

Wigton Motor Club Ltd

# Start Line

Issue 04/18

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

May 2018

## Autosolo Success



The every dynamic Wigton Motor Club brought a new form of motorsport of north and west Cumbria last Sunday with the Spring Autosolo at Maryport Business Park. The relatively new variation of autotesting is designed to attract newcomers and those with current types of cars. They are a cross between a sprint and an all forwards autotest but only one to two tests areas used during the day so learning lots of tests is not a problem. The layouts use pairs of cones with markers to designate the route which has to be within a 200-metre square area. The usual very slick organisation and results saw twelve tests being completed by 2.30 with six tests in the morning and four re-

**95 Years of Affordable Motorsport**

# Club Officials

## Wigton Motor Club Ltd Officials

<i>President:</i>	<i>Charles Graves</i>		
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# *Talking Point*

## *Topical Comment from the world of motoring*

I've mentioned before about the Goodwood Revival being a wonderful act of theatre but not a faithful representation of how racing and the circuits were in period. Indeed how many of the 100,000 spectators each year actually saw motor racing in the 50s or 60s?

Recently watching a video of a historic steam train going over Shap and the hundreds of folk out watching, made me think that heritage steam railways are much the same. There are groups all over the country restoring lines and stations to something out of "The Railway Children" rather than the reality of the 1950s BR system. Indeed racing at Goodwood stopped around the same time as the last steam train ran on a British main line. Does nostalgia perhaps have rose tinted glasses?

Of course old racing (or rally) cars are like steam railway engines in that they hit at least four of your senses (I don't think you can taste them!) which is the appeal that makes them almost living things. I doubt if in 50 years time people will feel the same way about a Tesla or a Virgin Voyager!

In the same way a visit to the Victorian Street at the Beamish Museum should have the streets covered in horse poo which turned into slurry when it rained. Should today's visitors queue up to use a "netty" or pay extra to use one of Thomas Crapper's inventions?

Should not restored Lancashire mills be very hot, full of sweating women workers breathing cotton dust and children crawling under the dangerous machines? Yet when you visit them they are clean, tidy and cool.

Of course the Victorians abolished prison ships on humanitarian grounds but in the twenty first century we have cruise ships instead!

I've often thought that the person who can make a perfume based on the smell of hot Castrol R could make his fortune!

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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# Forthcoming Club Events

## Pub Night

**20.00 Wednesday May 2nd**

**Greyhound Inn**

Bothel (beside the A595)

Bring your car, chat about cars and motorsport

Food available

## Grass Autotest

**May 9th**

Our first grass Autotest take place on Wednesday evening 9th May 2018 at Blackbeck south of Egremont. Map ref 89-027068 or CA222NY

First car away at 7pm. Tea and nibbles afterwards.

Entries to [davidwagnew@aol.com](mailto:davidwagnew@aol.com)

01946841455

07801018901

Any offers to marshal would be appreciated.

## Lake District Classic & Targa Rallies

June 24th

Entry forms will be sent out and place on the website.

**HAGERTY**  
CLASSIC CAR INSURANCE

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

## **Wigton Motor Club**

### **2018 Annual General Meeting**

**To be held at the Greenhill Hotel, Wigton at 20.00 on May 16th**

#### **Agenda**

Apologies

Minutes of the 2017 Annual General Meeting

Matters Arising

Chairman's Report

Treasurer's Report

Acceptance of the reports

Election of Officials & Committee

Election of President and Vice President.

Election of Auditions

Motions before the Meeting

Any Other Business

**All members are invited to attend.**

**Sandwiches & chips for all!**

#### **From the front page:**

versed versions after lunch and then two runs at a two-lap format. This gave the winning car a time of over fifteen minute which was superb value for a £10 entry fee.

Peter Wight ran out the winner in his Mini Cooper S from the ever-exuberant Chris Hunter in his Mazda MX5 with the similar car of Phil Hodgson third. Martin Breen had been in contention in the morning in his MG B V8, but a rare wrong test pushed him down to fourth place.

The first front wheel drive was Liam Charlton in his Ford Puma and second was Dave Garner in his Renault Clio. Chris Hunter and Phil Hodgson were first and second rear wheel drive cars.

The club intend to hold more auto solos during the summer in addition to the monthly grass auto-tests.

The event was round three of the HPE Construction Autotest Championship.

# PG Tips

Lots going on this month, most of it not good! Firstly for the third month in a row I will be mentioning Bill Kirkpatrick, because after accidentally spotting that my VW Eos had 1 days worth of MOT left on it he booked me in to his garage and saved me. He even lent me a Hyundai Getz, so it would be rude not to review this gem of a car, because I'm sure many of you have often wondered how they drive.

The Getz in question was a 1.1 fairly basic 3 door in a nice shade of metallic blue. My 2 daughters jumped easily into the back and off we went. The conversation went as follows –

Emily (8) – what type of petrol does this car run on?

Me – petrol

Emily – oh

Heidi (5) – this car is wrong

Me – I quite like it, I think we should buy one

Emily – As long as it doesn't smell like this one Me – I can't smell anything bad? What do you think it smells of?

Emily – it's sweaty

(I don't actually think it is.....but 8 year olds can't be told)

In terms of how it drove it was fine, chassis was firm but compliant, the interior was basic but functioned well and as a cheap run-around it would be ideal. What it did have was something that Korean cars and Japanese cars (a long time ago) used to have – indicators on the right hand stalk and wipers on the left stalk. This little quirk meant that I often approached junctions and used my wipers to indicate....that probably wasn't that useful to other drivers but is still slightly ahead of most of the Audi drivers who don't even go that far to indicate their intentions. So there you have it – buy a Hyundai Getz they're good honest reliable transport.

Unlike Snotty....which is back together and quite fierce but whose rear suspension grinds disconcertingly around corners. I've now traced this problem to the driveshafts being too long! The CV joints run out of lateral play and bind. It's a horrible feeling driving it and the driveshafts are now out and being shortened by a few mms each side by moving the joint further down the shaft. Fingers crossed it is sorted in time for my first event at Aintree on April 28<sup>th</sup>

The Saab is, as I type now working! Hurray! What an effort that has been – apart from needing a new turbo it also needed a new catalytic convertor. I bought a lightly used one from a private seller on Ebay and when it arrived it didn't fit and the one that did fit was over £300 new....which is when I inadvertently spotted a stainless sport cat downpipe which would lead the way to big power increases. It was too much to resist and not much more than a standard replacement and as anyone sensible can see is an investment for the future! (please no one tell Trudy though....she isn't Saab investment savvy at the moment). The car itself is decent – you can tell it's an old design by the noise and chassis which

feels its age but it looks great and the engine pulls like a train. I look forward to a world of grief from it and lots of swearing and expense!

Peter

# Championship News

## 2018 Club Championships Positions – April

### Club Championship Overall

1.	Peter Wright	70 pts
2.	Phil Hodgson	62 pts
3.	John Holliday	50 pts
4.	Chris Hunter	49 pts
5.	Ian Cowan	47 pts
6.	Rob Iveson	42 pts
7.	David Agnew	41 pts
8.	Dave Garner	39 pts
9.	Jacqui Raine	36 pts
10=.	Nigel Moffat	34 pts
10=.	Angus Cowan	34 pts
10=.	Geoff Bateman	34 pts
10=.	Liam Charlton	34 pts

### Ladies Club Championship

1.	Jacqui Raine	36 pts
2.	Fiona Tyson	25 pts
3.	Karen Wright	23 pts
4=.	Heidi Garstang	20 pts
4=.	Karina MacLean	20 pts

### Autotest Championship Overall

1.	Peter Wright	47 pts
2=.	Phil Hodgson	40 pts
2=.	John Holliday	40 pts
4.	Dave Garner	31 pts
5.	Ian Cowan	29 pts
6.	Willie Keening	25 pts
7=.	Murray Walker	24 pts
7=.	Chris Hunter	24 pts
9.	Jack Palmer	23 pts
10.	Martin Breen	22 pts

### FWD Autotest Championship

1.	Peter Wright	50 pts
2=.	Geoff Rae	24 pts
2=.	Liam Charlton	24 pts

### RWD Autotest Championships

1.	John Holliday	47 pts
2.	Chris Hunter	25 pts
3=.	Phil Griffiths	24 pts
3=.	Phil Hodgson	24 pts

### FWD PCA Championships

1.	Nigel Moffat	25 pts
2.	Dave Garner	24 pts
3.	Gary Kennedy	23 pts

### RWD PCA Championship

1.	Phil Hodgson	25 pts
2.	Angus Cowan	24 pts
3.	Ian Cowan	23 pts
4.		

### Specials Autotest Championships

1.	Willie Keening	25 pts
2.	Murray Walker	24 pts
3.	Jack Palmer	23 pts

## Marshals Championship Overall

1.	Graeme Forrester	35 pts
2=.	John Sloan	25 pts
2=.	Marian Sloan	25 pts
2=.	David Agnew	25 pts
2=.	Ron Palmer	25 pts
2=.	Eddie Parsons	25 pts
2=.	Maggy Bateman	15 pts
8=.	Mary Parsons	20 pts
8=.	Steve Fishwick	20 pts
8=.	Stephen Palmer	20 pts

April saw the scheduled autotest being changed to an autosolo event, still at the Maryport venue, but with just one single, all forwards test which utilised the whole of the test area. This allowed the competitors to do 12 tests throughout the day with the final couple of runs doing two laps to give test times in excess of 2 minutes. The results from this event have been used to add to the autotest and club championship positions at the moment, although, should there be further events of this type run through the season it may be desirable for the committee to consider allocating autosolo points to their own category.

The championship tables have been updated to reflect these results and are now showing Peter Wright taking an 8 point lead from Phil Hodgson with John Holliday in 3<sup>rd</sup> place a further 12 points adrift. Chris Hunter and Ian Cowan are close behind in 4<sup>th</sup> and 5<sup>th</sup> positions at the moment.

The autotest championship is also being headed by Peter with Phil and John tying in 2<sup>nd</sup> place 7 points behind. Dave Garner is lying 4<sup>th</sup> at the moment with Ian Cowan just a couple of points behind him in 5<sup>th</sup> place.

So with a few results in so far this season the competitions are beginning to take shape and it should be interesting to see how things change when we have the first grass autotest of the season in a few weeks time. Hopefully the ground will have dried out a bit by then so that everyone can enjoy a good evening's sport.

Geoff Bateman.

## Autojumble



Mini Cooper It is metallic grey 2006 (date of reg 15/06/2006) with 82,300 mileage. MOT until Jan 2019. It is one of the last R53 models. I would be grateful for any advice on how to sell it?

Price is £3,250 o.n.o.

My contact details are: Tel 016973 23906 or mobile 07762268424

# Cumbria Classic Weekend

**August 19th/20th**

Entries are now pouring in for the Show so it looks like another big attendance. Entry forms for the Rose & Thistle Challenge will be sent out and on the website in the next couple of weeks.

This year we are having a separate entry form for the WMC display so we know who is coming and we can design the display accordingly. We would like to invite members with competition cars and cars of merit to complete the entry form and sent to it David Wiggins.

This year we are celebrating anniversaries for Citroen 2CV, Ford Escort, Land Rover and the Sprite and Midget. There are specific classes added for those marques/models.

If there is sufficient interest we can also have a display of XK engined Jaguars.

This year everyone will get a free programme. However it would be a great help if we had some more adverts to help cover the costs. If anyone knows of potential advertisers please let us know.

As usual we will need around 60 marshals to make the event run smoothly. Please put August 19th in your diary now!

## Changes to the MoT from May 20th.

### **Classic cars more than 40 years old will no longer need an MoT...**

This is the big one for classic car enthusiasts. Whereas before only cars first registered before 1960 were exempt from needing an MoT, the new rules apply to any car first registered more than 40 years ago – with some exceptions, which we'll go into below.

That means that most cars first registered before 20 May 1978 will no longer need an MoT once the new regulations come into effect. What's more, the '40 years' rule is a rolling date. So if your car was first registered on 1 June 1979, you won't need an MoT after 1 June 2019. And so on.

### **unless they do**

As always with these things, there are exceptions. Lots of them.

The main one, which created a fair bit of confusion when the changes were first announced, is that .

In short, the rules state that 'substantially changed' refers to the technical characteristics of the main components being altered, where the 'main components' are:

- Chassis and Monocoque bodyshell changes
- Axles and running gear, specifically alterations of the type/method of suspension or steering
- Engine changes, although merely changing the cubic capacities of the same basic engine should be fine
- 

### **There are loads of exceptions to the exceptions:**

To further complicate matters, the 'substantial changes' rules are themselves subject to lots of sub-clauses. For instance, they won't apply if:

- the changes were made to preserve a vehicle where original parts are no longer available
- the changes were made when vehicles of the type were in production or in general use (within ten years of the end of production)
- changes were made to axles and running gear in order to improve efficiency, safety or environmental performance

Cars (and motorbikes) with a Q registration will also still need to be tested, as will kit cars assembled from different makes and models, or kit conversions that add new parts to old, and 'reconstructed classic vehicles' .

However in each of these four cases, if your vehicle is taxed as a historic vehicle and hasn't been substantially modified in the past 30 years, it can still be considered to be a Vehicle of Historic Interest (VHI).

To get exemption from the MoT you'll need to register as a Vehicle of Historic Interest (VHI)

When taxing your car, you'll need to declare that it is exempt from the MoT process, and confirm that it has not been substantially changed in the past 30 years.

You'll also need to have registered it as a VHI – which you'll do at a Post Office by completing a V112 declaration form.

If it's not registered as a VHI or has been substantially changed, you'll still need an MoT to keep driving it.

# Marshals' Post

North Humberside Warcop Stages rally.  
1st April 2018

After the cancellation of the Malcolm Wilson Rally in March this was to be our first rally radio outing of 2018.

This was to be the second running of this event staged by the North Humberside club but our first as we were unable to attend last year and we had persuaded to attend this year by the chief marshal Carl Thompson who we met at another event in Bridlington last year.

Although Warcop is not too far from home we were still away from home, in the dark and very light drizzle, at 05.00 which is a great time to be on the road if you don't like traffic. Other crews arriving from Yorkshire and Lancashire reported travelling through snow on their way to the event. Normally on rallies we have all the information about the stages and our planned location in advance but on this event the organisers decided to allocate posts on arrival, not a system we have encountered before but it seemed to work. Signing on just after 06.00 we were allocated to be stop line radio which meant driving the full length of the stage to meet up at the stop line with another radio crew who had come down from Edinburgh and were operating the stop line Rallitrak and our two stop line marshals. Thanks to the stop line being on high ground we were able to hear all the other 81 safety radios in stage which, along with a great controller who repeated every message, would make keeping track of events much easier.

The drizzle had stopped and we had a fine, dry but very cold day (good time to be in a radio car) when the first of the course cars entered the stage at 07.41 The event plan was to run six stages within the Warcop training area in groups of two with stage rebuilds after stages two and four giving competitors over seventy stage miles in the day with a minimum of road miles.

There was only one car on the entry list from WMC. Car 42 was the Escort of Tom Pearson and Jim Stairs who, unfortunately, only managed two stages before retiring with diff problems.

Once the course cars had traversed the stage and the MSA safety delegate had approved the stage to run we had the first competitor into SS1 at 08.26 just slightly behind due time. 57 cars started the stage and, due to 30 second starts, the last car was out of stage at 09.13. We had seven cars stopped in-stage with various problems but in the end only 3 needed the recovery services leaving 54 to continue to SS2. Leading the pack after SS1 was car no1 of Greg Mcknight /Harry Marchbank from South of Scotland CC (12m48s) with car 7, Rob Snowden/Mark Fisher from Malton MC (12m56s) running second and car11, Mark Borthwick/Phil Boyle from Kirkby Lonsdale MC (13m02s) third.

SS2 began at 09.42 again slightly behind due time but, due to the 30 second starts and several cars disappearing between the two stages it was all over by 10.24. 50 cars started the stage and with a further 3 stopped in stage a total of 47 cars completed the first pair of stages. There was no change on the leader board with Greg Mcknight on 25m14s, Rob Snowden on 25m20s and Mark Borthwick on 25.37s.

After stage 2 it was time for the set up crew to re-configure the stage and also for the recovery units to pull out the stricken cars from stages 1 and 2. While the recoveries were, as usual, quick and efficient thanks to Andy Graham's Lake 3 recovery and also Atlas 3 recovery the stage turnaround took quite a while and after some confusion from rally control Lake 3 ended up off the stage when SS3 was due to start having to wait out the stage alongside the A66.

The delays during the stage turnaround meant a further loss to the timetable and SS3 started 23 minutes late with the first car setting off at 11.35. Although only 47 cars left stage 2 we had 48 starters for stage 3. Someone's mechanics must have worked hard. Again we lost 3 cars in stage with mechanical problems / proximity to ditches being the cause. There was a change on the leader

board too. Greg Mcknight was still leading on 38m19s, Rob Snowden still second on 38m49s but with Iain Wilson/Chris Williams from Solway CC taking third spot on 39m23s.

A quick visit from the zero car and stage 4 was off at 12.43 still running almost 30 minutes behind schedule. A couple of cars had dropped out between stages as only 43 cars started the stage. Last car was out of stage at 13.21 leaving 5 cars stranded in stage and loads of recovery work to be done during the stage turnaround before stage 5 could be run. No change on the leader board with Greg Mcknight now on 51m23s, Rob Snowden on 52m01s and Iain Wilson on 52m42s.

The stage turnaround between stages 4 and 5 was much bigger as the stage had to be altered from running anti-clockwise to clockwise for the last pair of stages. The delay at least allowed the two recovery units to clear all the stranded cars off the stages.

By the time SS5 started at 15.03 we were 44 minutes behind schedule and also down to 38 starters. This time all 38 starters completed the stage with the last car out by 15.36 again there was no change amongst the leaders. Greg Mcknight now on 1h.01m.28s, Rob Snowden on 1h.02m.03s and Iain Wilson on 1h.03m.07s

A decision not to run a sweeper car after SS5 meant that we were straight into SS6 with first car away at 15.38, now only 19 minutes behind the clock. The same 38 cars finishing SS5 also completed SS6 very quickly and the last car exited the stage at 16.09 almost back on schedule. Final placings stayed the same with Greg Mcknight finishing on 1h.11m.19s, Rob Snowden on 1h.11m.57s (+38sec) and Iain Wilson on 1h.13m.07s (+1m48sec)

Unfortunately there was a further delay when the sweeper car got lost in-stage but fortunately Andy Graham was able to collect him and guide him through to the end of the stage.

All the marshals were out of stage and on the way home just after 16.30 at the end of what turned out to be a good day with compliments from the competitors, albeit with some delays which are pretty much expected on single venue events with multiple stage re-builds to be completed. No doubt the organising team will review the event, tidy up the timetable and we look forward to next years event.

A stop in Appleby for a chippy tea and home and asleep by 6.30pm.

Eddie and Mary Parsons.

## Autojumble

### Dutton Phaeton S3 – 1986



2.0L Pinto engine (by Hi-Tec Engineering), 'fast road' specification car in great condition. Rebuilt and upgraded during my 17 year ownership. Recent bills include a set of Vredestein Sprint Classic tyres (2017), new brake callipers and starter motor overhaul.

Registered as a Dutton. MOT until June 2018 This car was developed in to a road-sport series race car in the 1980s/90s and raced at Knockhill, Ingliston and Fintry. The car will be sold with racing history, file of bills, build manual, two sets of keys. This car is ready to enjoy.

**£3,250** Contact Alistair Wright on 07825 450494

# Cockerbug Rally



When you're first asked to organise a rally it can be quite a task particularly as we had not done anything like this before. We utilised our holiday cottages and the village of Gilcrux and came up with the name Cockerbug as all of the drive outs would start in Cockerburgh. Until you have organised a rally you don't appreciate how much work is needed to make it a successful one.

The first of the Bond Bugs started arriving on the Thursday with the furthest Bug coming from Bristol joined by others from Birmingham, Liverpool, Perth and the Isle of man with several coming from the across the North of England. You would think with these small cars they would trailer them to the

rally but these were driven on the motorways to attend the rally.

On the Friday afternoon the Bugs went to Allonby for ice-cream at Twentymans before arriving at Maryport harbour for a few photos and a talk with the locals in the area. We all filled our bugs at the garage which caused quite a bit of congestion in the garage as people stopped to take photos and talk to the owners. We arrived back into Gilcrux to go to the Mason Arms pub where the Landlord had kindly given 10% discount vouchers, a very good night!

Saturday was the main drive out, covering Buttermere, Honister Pass stopping at the slate mine for coffee, before heading towards Keswick, dropping down to the foreshore where the Bugs were left for people to come and see, whilst we took a quick lunch break. We were certainly impressed with the attention these cars received as we had posted on social media the route and timings, the owners of the Bugs were happy to answer questions the most popular being "do they float?" thinking we were going to drive them in the lake! This is as funny as thinking they are motor bikes!!



Moving on to Caldbeck dropping into the Abbey at Abbey town for a pre arrange afternoon tea organised by the church. Well worth stop on any car rally, before completing the day at Silloth.

Sunday was a far better day weather wise travelling to Buttermere and Newlands Valley before stopping for breakfast in Keswick.



These rallies are held all over the UK but what made the Cockerbug rally work well was the reaction of the people in the area waving, taking photos and coming to take a closer look when the Bugs were parked. All with smiles on the faces to see the iconic cars of the 70s

We expect a lot more Bugs at the Cockerbug 2 rally next year. Well done Cumbria

Sean Parnaby

## A DAY OUT IN MARENELLO

In times past one of my responsibilities was our truck dealership. Initially Ford then in the mid 1980s Iveco, the commercial vehicle arm of Fiat formed a joint venture with Ford in the UK to form Iveco Ford Truck (IFT). This was in fact in effect a Fiat takeover and some years later they bought out Ford's remaining shares. From the start all day to day management control was in Iveco's hand.

Their UK boss was a hard living hard drinking hard swearing Kiwi called Alan Fox, sadly no longer with us. Ironically having started his UK career with Ford Trucks before moving to Iveco Alan ended up running the combined show. To say that Alan's management style was "dictatorial" is a bit like saying "King Herod wasn't very nice to children". Our relationship got off to a rocky start but surprisingly (as there were clearly no shared traits between us) we ended up getting on famously and became very good friends.

Iveco's main objective was to sell maximum weight heavy trucks, an area in which Ford had been weak. In our area we of course had Eddie Stobart Ltd, one of the largest fleets in the country at that time (and still!). Before the Iveco takeover we'd had some success selling Stobarts the heaviest truck Ford had at the time because for a while we had advantages in both fuel consumption and weight. Alan was determined we should build on the good relationship we had with Stobarts to sell them lots of Iveco trucks.

We tried everything! Demonstrators were supplied free, as was driver training to ensure the best performance and economy was wrung out of the trucks. Eye watering discounts were offered because we faced to very uphill struggle of ousting market leaders Volvo and Scania. Twice we took the late Edward and William Stobart and their wives for a long weekend to the Monaco GP where everything was 5 star.

We made some progress, but not enough. I lost count of how many times my phone rang with Alan on the other end asking "Why aren't we selling more \*\*\*\*\*g trucks to Stobarts? Then one day I was in IFT's head office in Watford for a meeting with their Sales Director, Stobarts not on the agenda. Part way through the door opened and Alan's secretary popped in with a request I go to his office as soon as this meeting was over. A LOT like being summoned to see the Headmaster. So a few minutes later I walked down what looked like a very very long corridor to the big office at the end. Alan was on good form. "I've got a money can't buy offer for Edward and William" he said. "You know Fiat own Iveco AND Ferrari don't you?"

I explained that I was in fact aware of that. "Right" he replied "I can get a Maranello factory visit for the two Stobarts you and I in December. Get on that phone and fix it now." Then I had to get past Edward's PA the redoubtable Debbie. About as easy as Hitler getting to Moscow! Having assured her in blood that the purpose of my call was NOT to sell trucks eventually I got through. When I offered the visit in December Edward immediately said "YES". Then I asked if he needed to know what date in December. He replied that so long as it wasn't the 25<sup>th</sup> they would both be there.

So it was arranged and early one morning after a good dinner in an airport hotel the 4 of us left Manchester for a short flight to Milan. On arrival we were met by a Fiat driver in one of those Lancia saloons they briefly made with a Ferrari V8 engine. Clearly the guy was upset that he hadn't got an F1 seat with the Scuderia that year and proceeded to show us for the next 90 minutes that he was quick enough to deserve it. So not surprisingly we arrived in Marenello well ahead of schedule.

I filled in an hour by taking the guests to the museum in the centre of town, full of various wonderful red cars. I'd asked Edward the previous night if he had any interest in owning a Ferrari and he'd said no to that. However he began to warm and pointed at an F40 and asked if that was one he should consider if he was going to but one? I responded that this was in fact a race car for the road and a better starter would be the recently introduced F355, but that the waiting list for that was 3 years.

We then repaired to the Cavallino restaurant across the road from the factory where Enzo would have lunch (in a private room) every day. The photos and memorabilia on the walls were for me breathtaking. Next we started our tour. Now I've done loads of car, van, and truck factory tours over the years, and most of the time I simply hated them. OK the wood and leather shops at Browns Lane were wonderful but not much else. This was very different. The alloy engine blocks and cylinder

heads were

cast on site, the same department at that time cast the F1 engines. Then every engine was “run in” in a test cell controlled by an operative standing just outside a bullet proof glass door. With a smile they would blip the brand new unit to max rpm just to hear it.

In every other factory I’d seen the production line moved at a pre determined speed and it was up to the workers to do their jobs at the speed required. At Marenello then (it may be different now) the car arrived at a work station to have certain operations carried out like say wiring or plumbing. Only when the team had finished that to their satisfaction did it move in.

As we left darkness was falling and a batch of new cars were returning from the road test all had at that time. You know when a car smells HOT and everything is crackling as they gradually cool? For sure these hadn’t been for a gentle run round the block, in fact they’d been up in the mountains just to the north. How do you get a job like that?

As the afternoon went on Edward’s enthusiasm grew, and on the way back to Milan he asked was it really 3 years’ wait for a 355. I said I’d see what I could do. A pleasant dinner in Milan followed and next morning I had an early breakfast meeting with Alan whilst the Stobarts slept. A call was made and a 12 month delivery was agreed, which is what current F1 drivers other than Ferrari were waiting at that time.

Delighted with that result I relayed it to Edward on the plane home thinking I’d swum the Channel. The reply was simple and firm: “Thanks, but I don’t like waiting”.

Next month:

Episode 2.

Does Edward get his Ferrari? And if so when? Does Father Christmas really exist?

Paul Gilligan

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07785 293222

## Our sponsored young drivers: Sam Kirkpatrick

### Silverstone report.

We travelled to the first round of the MG Trophy after a successful test there the previous week.

Testing on Friday was a busy day for us as we were finding the best dry weather set up, as the previous test was held in torrential rain. We were unsure how competitive we were going to be, but soon realised we would be near the front. As the day progressed Sam was happy with the set up and was setting some of the fastest times and we were looking forward to race day. We had qualifying and 2 races on Saturday on the short national circuit. After a good qualifying session Sam was third in class and would start the race from row 4 on the grid, beside last years champion Paul Luti. The front rows of the grid were taken up by the class a cars which have more power and run on slicks, whereas Sam was on treaded Dunlop tyres like the rest of his class.

The day sadly took a turn for the worse from then on.

We were all concerned about the first lap, with such a big grid and a mix of slick and non slick tyres, Sam came past the pits in a good position, going into cospse the first corner one of the full race cars on still cold slicks lost it just in front of him .On a very busy track he collected Sam on the NSR removing the wheel and causing extensive damage ,writing both shells off. Our cage was bent, thankfully Sam was physically fine but understandably gutted. He was the victim of circumstances wrong place, wrong time.

There were a lot of positives from this meeting, we had a good set up, our pace was excellent especially as it was our first serious running in the dry and we know where to improve some small points. The car will be reshelled and ready for the next round on the Silverstone GP circuit. lets see what

# Club News

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

Barbara Burnyeat of Seaton

Roy and Gillian Lake of Coniston

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

For any changes or queries about membership please contact Maggie Bateman on 01697349919

or by email at [wmcmemsub@outlook.com](mailto:wmcmemsub@outlook.com)

**We are sorry to hear of the death of member John Corless of Penrith who was a regular attendee on runs and shows.. He had a number of interesting cars.**

## Marshal Force

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

**Marshals needed for these events:**

**May 9th Grass Autotest**

**June 24th Lake District Classic Weekend**

**For both events please contact David Agnew**

# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

Details and entry forms are in preparation for this year's Rose and Thistle and will be available shortly. This event has a strong history of thirty years although it has enjoyed other titles in that time – Pennine Tour, Cumbria Classic etc. Part way through its history the Lamplugh crew Bob Marshall, Kendall Bruce and Ron Fisher created the Rose & Thistle title when they ran it because they were heading north of the Border but most points of the compass get their turn as the years go by.

I suppose the popularity of one day tours has developed largely over the past 20 or thirty years with quite a few clubs because these events appeal to aging rally drivers who no longer wish to take part in today's competitive events, such as they are, or don't wish to trash their aging classics. Clubs such as HRCR now have a series of fifteen none-competitive one day tours in all parts of Britain each year all of which have been created in the past 20 years.

But back to Wigton MC whose tours go back 30 plus years. In 1989 our event was to start at the Carlisle Racecourse and we wished to make it special with a ceremonial send off by the Mayor and the Cumberland News on hand to record the occasion. Paul Gilligan had a good working relationship with Ford Motor Company's influential top brass including Stuart Turner and his close friend Graham Robson. Most members will recall the RS200s, built in limited numbers for Group B rallying along with other fire breathers created in that mad period in the mid '80s. Most of the RS200s were finished in plain white with a tiny number (one or two?) in red from the factory. One of these, F938MJN, was allocated to Graham Robson as a promotional vehicle when carrying out his work for Ford Motor Company. Paul G had a quiet word with Graham, who used to live in Brampton, and a vehicle swap was arranged for a few days. I drove down to the Aston Martin service workshop at Newport Pagnell to swop over Paul's Sierra Cosworth and collected the RS200. Whilst there I had a mooch about, as you do, in the old factory space and kicked a few tyres of Astons in for service or repair. At that time there was an exciting, very limited special version of the Capri, 'The Aston Martin Tickford', which after being produced by Ford was consigned to Newport Pagnell to be transformed into this rather special turbocharged flyer. I don't recall us ever selling one so they must have been intended for the moneyed in the south.



With time rolling on I jumped into the RS200 to head for home and with a 250 mile journey ahead of me a glance at the fuel gauge showed an empty tank, a regular motor trade affliction, so I headed for the nearest, very busy filling station. Quickly a crowd gathered round the car and I leaped out to fill 'er up basking in the attention. Now where does the fuel go? Five minutes later after lifting the front and rear body sections and looking everywhere I found the tank filler by which time I was rather embarrassed and my crowd may have thought I had stolen the car. The M1 north was a busy place with traffic not helped by the rubber neckers who pull alongside for a good look on their way past. It was noisy car, and although this was

the road version, not particularly pleasant to drive on motorways but then it was not intended for the M1.

I used it for a day or so before handing it over to Paul who had it for a few weeks and enjoyed it more than I did but probably drove it as intended. We ran car number 1 on the Rose and Thistle from the racecourse after being flagged off by the mayor - see picture. You can still buy the odd one that comes to market for circa £130K or so but not for me thanks.

I have two important dates for your diaries. A Sunday breakfast gathering at Lingholme, Portinscale at 9am for a couple of hours on Sunday 8<sup>th</sup> July courtesy of new member David Seymour. We also have the Rose and Thistle on Saturday 18<sup>th</sup> August Starting at Cockermouth. Details of both from me at 01228 575153 – [ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com).

We enjoyed both the well supported Gallop in Galloway ably organised by Jim and Anne Crockett and the popular Drive it Day at Dalemain.

Ron.

## Diversions

I have always been fascinated by people who can take a piece of metal or wood and make it into something that is either useful or beautiful, or perhaps both. Sadly artisan skills are dying out despite there being a demand for skilled craftsmen from all types of businesses. Nowadays, it seems if you can't make it from sitting behinds PC then you don't bother but there is immense satisfaction is producing something by your own hands.

The English wheel is one of those simple but useful tools of the trade.

The process of using an English wheel is known as wheeling. Panels produced this way are expensive, due to the highly skilled and labour-intensive production method, but it has the key advantage that it can flexibly produce different panels using the same machine. It is a forming machine that works by surface stretching and is related in action to panel beating processes. It is used wherever low volumes of compound curved panels are required; typically in coachbuilding, car restoration, spaceframe chassis racing cars that meet regulations that require sheet metal panels resembling mass production vehicles prototypes and aircraft skin components. English wheel production is at its highest in low-volume sports car production, particularly when more easily formed aluminium alloy is used.



There is now a course you can do to learn those skills: [www.thewheelingmachinecollege.com](http://www.thewheelingmachinecollege.com)

Not cheap but for a young person hoping to get into restoration it would be worthwhile.

# Rallying Call

## NESCRO Events

May 5th/6th:	Berwick Classic	(Berwick & DMC)
June 3rd:	Dumfries Targa	(SoSCC)
June 3rd:	Ilkley Historic Rally	(Ilkley DMC)
June 10th:	Shaw Trophy	(Whickham MC)
June 24th:	Lake District Classic	(Wigton MC)
July 15th:	Northern Dales	(Hexham DMC)
August 14th:	Blue Streak	(Spadeadam MC)
September 9th:	Wearside Classic	(Durham AC)
September 30th:	Doonhamer Historic	(SoSCC)
October 14th:	Solway Historic	(Wigton MC)
October 20th:	Devils Own	(Kirkby Lonsdale MC)
November 4th:	Gey Foxy Targa Rally	(CCHMSC)

## Drive It Day



Drive It Day was again an astounding success there must have been well over 200 cars or more converging on Dalemain from all over the country, some starting as groups others just making their own way there. One guy I met called Phil Thompson is a regular visitor to the Classic show in August but just heard about Drive it Day on the radio whilst having breakfast so made the trip over the A66 from Brough where he lives and was astounded at the number of cars and the variety of makes and models that were gathered at Dalemain. I think joining Wigton motor club would be a very worthwhile investment for him indeed as there are

lots of social events people miss because they are not aware of what's happening in their area.

A big thank you to Graeme Forrester and all the marshals who did a fantastic job in at times blustery conditions, fortunately it was nothing like the torrential rain and hail the starters from Mockerkin layby had to contend with although only lasted for about six miles or so on our journey. At the height of the deluge my wife suggested I get on with the restoration of our Triumph Stag at a much faster rate than I have been doing previously, (perhaps a more descriptive term was "told me") although she did put it very nicely but firmly. I really had to agree as it has made only spasmodic progress over the last 10 years or more. The little Buckler is great on a warm summer night or competing in a sprint hillclimb at Shelsley, Prescott or Barbon but with no hood, windscreen or heater its definitely not the best choice of transport for all seasons so the Stag will need to be higher on my list of priorities.



A big thank you as well to Chris Spencer for devising a lovely scenic route for us to Dalemain and printing off road books. However in view of the prevailing conditions at the start he said "I'm keeping that route for next year I'm not wasting that on you guys" find your own way there via Caldbeck and Mungrisedale, and so it came to pass, we all arrived at our destination but by several different routes over Mungrisedale common.

I bet there has never ever been a car as wide or as long as the American Lincoln Continental monster trying to negotiate the stream via the ford high above Mosedale it was the only car to tackle that track incidentally, It's a good job its unfenced otherwise it would have been jammed between the hedges. It was a most unusual sight looking high up at the fellside and seeing the enormous silver automobile wending it way slowly along the road we used many years ago on night rallies that was a tricky drive in a Mini Cooper



Drive It Day was a great start to the season for many of us although for some people it merely rounded off a hectic three days for those fortunate enough to be able to take part in the fabulous Galloway Gallop that was thoroughly enjoyed by all participants.

Already looking forward to next years event.

Keith Thomas

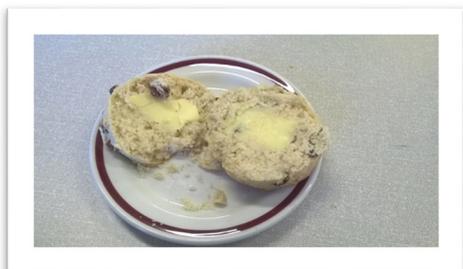


## Galloping in Galloway

The eleventh Gallop was organised by Jim and Anne Crockett who had the hard job of following Ron's decade of Gallops. It all started at Nicola's Border Control Post (Gretna Services). The forecast was good but the drive over the border was in rather dull conditions. Like all good MG owners, we were determined to keep the hood down, so we were pleased when the sun came out on the first section. After 48 miles we arrived at the coffee halt at Gardenwise near Dumfries where the required scone received a rating of 9/10 – great flavour but slightly crumbly.



Moving west of Dumfries through some great scenery we got to the sumptuous lunch halt of the Cally Palace Hotel where there is a golf course – perhaps ideal for a few grass autotests but we thought better of it as there were many golfers busy addressing their balls – possibly the only way to get them back once they had hit them in the many bushes around the greens! Once again, a great meal before we hit the road again.



The first part of the afternoon headed along the coast with great views out to sea. Coffee and scones were taken at the Isle of Whithorn, a delightful village harbour with a café as part of the village hall. Looking over the harbour you could see seals sunbathing on the rocks. Scone rating 8/10, good texture but lacking in taste. Some of the local classic enthusiasts brought their cars along as well.

More coastal driving and great views took us past Gavin Maxwell's boyhood home. (We have to slip a bit of culture in!). A fuel stop and a short run in to the North West Castle Hotel at Stranraer for the overnight stay. With the cars tucked away for the night here was time for socializing with friends old and new. There are now just two crews who have completed all eleven Gallops. Another great meal and an after-dinner stroll. We did consider a game of curling on the indoor rink but possibly just standing up on the ice might have been too difficult for most of us.

After an unhealthy breakfast we were away again and bright and early heading north up Loch Ryan the Firth of Clyde past Ailsa Craig who was pegging her washing out. Turning inland for a run over the Galloway Forest on a great road which was sometimes wide and smooth and other times a narrow cart track full of pot holes – I blame Nicola!

Coffee (and scones) were enjoyed at the Belted Galloway in Newton Stewart and the chance of a walk about. Scone rating 8/10 – not so sure about the cheese and bacon flavour with jam!



Another great driving road with little traffic then followed on route to New Galloway although some crews got quite a shock when a fully armed Apache helicopter gunship loomed above them! A buffet/carvery lunch awaited us at the Ken Bridge Hotel. A great meal and we were well stuffed!

The final run along to Gretna went north of Dumfries and then down to the coast via Cummertrees where there are the remains of efforts to build a seaside resort in Victorian times until the sands of the Solway took the sea away.

Crews then headed home after a very enjoyable two day of Galloping. Thanks to Jim and Anne.

There will be a full report next month.

# Classic Shows in 2018

<b>May 6<sup>th</sup></b>	<b>Hethersgill Vintage</b>	<b>Carlisle Airport</b>
May 13 <sup>th</sup>	Total Retro Show	Westmorland Show ground
May 20 <sup>th</sup>	Cumbria International Motor Show	Westmorland Show Ground
May 27 <sup>th</sup>	Classics in the Park	Hutton in the Forest
<b>June 2/3</b>	<b>Border Vintage</b>	<b>Thirlstane</b>
<b>June 10<sup>th</sup></b>	<b>Silloth Green Show</b>	<b>Silloth</b>
<b>June 17<sup>th</sup></b>	<b>Lakes Classic Show</b>	<b>Grasmere</b>
June 17 <sup>th</sup>	Classics in the Park	Raby Castle
<b>June 23/24</b>	<b>Moffat Rally &amp; Show</b>	<b>Moffat</b>
July 1 <sup>st</sup>	Leighton Hall Classics	Leighton Hall
<b>July 1<sup>st</sup></b>	<b>West Cumbria Vintage</b>	<b>Distington</b>
July 1 <sup>st</sup>	Cumbria Auto Show	Carlisle Mart
<b>July 1<sup>st</sup></b>	<b>Corbridge Classics</b>	<b>Corbridge</b>
July 15 <sup>th</sup>	Durham Classics	Witton Castle
<b>July 15<sup>th</sup></b>	<b>Cars the Stars Show</b>	<b>Holker</b>
<b>July 28/29</b>	<b>Cumbria Steam Gathering</b>	<b>Flookburgh</b>
<b>August 19<sup>th</sup></b>	<b>Cumbria Classic</b>	<b>Dalemain</b>

Shows in block type are run by genuine voluntary groups and clubs, those in plain type are commercially run events.

**If any members would like to organise a WMC display at any of these shows please contact any committee member.**

**Also, if anyone is going to many of these shows and would like to distribute our entry forms for Dalemain please contact Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)**

# Inside The Industry

## Paul Gilligan has his say

### March Sales Down As Expected

It came as no surprise that when the figures were released UK new car sales in March were well down, almost 16% down on last year in fact. Diesel car sales dropped by a massive 37%. The figures for the first quarter of the year are perhaps more meaningful than a single month, total over 12% down and diesel 33% down.

Within those figures there are of course winners and losers. Citroen, Fiat, Ford, Nissan, Renault and Vauxhall are having a bad time. Jaguar and Land Rover after a golden period for LR at least are really suffering and drastic actions are being taken (see below). Bucking the trend are Audi, BMW, Honda, Mitsubishi, SEAT, Skoda, and VW.

Interesting that VW Group seem to have come back from the diesel emissions scandal more quickly than many expected with all 4 of their volume brands in the “winners” category.

Alternative Fuelled Vehicles were up almost 6% on last year, hardly the boom many have been forecasting, and they still only represent one in every 20 new cars sold.

### Tesla Finds The Car Business Tough

Tesla’s Model 3 was the car that would rescue the company from continuing losses by dramatically increasing sales volumes. Priced at \$35000 it’s less than half the cost of other Tesla models and opens up a whole new market place. When it was announced over 400,000 people put down a \$1000 deposit to get in the queue.

Most of these customers are still waiting two years later. Production was supposed to be running at almost 8000 cars a week by now. Currently it’s less than 25% of that. Tesla say they will be building 5000 Model 3 cars a week by June, but nobody believes them. If and when Tesla can make more than 5000 cars a week they should stop losing money. Until then there is every chance of them coming back to investors for more cash to keep the company going.

### Some Good News At Least For Vauxhall

When Peugeot-Citroen (PSA) completed the takeover of GM Europe there were well founded fears for Vauxhall’s two UK production centres, Luton for vans and Ellesmere Port for cars. So there was a loud sigh of relief when it was recently announced that Luton was safe for the next ten years with new investment of £170M and 450 new jobs being created. It seems it will be some time before PSA bosses decide the future of Ellesmere Port. With the success of the takeover depending on cost reductions while hoping for the best I fear the worst?

### But Worrying News for Vauxhall Dealers

Vauxhall is to carry out a total review of the number of dealers it has. Currently that’s about 325 yet VW sell pretty well the same number of new cars with less than 200 dealers. This week all Vauxhall dealers received notice of termination of their franchise agreement in two years’ time. New dealer contracts will be issued in 2020 for “those partners with whom we see, for them, a stable economic future beyond 2020”. Vauxhall admitted there will be a reduction in the number of dealers they will have once this exercise is complete but won’t disclose a figure. Industry speculation is that around 100 of the existing Vauxhall dealers won’t be offered a new contract.

There is also talk that Ford might be next to look at reducing its dealer network. Currently there are over 450 Ford car dealerships in the UK to sell about 55% more cars than Vauxhall and 60% more than VW. Not only do these networks need reshaping to mirror the falling market share of the manufacturers involved, there is also the gradual but continuing reduction in reliance on dealers as part of the buying process. (See below).

## **What Dealerships?**

This week at an industry conference the head of Automotive for top accountants KPMG bluntly told the assembled dealers that they will be “largely replaced” by online retail and mobility schemes. KPMG predict a growth in manufacturers’ online sales with the dealer only responsible for handover (and perhaps not even that). They also forecast big growth in car sharing in large cities.

Chillingly the KPMG advice ends: We expect to see new car sales by dealers to continue at close to current levels for a couple of years but not much longer”.

A separate survey has only a third of customers saying they are most likely to use a showroom for their next new or used car purchase. Two thirds will go online using Autotrader, E bay etc.

## **Demand For Used Diesels Remains Strong**

While sales of new diesel cars continue to decline rapidly the used car buyer is still very much a diesel fan. Even though the used car buyer is normally a lower mileage user the better fuel economy of diesels remains a strong selling point. Dealers and auctions report sales of used diesels “strong”. And demand for used electric and hybrid cars is very strong with demand outstripping supply.

The used market as a whole is doing better than new. Lower new car sales means less part exchanges going into franchised dealers. Thus they are keeping a higher percentage of them for themselves with less going out into the trade. This has created stock shortages which inevitable support values. There was a fear of a glut of used cars as PCP and Contract Hire agreements came to an end, but it seems many people have elected to extend these agreements rather than buy a new car.

## **Jaguar Land Rover Cut Production and Jobs**

After a long period when they could apparently do no wrong JLR have been badly hit by falling demand for new cars in general and diesels in particular. They are a company very biased towards diesels, so hurt more than average by customers switching to petrol or hybrid cars. In fact they have supported a lot of growth in recent years by discounting heavily into the contract hire market. In 2016 and early 2017 cars like the Evoque were almost ridiculously cheap in terms of some of the monthly payments offered, in fact those who paid cash spent a great deal more in the end.

Now these discounts have been cut back, lease rates are in some cases more than 50% more than they were. Inevitably this reduces sales and earlier this year the factory that makes Evoques and Discovery Sports reduced from 3 shifts a day to 2 reducing production by a third at a stroke.

Production is also being cut back at the West Midlands factories and around 1000 agency staff have seen their jobs terminated. JLR UK sales are down by well over 20% so far this year so clearly something had to be done

## **More Changes At The Top for VW**

Not much more than 2 years ago in the wake of the diesel emissions scandal VW’s then boss fell on his ceremonial sword and was replaced by Matthias Muller. Most observers would say given the mess he inherited he’s done a great job. However it seems he has not achieved the cost reductions shareholders were demanding and Herr Muller has been shown the door. With a generous payoff no doubt. As he was earning over 10M Euros a year he should manage a comfortable retirement?

Paul Gilligan

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# Andy's Armchair

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

I've spent a good bit of time of late delving into historic motor sport by which I mean truly historic, looking back as far as the great city to city races, Gordon Bennett cup and the history of Brooklands. It's an era which I've always been lacking interest in and therefore knowledge about, but once you get down to being involved there's a huge amount of interesting information, and you pretty soon develop a deep admiration for the bravery and ingenuity of design shown by those pioneers at the birth of Motorsport.

Looking at the early days of Brooklands when the meetings were run very much on the lines used in horse racing with the drivers wearing colours like jockeys do today. So if you were a spectator and a car sped passed with the driver wearing a red and white halved shirt and red cap you knew it was Naz-zaro, or Resta with his white and pea green halved shirt and pea green cap. Until relatively recently I suppose the regular helmet patterns used by drivers were a direct descendant of this, not so much now they're hidden behind the "halo" mind. Cars were also registered with names as well, with Campbell's Darracq "Bluebird" the Fiat "Mephistopheles" and the "Chitty" cars to name but a few.

Going further back the major races between 1894 and 1903 were run between cities usually starting in Paris, and in all 35 took place. In these, cars were set off at minute intervals similar to a modern rally, with come to think of it, roads pretty similar to forest tracks. This type of racing came to an end when Marcel Renault was killed while attempting to overtake Decauville in a cloud of dust and crashed with fatal results. This coupled with ongoing injuries to, and deaths of spectators forced the French governments hand so the great road race era died on 24 May 1903. Needless to say after it was revived in Italy it ran its course again when in 1957 De Portago crashed on the Mille Miglia with fatal results involving spectators again.

Brooklands which opened in 1907 provides a wealth of interest on its own with gigantic aero engined cars running on artillery wheels as used on field guns, and I suspect never designed to lap the Surrey bowl at 100 miles per hour plus. Some sad stories can be found with the highly successful Percy Lambert, having agreed to retire to assuage his fiancée's fears, decided to have one last hurrah and do a couple of non- competitive laps, for fun a day or so before his wedding. You'll have guessed the outcome, he was buried rather than married. Not strictly Brooklands but the tale of the Counts Zborowski is interesting. The father managed to kill himself when the cuff of his sports jacket got caught up in his hand throttle and cannoned him into a rock face while competing on the La Turbie hill climb. His son Louis after much success at Weybridge met a sticky end at Monza in 1923, apparently an event which had a lifelong effect on his friend and admirer Sammy Davies who as most readers will know won the Le Mans 24 hour race in 1927 driving the famous number 7 Bentley which was actually number 3, and after crashing into its already crumpled team mates at White House corner ended up winning even though the chassis was so damaged the car in plan was a parallelogram rather than a rectangle.

Anyway enough is enough, if reading about modern motor sport leaves you cold, as let's it can, particularly formula 1, then delve into the distant past it can be quite absorbing.

And finally, it's just gone 50 years, very sad won't even mention a name anyone who truly follows their motor sport will know what I'm on about !

Ends

AA.

# What's On

## WMC events and other events of interest

### May

2nd	<b>Pub Meet at Bothel</b>	
5/6	Berwick Classic Rally (Protyre/Gates)	BDMC
6th	Grass Autotest	SMC
6th	Rallycross	Croft
9th	<b>Grass Autotest</b>	
12/13	Hill climb at Harewood	BARC
17-20	WRC Portugal	
20th	Cumbria Motor Show	Westmorland Showground
26/27	750 MC Racing	Croft
27th	Durham Dales Classic Trial	Middle England MC

### June

6th	Pub Run	
19th	Grass Autotest	

Visit the Facebook page for the latest news or the webpage at  
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