely to hop on a plane to Costa del Plonko than drive to the Lakes.

Cars themselves are already changing. On a recent visit to the French Riviera I expected to see lots of exotic cars but hardly any even in Monaco. The congestion and narrow lanes and lots of street furniture, plus a lack of parking means that small very ordinary cars are the majority. Our Focus hire cars was larger than average and there were few big 4x4s or even BMWs. On the other hand a good number of Twizzies and Smarts. In Monaco classic Fiat 500s are popular and practical. Strangely enough it seems that the French have not embraced the SUV at all other than the Duster which are popular and used by the police.

The rise of the Dacia is perhaps part of this trend, no nonsense reliable transport. It's been coming high on the various surveys of cars and as Motoring Which said; "Noting much seems to go wrong on a Dacias as there is nothing much to go wrong." Certainly sales in the UK are rising quickly and more so in other countries where they have been for sale for longer.

I first saw them in Bulgaria (next door to Romania of course) where they were the main taxi with a model based on the Renault Cymbol (booted Clio) but they have their own range now although part of the Renault/Nissan group, The Duster is actually made in India and seems to pop up in most European countries.

Dacia did a survey recently and found (not surprisingly) that most car buyers did not need also the extras and gizmos that new cars come with. People want to go from A to B reliably and comfortably.

Certainly I've found in recent years that each car I buy has more gizmos, switches, modes and gadgets, most oh which I don't need. My Octavia Estate is the Business class, so heaven knows what the Executive version has added on! Cars have also grown over the years, compare a Mondeo with a Mark 1 Cortina, both meant to carry 4 people and their luggage. Perhaps the tend will be to smaller, simpler and lighter cars to cope with electric or hydrogen power?

GTF



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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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PDF Compressor Free Version Forthcoming Club Events

Festive Autotest

December 29th

At Maryport

A Fun event, dress up & eat cake!

First round of the 2018 Championships

Entry forms will be sent out shortly.



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when you do!

PG Tips

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It's that time of year when everyone starts saying "where has the year gone" etc – not me though.....I'm too busy preparing for next year! Snotty is currently still whole but an array of parts have arrived from a man called Vladimir in the Czech Republic to upgrade the front suspension and brakes after the realisation that Paul Eastwood's Alfa 33 was quicker on twisty bits than Snotty this year....as well as pictures of Snotty rolling like a pea green boat (no owls or pussycats though.....just a middle aged man and sometimes flies and spiders). I now have the joy of replacing the front suspension bushes, a process so onerous that last time I severed all my fingers and lost at least 8 pints of blood doing it. I suspect when I decided the suspension overhaul was a good idea I had blanked this experience from my memory, it's starting to flood back now though!

I finally sorted the gear change on the yellow Rapid – a new hockey stick and a lot of tinkering with the linkage has produced a gear change that is acceptable for a 1984 Skoda i.e. not very good but all gears present and selectable with some care when cold and less care when warm. I did have to do a bit of a hokey cokey with the gearbox though, in out in out and finally in before I was happy and at times I could be heard swearing at it and threatening to set it on fire.

The aim now is to transport Trudy to the Michelin starred hotel I've booked for her 40th birthday in the Rapid which now seems to drive remarkably well and should stand out in the car park amongst the dull Audis and Jaguars most likely to be there. I just hope it doesn't throw a fit or breakdown on the way there....it would make the birthday quite memorable but probably not for the right reasons. Between now and then I have a few small things to sort and 4 nights at Euro Disney....yep you read that right – Euro Disney. I am going under duress!

Diesel seems to be about to die a fairly sudden death as a private car fuel – the press have made a good job of demonising it and blaming all the world's ills on it and in this Thursday's budget the government are going to jump onto the bandwagon and tax the (insert rude word) out of new diesel cars despite new ones being reasonably clean – tax may also be increased on diesel itself. Diesel car prices are dropping (as Paul mentioned in his column a while back) and dealers are struggling to shift them new. I know someone who was offered the new Skoda Kodiaq in diesel form – which is undoubtedly a very dull car but is nevertheless a very new model - with £4000 off the list price just to shift it.

I wonder if the rest of Europe is having the same backlash or whether it's just our media and tabloid press hammering the issue and scaring the heck out of buyers? Either way I think diesel's days are numbered. We own 2 diesel cars.....so I guess we are haemorrhaging value and my plan is probably to hang on to the Yeti until it dies and then we can chop it in under some scrappage scheme that will no doubt be about in a couple of years and buy a hybrid....because by then everything will be hybrid or electric by the sounds of it.

Peter

Club News

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

Gary, Shiona, Phillip and James Bickley of Bromfield, Wigton

Dick and Eileen Grandison of Askam-in-Furness

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

Renewals

Membership Renewal forms for 2018 will be emailed out shortly.

Marshal Force

Marshals are the life blood of our activities

Other than the Festive Autotest on the 29th we don't have any other marshal's requests. The results of the marshals championship will be emailed out shortly.

Provisional Dates for 2018

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Month	Date	Club	Event	Name
January	28th	WMC	Autotest	
February	10th	WMC	Awards Dinner	
	21st	WMC	Touring Assembly	Meander
March	10th	WMC	Historic/Targa	White Heather
	25th	WMC	Novice Training	
April	15th	WMC	Autotest	
	21/22	WMC	Galloway Gallop	
	22nd	WMC	Drive It Day	
May	2nd	WMC	Pub Run	
	9th	WMC	Grass Autotest	
June	6th	WMC	Pub Run	
	13th	WMC	Grass Autotest	
	24th	WMC	Historic/Targa	Lake District Classic
July	4th	WMC	Pub Run	
	8th	WMC	Breakfast Meet	
	25th	WMC	Grass Autotest	
August	1st	WMC	Touring Assembly	
	18th	WMC	Touring Assembly	Rose & Thistle
	19th	WMC	Show	Cumbria Classic Show
September	23rd	WMC	Autotest	
October	14th	WMC	Historic/Targa	Solway
	21st	WMC	Touring Assembly	Cumbrian Canter
	28th	WMC	Autotest	
November	25th	WMC	Autotest	
December	29th	WMC	Autotest	

Elderly Utterances

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The Voice of Experience!

Ron Palmer has his say

We have enjoyed our five Mazda MX5s the first of which came to us in August 2002. A nice couple who lived a couple of hundred yards up the road had decided to reduce their fleet by one and asked me for advice on selling it. Anyway it was a nice local 1.6 Mk1 Monaco Edition ex dealer demonstrator with 31,000 miles, full history and pop up headlamps so I bought it as a fun car. We both enjoyed it but it was without power steering and as such not entirely to Christine's liking so after about 15 months I sold it to Paul Gilligan and moved on to a Mk2 with power steering and 1.8 engine. This and the following ones only got better until we peaked with a late model in red with an electrically operated hardtop folding roof. This was replaced two years ago by an A3 Cabrio because it has 4 seats. For the past 3 years I have had my fifth MX5, a 1.8S as a fun car and used it for club events of all sorts. Strangely I haven't heard anyone call them a hairdressers' car for several years. I imagine even those who haven't owned one realise what a great car they are. After all the Mk1 was a straight crib from the early Lotus Elan only more refined. Anyway I have now sold the 'S' so the competition can rest easy and I have yet to decide what I can fill the empty space in the garage with.



Having competed in the 'Rally of The Tests' 13 times since 2001 I have marshalled on the two most recent events and back in July I got an email from the organisers to run a couple of tests in the Penrith area for this year's event. Shortly before the event one test venue was cancelled so it became one test at the Penrith Truckstop and two time controls late afternoon in the Moreland area. For such a quality event we were fortunate to have an experienced team of Kendall, Bob and Brian from Lamplugh who brought some fine weather with them and John and Maz who did the start clock. John Holliday and Barrie Stonehouse did the finish clock and Eddie Parsons, Mike Little and

self completed the team.

Those on the clocks gained some good experience with the Liege Timers which are part of the ultimate system for road rally timekeeping. We had a number of familiar faces among the competitors including Charles Graves this year with Bob Rutherford on the maps in the XK150. After the Penrith test the rally headed west to a test at Armathwaite Hall before lunch. The afternoon leg saw the cars return east and we had the two Regularity Timing Points near Moreland where John, John, Maz and Barrie were able to use their new found skills with the Liege timers. These controls were in darkness and the weather was very still with a touch of frost and it was all very atmospheric and just the way it could be on road rallies in the '60s and '70s. We had quite a full day but the cars cleared our controls on time and we were home for 8pm. The organisers, HERO, issued lapel badges and year bars to each of us and kindly donated £50 to club funds.

A word to the wise. I recently received the insurance renewal advice from S**A for our A3 Cabrio which surprised me by asking for a 25% increase on premium for the coming year taking us from £280 to £353. Nothing has changed in our record or circumstances other than both we and the car are 12 months older. So I rang them and asked for a reason – none was forthcoming but I was asked to hold while they had a look at it. A couple of minutes later the premium was reduced by £45

again no reason given. I mentioned they were behaving like chancers and spivs, not in any way like a professional body. I mentioned I was in a position to get insurance forms for a new quote by different companies so decided to pay the new revised premium but it all left a bitter taste in my mouth. So beware when you get your next renewal and fight for a downward revision.

With the exception of my insurers I would like to wish everyone a Merry Christmas and a Happy New Year for 2018.

Ron

Lake District weather was perfect for VSCC Lakeland Trial.

Absolutely glorious weather in Cumbria greeted the 100 cars, their crews, marshals, organisers and spectators who made the annual pilgrimage to be a part of the VSCCs Lakeland Trial based in the village of Lorton at the Wheatsheaf Inn as it has been for many years. At the end of the trial this quaint Lakeland Inn is truly bursting at the seams and would be a contender for the maximum number of people that it's possible to get into a bar as the mud-spattered cars and crews arrive to hand in their score cards amid all the usual banter one expects after a hard days trialling.

This unique event, the brainchild of VSCC stalwart Dick Smith, was running for the 49th time; it is undoubtedly both rough and tough because those are the conditions that are underfoot in this part of Cumbria. Slate, rock, mud and stout trees are all part of the natural hazards and naturally enough these conditions can break cars but every year this event is oversubscribed, this was again true in 2017.

This year there were some organisational innovations which made great sense and relieved the former problem of early morning congestion in Lorton. Cars now start either at the top of Honister Pass at the Drumhouse section with scrutineering taking place at the café there or alternatively at the visitors' centre on Whinlatter Pass where it too has brilliant facilities, good café, large car park, plenty of toilets and even a well stocked gift shop.

The start hill for each vehicle was issued with the final instructions and this start hill dictated at which venue cars had to be presented for scrutineering, the majority of entrants being scrutineered at Whinlatter as this is a central location for most of the sections although there were no sections at all in Whinlatter forest itself due to extensive harvesting operations.

Trees are grown as a crop just like potatoes, apples or tomatoes but the maturity of the crop before harvesting takes place is over a much longer time span however. When mature the trees need to be harvested and removed by large trucks before new ones can be planted, we rather tend to forget this of course.

Setting out the sections is done on Friday and enthusiastic volunteers who come from all over the country are then treated to a light lunch and a drink at the Wheatsheaf pub so it's a great social gathering where old friends can meet and relax.

An early start was required on Saturday morning especially for those starting up at Honister but those crews travelling past the lakes of Crummock and Buttermere towards Honister were able to enjoy the lakes and fells at their absolute best with many crews pulling up and taking photos of the mountains mirrored in the flat calm lakes, not a ripple at all on the surface of the water, these picture book conditions were captured on many of the competitors' cameras and smart phones.

With no lunch break the trial allowed crews to keep moving from section to section throughout the

day. Another innovation was hills closing at 3.30pm, this meant cars could get back to Lorton in daylight which is safer as the narrow roads are not ideal for cars with rather dim muddy lights because sheep like to lie in the road as they roam freely in this part of the world.

The event brings in a significant amount of additional business and revenue to the area, visitors whether competitors, organisers, marshals, press or spectators spend money locally, every hotel and guesthouse seemed to have a few trailers parked in their car parks as no trailers were allowed at Honister or Whinlatter visitor centre. Many people spend several days in the region, people such as Frazer Nash - BMW guru Mark Garfitt and his pals from Wales and southern England who even fit in fellwalking on Thursdays generally before dining out in local establishments.

One of the most famous sections not only in the Lakeland trial but one of the iconic ones in the trialing world is Routenbeck Rise, a very long section over a quarter of a mile long with no other way out apart from the start and the finish. On numerous occasions trials have ground to a halt here as recovery is so difficult if cars get stuck as winching is slow and laborious and the “sticking” points vary greatly depending on weather conditions.

This year about 15 members of the VSCC “young ones” were marshalling this section supervised by experienced members but their enthusiasm and efforts at pushing cars up that got stuck worked very well indeed and no long hold ups ensued. Those that couldn’t be pushed out were helped up using a tow rope and a snatch block fastened to a tree, a Land Rover attached to pull on the rope then reversed down a forest clearing providing additional muscle power pulling the cars up the difficult part, this system worked very well.

In future due consideration should be given to lots of these younger members all pulling on a very long tow rope rather like a tug of war team because when pushing only a very limited number of pushers can find a strong enough place on a car to push and, during a wet day, pushers can get badly splattered with mud. There is also a danger of injury from flying stones coming from the spinning rear wheels. If the rope is long enough the number of “pullers” is only governed by the manpower available on the section. This is by far the fastest way and very quickly deployable to any part of the section that is causing cars to fail at. The “young ones” were particularly impressive with their use of long handled “chocks” to prevent cars rolling backwards, these were very worthwhile pieces of kit to have and the team should be very proud of themselves. The future of VSCC looks good in their hands I have to say.

This well-run event takes a lot of additional organisation as the terrain creates many problems including a need for additional radio cars to be stationed as relay stations, communications being very difficult due to the mountains. Mobile phone signals are virtually non-existent here however communication is now regarded as essential for safety and efficient running of the event.

A radio HQ is set up behind the Wheatsheaf pub and the people manning this know exactly what’s happening at all locations, this obviously entails significantly more manpower and more cost than a single venue event, but the format of this event is unique and it’s the reason it is so oversubscribed year after year.

It’s very difficult to report on individual performances on this event being so spread out however I took many photos so rather than try to explain how much people enjoyed the event just look at the faces of those individuals in the various pictures, I guarantee most will be submitting entries again for 2018. Results are available by going onto the VSCC website or possibly below if the mag. editor has any space.

Keith Thomas

Gates Tyres Rally Awards 2017

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The awards will be presented at the awards night in February.

Historic	Driver	Historic	Navigator
1st O/A	Andy Beaumont	1st O/A	Michael Marsland
2nd O/A	David Agnew	2nd O/A	Andrew Fish
3rd O/A	Brian Bradley	3rd O/A	Alan Jackson
1st H1	David Alexander	1st H1	Brian Hodgson
1st H2	Paul Slingsby	1st H2	Michael Fox
1st P1	John Sloan	1st P1	Marion Sloan
2nd P1	Trevor Waldron	2nd P1	Jim Fee
1st P2	David Marsden	1st P2	Mike Garstang
2nd P2	Stephen Douglas	2nd P2	Callum Douglas
1st C1	David Garstang	1st C1	Heidi Garstang
1st C2	David Short	1st C2	Roy Heath
2nd C2	Ray Jude	2nd C2	Ben Jude
Most Improved	Ray Jude		Ben Jude
Targa	Driver	Targa	Navigator
1st O/A	Chris Hunter	1st O/A	Fiona Tyson
2nd O/A	Philip Hodgson	2nd O/A	Ian Giles
3rd O/A	Geoff Bateman	3rd O/A	Maggy Bateman
1st T2	David Winter	1st T2	Michael Pears
2nd T2	Joe Harwood	2nd T2	Kirsty Thompson
3rd T2	Stephen Short	3rd T2	Jim O'Neil



Dream Garage

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As a young boy I was fascinated by cars attending the Earls Court motor shows from the age of 5. My father always had to work on the Lotus stand for a day trying to get people excited about Elans, Europa's etc. I do remember sitting in the world championship winning Lotus 72 Racing car in JPS colours. As my father was the sales manager at Rayrigg Motors in Windermere, motor sports were something most of the workforce got involved with, even Tot Dixon was an apprentice here!

Furness District Motor Club was the local club to be in, so my mother would drive me to watch my dad and friends in action in their Mini's, Cortina's etc. When I turned 18 a Ford Escort MK2 was purchased, which I learnt to drive and passed my test shortly after. A pair of spotlights were bolted on and an entry was put in for the 1981 Local Garage Rally starting from near Tebay. The Mini behind me was Rob Iverson's dad! He went on to finish 5th, our night ending up 31st having spent most of the event on the wrong roads!

That's it the bug had bitten already, so an Alfasud was prepared for road events, used to good effect. These were great little cars and so cheap, a total of 3 Suds had seen me compete on all CMSG Road events taking in a motoring news rounds, also having a go at half a dozen stage events.

I stopped driving for a while so Steve Perry needed a Navigator for events in his MG Metro. But this was not me just can't read maps etc at high speed.

So, I started the next chapter which includes buying a 67 Viva HB to try some of these historic rally's. The car was entered into the 2002 Lake District Classic Rally starting at Dalemain house. Covering a huge mileage including some tests in Wythop and Comb. Since then car has completed every event which is about 50, not bad for a 50-year-old Viva! I hope to carry on enjoying these types of events especially now that my son Callum has got involved. A huge thank you to all the organisers and marshals in Wigton Motor Club who make it so enjoyable for us competitors.

Now for the Dream Garage-



1/ Alfasud

My favourite has to be one of these little Alfas, so it is a must this car is backed into the garage first. So many good times with this car, just a pity they dissolved after a few years.



2/ Lotus Sunbeam

This is the one I had always promised myself but could never afford it. Having owned a Sunbeam Ti with a skip Brown road speed kit on for about 5 years, I think it's also the car I should have never sold!

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3/ Vauxhall Firenza Can Am

I would have love my blue Viva to sound and go as well as one of these monsters, I would sit it at the front of my garage, so I could bring it out and scare a few people on the Solway Classic!



4/ Alfa Romeo 8c Competizione

This must be the ultimate Alfa Romeo using the Maserati-Ferrari V8 engine producing about 450bhp, prices for these have shot up in value putting them well into expensive classic car club – well we can still dream!



5/ Lotus 72 Racing Car

A little off the production side of my garage here, but I regard this as the best ever F1 car as driven to the 1972 championship win by Emerson Fittipaldi. The J.P.S black and gold colour scheme is so attractive compared with the rest of the grid. I have left the most expensive till last, how much will this be worth now?

So there my garage filled, hope you like my choice, well we can still dream...
David Alexander

Restoration Tips from Hagerty

- Photograph Everything.** Most of us have old digital cameras lurking in drawers of junk. Dig one out and charge it up, then leave it in the garage and take photos of everything.
- Invest in a heat sealer.** A polythene tube roll and a heat sealing machine is a great combination. As you remove bits, seal them with their fixings in a bag- that way they don't get lost, they can be stored without oil getting everywhere and they won't rust even if left in a damp place.
- Take your watch off.** It's surprisingly easy to break the face!
- Use the right tools.** This will save you SO much time and effort.
- Set aside space for the removed parts.** This will help you sort them and not lose anything.

The Thirtieth Classic & Motorsport Show

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August 19th 2018

Planning has already started and we would like your help and ideas plus volunteers to join the team.

There will be more toilets and of a better quality.

The windscreen hangers will be colour coded according to car, club and area. Clubs on the right of the track can go straight to their location.

We are looking at more entertainment, a band or singers.

The craft and related stalls were very popular and we hope to get more in 2018.

We will ask Dalemain if the gate be widened and for the track to be resurfaced.

The spectator entry will be sealed off until 11.00 to avoid illegal entries.

Programmes will be given free. (Can we get more adverts)

Trailed cars, those that are road legal to unload in the public car park as trailers coming in as part of the 750 other cars cause delays.

The WMC stand will be more formal with entries by invitation only and competition cars mainly

20 more barriers needed to make the autotest area bigger.

No admission will be given to people just to do the autotest.

More people to help give out the bags when cars arrive.

Entries to close 2 weeks in advance (August 5th)

We will have sweatshirts to celebrate 30 years.

An award for the best dress owner(s) in the period of their car.

The "For sale class" will be dropped.

Can we encourage more motor bikes?

We are looking for ideas for featured marques or models. Any notable anniversaries etc?

We welcome ideas and comments from members.

Championship News

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Club Championship Overall

1.	Rob Iveson	162 pts
2.	Chris Hunter	150 pts
3.	Phil Hodgson	135 pts
4.	Craig Stamper	129 pts
5.	Jacqui Raine	128 pts
6.	John Holliday	126 pts
7.	Peter Wright	122 pts
8.	Jack Palmer	116 pts
9.	Angus Cowan	113 pts
10.	Fiona Tyson	95 pts

Ladies Club Championship

1.	Jacqui Raine	128 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.	Peter Wright	139 pts
2.	Craig Stamper	136 pts
3.	Rob Iveson	132 pts
4.	John Holliday	120 pts
5.	Phil Hodgson	108 pts
6.	Angus Cowan	99 pts
7.	Geoff Rae	91 pts
8.	Jack Palmer	86 pts
9.	Jacqui Raine	81 pts
10.	Chris Hunter	76 pts

FWD Autotest Championship

1.	Peter Wright	149 pts
2.	Craig Stamper	137 pts
3.	Jack Palmer	94 pts

RWD Autotest Championships

1.	John Holliday	148 pts
2.	Stephen Douglas	49 pts
3.	John Sloan	48 pts

FWD PCA Championships

1.	Dave Garner	86 pts
2.	Geoff Rae	73 pts
3.	Sam Trotter	66 pts

RWD PCA Championship

1.	Angus Cowan	147 pts
2.	Phil Hodgson	121 pts
3.	Ron Palmer	120 pts

Specials Autotest Championships

1.	Rob Iveson	147 pts
2.	Jacqui Raine	139 pts
3.	Stuart Moffat	49 pts

Marshals Championships

1.	Graeme Forrester	130 pts
2.	Mary Parsons	115 pts
3.	Eddie Parsons	105 pts
4.	Maggy Bateman	100 pts
5.	Geoff Bateman	90 pts
6.	Chris Leece	70 pts
7=.	David Wiggins	55 pts
7=.	Steve Palmer	55 pts
9=.	Duncan Kellett	50 pts
9=.	Fiona Tyson	50 pts

The club competition tables have been updated with all points gained up to and including the Halloween Autotest. There is one remaining autotest in November which will produce the final overall results for all the championships.

As there have now been 7 of the 8 scheduled autotests run there have been adjustments made to points totals as some participants have competed in more than the 5 allowed for the Club Championship and the 6 allowed for the overall Autotest Championship, (2 events less than the maximum number of 8).

The Club Championship is headed by Rob Iveson with 162 points and the only person who can challenge that is Chris Hunter in the final autotest of the year. With only 9 points separating the next four places we could see some changes to the overall order after the final test.

The Front Wheel Drive autotest competition has seen a change with Peter Wright moving up in to first place. This was due to a points adjustment when, after checking, it was found that one of Peter's results had been put in the incorrect classification. Craig Stamper has moved in to second place 12 points behind Peter.

John Holliday has wrapped up the battle of the Midgets in the Rear Wheel Drive Autotest class with a very comfortable 99 point margin at the moment.

The Front Wheel Drive PCA competition has seen a change in leader with Dave Garner taking over the number one spot ahead of Geoff Rae but there is still a chance that this could change.

Angus Cowan has slid his Dad's Escort around all year in the Rear Wheel Drive PCA class and he holds on to his top spot in that class, 26 points in front of Phil Hodgson but with only one point back to Ron Palmer in 3rd spot we could see a change here before it is all over.

Rob Iveson has a comfortable lead in the Specials class being 8 points ahead of Jacqui in 2nd place and with no prospect of either of them being displaced, all should be well over Shap way.

The marshals competition is still be headed by Graeme Forrester with the ever present pairing of Mary and Eddie Parsons taking the 2nd and 3rd places with Maggy Bateman just 5 points behind Eddie in the 4th position slot. There have been 136 members involved in marshalling throughout the year, some who have done many events and some who have only managed to do the odd one, but all are appreciated as without marshals there would be no events.

Geoff

2018 and the Way Forward

The committee are looking for new ideas, new events, new projects from members. We have substantial funds available for the right projects. Ideally of course we would like to create a motor-sport venue and we are still looking for a suitable site, most likely to be a "brown field" one.. Please look out for anything suitable.

There may be lots of other ideas out there: "blue sky thinking, out of the box" whatever you might wish to call it, so we are asking you, the members for ideas! Please let us know prior to the January committee meeting.

As usual we are looking for organisers for the events listed for 2018. In particular we need to add to the team for the LDC in June as David Agnew is stepping down. In particular if you live in the Penrith area and put a few hours in during the few months up to the event it would be a great help and hopefully an enjoyable and rewarding experience.

Marian Sloan reports

Annual Awards Dinner 2018

Saturday 10th February 2018

At the Skiddaw Hotel, Keswick

7.00 for 7.30pm

Our guest speaker this year is MSA Route Liaison Officer and former Rally of the Tests organiser, co-driver and navigator

Fred Bent

Fred's dry sense of humour and sharp wit will keep us all entertained along with his many amusing anecdotes.

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

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

Social Events in 2018

We are looking to build up the social events in the New Year. During the spring and summer we have the popular pub runs and the breakfast meets but we would like to create monthly club nights where folk can come and talk about cars and related matters.

Venues are harder to come by for such meets as the pubs with "back rooms" have all but disappeared. Would you like just a "Nog and Natter" or something more formal like films, guest speaker etc.

Let Marian know!

Inside The Industry

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Paul Gilligan has his say

October New & Used Car Sales Down Again

After what was referred to as a “slump” in September there was no bounce back in October. Overall new car sales were over 12% down on last year, petrols about 3% down and diesels a staggering 30% down. Fleet sales were 13% down but small business, where confidence is lacking, 27% lower. For the year to date sales are now almost 5% down and it seems inevitable the end year result will be worse than that.

As ever there were winners (a few) and losers (a lot). Mercedes continued their staggering progress over the last 3 years to be 7% up for the month against a market down 12% VW were only 2% down, Audi & Land Rover 7% down and Ford 9% down (after a dreadful September). Losers were BMW 18% down, Fiat 27% down, Nissan 31% down (after a great September) and Jaguar 39% down. For Jag the new E Pace can't come soon enough but although showroom cars arrive in December there will be very few customer deliveries until March.

The Peugeot/Citroen (PSA) takeover of Vauxhall/Opel seems to have got off to a very bad start with Peugeot in line with the market at 12% down, Citroen not bad at 15% down for the month, but Vauxhall a dreadful 35% drop. For the YTD against a market just under 5% down Citroen are 20% down, Peugeot 16% down, Vauxhall 21% down. Read more below about how PSA intend to put things right. YTD winners are Merc +7%, Jaguar +5%, Land Rover +4%, VW +1%.

Used car sales are down too but only 2%, and franchised dealers are turning their attention to used sales to make up for some of the fall in new business. Which puts pressure on the independent traders business.

Forecasts For 2018

This is the time of year when manufacturers and dealers are working hard on their forecasts for the coming year. These are NEVER pessimistic! The consensus is that new car sales for this year will end 4.7% down on last year, but they are 4.7% down at end October so I see a drop of over 55 by year end. The industry forecast is a further drop of 5% to just over 2.4M about the same as 2014. I'd be looking at around 2.3m maybe a bit less. Diesel sales which were 47% of new cars last year are forecast to be 42% this year and 40% next.

One bright spot for those manufacturers involved may well be the van market. With a promised boom in housebuilding and greater investment in infrastructure increased demand for vans, pickups, tippers etc is likely.

The used market will be an interesting one in 2018. whilst less new car sales means less part exchanges entering the market, most new cars are now sold on 3 year finance cycles of one sort or another. In 2015 over 2.6M new cars were sold so we have those coming back into a market only strong enough to support new sales of 2.3m to 2.4M. Used prices will inevitably fall, and there will be bargains to be had.

PSA Plans For GME

Currently this takeover looks like the marriage made in hell, the motor industry equivalent of the Lloyds Bank acquisition of HBOS in the financial sector. GME have lost over \$1 Billion a year on average this century. Now PSA have announced the first parts of their strategy to put this right..

Currently they're saying there will be no plant closures, although personally I wouldn't bet on that. However there will be “necessary and unavoidable job cuts”. Research, development, procurement and manufacturing will be combined across the 3 brands saving over £600 per car. The number of vehicle platforms used will drop from 9 to 2, this is what VW Group do and it works for them.

PSA plan an operating profit margin of 2% across the Group by 2020 and 6% by 2026, incredible progress! In parts of Europe where GM representation is weak Peugeot and Citroen dealers may sell Vauxhalls and Opel. **PDF Compressor Free Version** In other parts of Europe there are promises to withdraw from low margin fleet deals, cut back on pre-registrations etc, but I'm currently not seeing that from any of the 3 badges, in some case we can offer not far from BOGOF deals!

We shall see.

Tesla

It seems hard these days for me to get through a month without mentioning Tesla. This month's big news from them is their announcement that they will launch a sports car in 2019 and a full size truck in 2020. Ever modest Tesla boss Elon Musk said the truck will "make diesel obsolete". Range is predicted at 500 miles on a single charge and operating costs 20% less than current diesel trucks. A full recharge will take 30 minutes which is conveniently the length of the statutory break drivers have to take in the US after a few hours driving. To achieve this surely the battery pack will need to be massive which means heavy? Therefore how much weight will the truck have available for goods? No answers from Tesla on these "details".

The new sports car will be the world's fastest accelerating car at a cost \$250000 when it goes on sale in two years' time. However Tesla have a history of big promises for both timings and volumes which they fail to live up to. They recently launched the Model 3 which at \$35000 a car is supposed to be the real game changer that transforms them into a volume producer. Third quarter deliveries were 260 against a target of 1500. They forecast that production would rise through the September-December period to 5000 cars a week. In the month of September 1500 cars were produced in total, and the 5000 a week target has now been pushed back to "early 2018".

All this has left the company burning cash at a rapid rate. Having tapped the bond markets for a few billion \$s recently they've now found a new way of raising cash to fund their losses. If you want to order one of the new sports cars for (forecast) 2019 delivery you'll need to put down a deposit of \$5000 with your order. Quite reasonable. The catch is you then have to pay a further \$245000 "within 10 days". So you've paid for the car in full at least 2 years before you might see it. And if 1000 people take Tesla up on this kind offer they rake in \$250M which should keep them afloat for a while at least!

Tesla's fight is simply to raise enough cash to keep going until they are making enough Model 3s to become at least cash neutral. In the 3rd Quarter of this year their negative cash flow was £1.4 Billion, so they will need to sell an awful lot of sports cars! However more optimistic analysts still believe there will be enormous pots of gold at the end of the Tesla rainbow. One said they expected that in 10 years time 3 to 5 companies would own the market for electric vehicles and autonomous technology. 2 to 3 he forecast would be tech companies of which one would undoubtedly be Tesla. Leaving a further 2 or 3 slots for current major car companies. Of which there are 8 just now?

Which Cars Are Clean, Arguments Continue

It seems if you study 2 studies of the conflicting emissions of petrol, diesel and electric cars you'll get 3 different answers. Whilst diesel remains under attack particularly from the Mayor of London, independent tests have proved that the cleanest latest diesels now emit significantly less Nitrogen Dioxide (NOx) than the latest petrols.

Well respected Emissions Analytics proved a BMW 3.0 Diesel 5 Series emitted 23mg of NOx per km, less than a third of the legal limit. A 1.2 litre Petrol Renault Kadjar emitted 135mg per km, six times as much as the BMW diesel and over 50% of the legal limit! Important to note that these were "real world" tests not the much questioned laboratory ones.

The tests proved that the cleanest 10% of new diesel cars average 70mg of NOx per km, the dirtiest 10% of petrol cars average 129mg per km, nearly twice as much! And however you test there is no doubt petrols emit on average much more CO2 than diesels. In fact the imposition of real world tests and reduction in diesel sales mean it will be impossible for manufacturers to meet the EU requirement for average CO2 emissions of 95g per km by 2012. What one wonders will the EU and the Mayor of

London do then? Tell us to buy diesels again as the Government told us to do in 2000?

And of course the emissions from the vehicle while being driven are only part of the story. The true test is “Lifecycle Emissions” which cover the emissions created by procuring and manufacturing the required components, building the car, producing the required fuel during its life, emissions while being driven, emissions produced during eventual scrapping and recycling.

One of the most highly respected scientific institution in the World, the Massachusetts Institute of Technology, has just released a study comparing these whole life emissions for a Tesla Model S pure electric, a BMW 750i Petrol and a small petrol car being the Mitsubishi Mirage. Total distance covered for each was set at 270000 km or just under 170000 miles. Total was not surprisingly highest for the BMW, a large saloon with a 5 litre petrol engine, nearly 104000kgs or 385 gm of CO2 per km.

The Tesla was much better at 61000 kgs or 226gm/km. However the Mirage better still at 52000 kgs or 192gm/km. Reason being 60% less emissions were produced during production, slightly less during use, and almost 50% less in end of life. Batteries are very “dirty” to produce and scrap so unless customers accept electric cars with small batteries and therefore limited range small petrols will remain the cleaner choice. Don’t expect the Greens to believe you, they no doubt know much more than MIT!

How Will You Buy Your Next Car?

I’ve said many times before that there is a generation growing up that have never known life without the internet. Which has become their principal source of information, of social contact, and of course their principal method of purchasing goods and services.

Now a survey of over 2000 motorists aged between 18 and 35 over 80% will carry out the research for their next car via the internet. Then 36% will be happy to buy that way with 33% happy to buy from online technology giants like Google, Apple, or Amazon. I can only see this trend continuing as the generations move on.

Add to that the fact that electric cars need much less servicing, autonomous cars will have less accidents and result in much more car sharing, the outlook for the conventional dealership become gradually but inevitably worse. One US industry analyst recently published a paper titled:

“IF YOU OWN A CAR DEALERSHIP SELL IT NOW!”

The times they certainly are a changing.

Paul Gilligan

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07785 293222

Restoration Tips from Hagerty

Throw nothing away. Never throw away a damaged or broken part until you’ve either found a replacement or fabricated a replacement. Over time you can quickly forget what that small part of trim looked like or the pattern which was on it!

- **Mark everything,** and make sure any tags or labels you write out are with a decent pen and if possible water proof, so if they get damp or covered in oil you can still see what you have written!
- **Light it up.** Invest in a good quality lamp and use plenty of light.
- **Double the budget.** Any time scale and budget that you start with, double it and then add a little bit more!
- **Use the clubs.** Find local classic car owners groups/clubs, always helpful for manpower and borrowing of tools but always remember it’s a two-way street!

Andy's Armchair

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Andy Armstrong takes an irrelevant look at motoring and motorsport

Well Lewis Hamilton has managed to claim his fourth world championship and if he can keep himself motivated must be in with a pretty good chance of getting near or even surpassing what Schumaker achieved. In my view he's a worthy champion and his ability has warranted his victory, but there have been occasions where other drivers have been lucky to become world leader.

Looking at the 50's if it wasn't for Peter Collins giving his healthy car to Fangio at Monza after the maestro had broken down, then maybe the lad from Kidderminster would have been on the winners list. Hawthorn with 1 win in 1958 but with a reliable car, pipped the much quicker Moss to the championship, while it's very unlikely Phil Hill would have triumphed in 1961 if Von Trips hadn't died at Monza.

It's doubtful if Hill would have got a look in in 1968 if Clark had still been around and Hunt in 76 owed much of his success to the fact that he was racing a hobbled Lauda after his crash at the Nurburgring.

Moving on to 1978 when Andretti was champion, but it was a hollow achievement because not only had his team mate Ronnie Peterson died on September 10 at Monza, but he must have been fully aware the same driver had dutifully followed him round for race after race acting as "rear gunner" and allowing Mario to win showing respect for his number one status in the team. I don't think there's anyone who would disagree that Superswede was the more capable of the two and given his head would have won the championship.

In 1981 Keke Rosberg was champion with only 1 win and you've got to say Damon was fortunate that Senna had died at Imola. Even Jenson was very lucky to have a Brawn with a double diffuser which enabled him to build up a substantial points lead which he just managed to hang on to once the other teams caught up with the technology.

One thing seems sure and that is that most championships are won by the best or most reliable car even if not by the best driver and that's why next season looks so interesting. Fingers crossed there seems to be a pretty good chance that there'll be three teams all very much nip and tuck at the front end of the grid. All being well we'll have Hamilton, Vettel and Verstappen slugging it out with their team mates Ricciardo, Bottas and possibly Raikkonen being pretty near as well. - Looks tasty and potentially a season to remember.

It's nice to note that we've got two young Brits getting ever closer to the F1 grid with both Lando Norris and George Russell only a short step away from getting a start. It's not to be nasty but you get the idea they'll make more of an impression than the likes of Max Chilton or Will Stevens were able to achieve thanks in some part to the cars they had at their disposal.

Finally I was reading today that Jacques Villeneuve has been labelling Valtteri Bottas's drive in the Brazilian GP an embarrassment when he only managed to finish second to Vettel. Maybe it wasn't brilliant but come on Mr Villeneuve it was less of a ham fisted dogs breakfast than you made when you tried your hand at rally cross.

Ends

AA.

What's On

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WMC events and other events of interest

December

29th	Festive Autotest	Maryport
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January

11-14	Autosport Show	NEC
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28th	Autotest	Maryport
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February

10th	Awards Dinner	Keswick
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21st	Midweek Meander	
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22-25	Race Retro	Stoneleigh
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www.wigtonmc.co.uk

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