

Wigton Motor Club Ltd

# Start Line

Issue 09/18

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

September 2018

## Mexico Wins Car of the Show



Despite a poor weather forecast the thirtieth Cumbria Classic & Motorsport Show proved to be a great success and it was appropriate for the 50th anniversary of the Ford Escort that a Mark 1 Escort Mexico won Car of the Show.

**95 Years of Affordable Motorsport**

# Club Officials

## Wigton Motor Club Ltd Officials

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# *Talking Point*

## *Topical Comment from the world of motoring*

Regular readers will know that I am not a fan of SUVs which are so popular these days in the UK. Strangely enough what are branded as SUVs here are not what SUVs were when they evolved 30 years ago in the USA. The title is actually Sports Utility Vehicle and it was given to light trucks with rather more creature comforts for a family. Americas used this for trips to the beach, mountains etc and they used the pick up aspect to throw in the surfboards, mountains bikes, BBQ and the mother in law. So a vehicle to be utilised for carrying your sports gear at weekends basically.

The current European SUV is hardly that, it's basically a raised up version of a normal saloon with a more "chunky" body on. Other than being about ten centimetres higher I don't see any advantage over a normal car. I got an invite earlier this year to see the Skoda Karoq which is basically the SUV using the same mechanics my mu Octavia Estate. It's much the same inside but if you compared the statistics the Octavia comes out on top in every field, performance, handling, economy, load space, rear access and towing ability. Indeed when it comes to towing, in the Auto Express and Motoring Which, the smaller SUVs don't do as well as their saloon or hatch back cousins.

So perhaps SUVs are just a fashion trend rather than a logical choice? They are certainly not a "Sports Utility Vehicle" in the original sense! Then there are "Cross Overs". Heaven know what they are and why anyone would want one!

This month sees the appointment of a new CEO for the Motor Sports Association and it will be interesting to see who gets the job. Chairman Dave Richards will be looking for dynamic changes in how the MSA works and clubs and competitors will have high expectations of the appointee.

If anyone is interested in joining the Club committee there are a couple of vacancies. If you would like to know more then please chat to any of the current committee members.

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

## September Autotest

September 23rd

At Maryport Business Centre

Team Moffat are in charge

Regs will be emailed out

## Breakfast Meet

September 30th

Gilcruix Village Hall

0900 onwards

Coffee and bacon roll just £1.50

Come in any sort of car.

Let Peter know if you are coming so he can order the bacon!

Peter Garforth

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# PG Tips

It has happened – I've sold the Saab. Having spent more money on it than I wanted to I decided to take it for a spin and see how fast it could get to 60mph.....and the answer was – not nearly as quickly as it should have done given what I'd done. I also disliked how it handled, how clunky the manual box was and the lack of 'feel'. Thankfully, as I realised when I bought it, 3 door Aero coupes are rare and ones without rusty arches are rarer still, so people were queuing up to ask stupid questions about it on Ebay and add it to their watch list. With only a few minutes to go it stood at just less than I'd spent on parts since I bought it (let alone what I paid for the car) but in the last few seconds there was a frenzy of bids and I was saved...or at least my bank balance was. The guy who won it duly turned up 2 days later – paid by transfer and drove off without so much as a once over look. When he got home he started texting questions, however he clearly had a good working knowledge of them and informed me that the spark plugs were wrong (I didn't fit them!) and the exhaust was still partially clogged. A couple of days later he'd replaced the rear section of the exhaust, replaced the plugs and reckoned it now flew....I was never going to get over the clumsy gearbox and lack of feel though, I was just glad he was happy.

The search for a replacement started immediately and I tried a restored Citroen BX GTI which was in great condition but simply didn't feel quite right....a bit sluggish and the interior was tired. I then moved on to try a Smart Coupe (yes I know it's all a bit random but I have all sorts of odd fancies when it comes to cars) which was quite frankly a bit knackered. That wasn't what put me off though – because I went to drive it to see if I could live with one that was a bit fresher. It was certainly go kart like and quite nippy, but just as the engine started to sing the gearbox changed up, and even in manual mode it wouldn't allow the car to be redlined. Manual changes seemed to take an age – pull the sequential gear lever and count to 2...then the box would change. It was also very snug, possibly too snug. If they'd built one with a manual box I would buy it in the blink of an eye because it was fun....but that auto box (as mentioned in every review you'll ever see) was too awful.

Finally I decided what I really needed was an Alfa GTV – I've driven them before so I know they handle and go well....I didn't have the money for a good V6 unfortunately but after much searching I've found a very fine 2 litre twin spark and I pick it up tomorrow.....I have everything crossed!

Snotty has barely turned a wheel this last month (since Barbon) which is good because it's still working! I was at the show in it and all was well...despite the weather we got a great turn out and anyone who liked Land Rovers would have been in heaven. A lot of the reason why I've been away is the family summer holiday which this year incorporated a friend's wedding in Italy (Tuscany to be precise). The wedding and holiday were epic but what I found disappointing was the lack of interesting cars. I was expecting a lot of Italy but other than thousands of mk1 Fiat Pandas just about everything else was a new (less than 10 years old) bland modern car. Yes there were lots of weird Lancias from the Chrysler era that are fascinating because we don't see them here (but undoubtedly not good cars) but otherwise the traffic was not much different to an average day in Cumbria. The hire car was a Golf mk7 – very capable, a bit dented (see my previous policy on hiring the cheapest car available) and also super mundane. I don't think I saw an Alfa Romeo older than 2000 or a Fiat (other than Pandas) of a similar age...no Ferraris and barely a Maserati in sight. I did see a single old Fiat 500 but it was parked in a bush and had clearly seen better days.

I am running a breakfast meet at Gilcrux village hall on September 30<sup>th</sup> – 9am until 11am....bacon buttie and a tea or coffee for a pound (I may throw in an egg for any veggies who fancy going)

# Classic Weekend



The thirtieth Cumbria Classic Weekend, organised by Wigton Motor Club, proved to be a huge success. The weekend's events started on Saturday with the Rose and Thistle Challenge Tour which started in Cockermouth and headed through the western Lakes for lunch at the Lakeland Motor Museum where enthusiasts were able to view the many and varied exhibits. The route then headed north via the east of the Lake District to finish just south of Penrith.

There was some overnight rain and the rather dire weather forecast causes some car owners and spectators to stay at home by at the superb Dalemain parkland near Penrith it proved to be a warm and dry day for the event which had some 880 entries and some 38 owners' clubs. No doubt due to the weather there were about a hundred cars that did not turn up.

There was a wonderful display of cars of all ages, covering over a hundred years of motoring! It was nice to see a tractor entered as well while the many rally cars drew the crowds, with the Toyota Rally display winning the best club award. As it was 50 years of the Escort, it was great that the car of the Show was won by an Escort Mexico.



The ever popular autotests were watched by hundreds of spectators and there was the opportunity to take part or have passenger rides with one of the WMC experts. The host club had a wonderful display of race, rally and speed event cars as well as some rare classics.

This year the featured classes were Ford Escort, Land Rover, Citroen 2CV and Austin Healey Sprite and they attracted a top-class entry.

The class winners were brought into the arena at three o'clock and the owners then voted for the Car of the Show award which this year went to the 1974 Ford Escort Mexico of Alan Bell which was appropriate given that we were celebrating fifty years of the Escort. The people who put in such a great effort to make it happen.

The Show committee has been active since last autumn on its plans for this year and as time went on more and more members got involved.

There was a good turnout on Friday to set out the field and then on Sunday we had over 70 marshals signed on. All day there were all sorts of things going on behind the scenes to keep the event flowing well. Andrew and Kat with their Lakes Recovery were on display but were able to use their skills to help three different people who were otherwise stranded!



Once all the bills have been paid we will have a bit of a break from the Show now and start planning the 2019 version later in the year. We'd love to hear any comments from you, good or bad, ideas for new features and perhaps suggestions for the featured classes for next year.

A big thank you to all the helpers, marshals and to all the car owners and clubs who came along and not forgetting the trade stands.

## Autotests

I have had a few queries re the different types of autotests there are. Basically there are Autotests, Production Car Autotests and Autosolo. The regulations for each are different and we do our best to run ours to the MSA requirements, although not all clubs do.

The regulations are in the MSA Year Book (Blue Book) and are summarised on page 213.

**Autotests:** Any surface. Test area maximum size of 200m x 200m. Specials allowed. No passenger. Maximum of 100m between manoeuvres. Minimum age 16. All forward autotests have to comply with these regs as well.

**PCAs:** Any surface: Test area maximum size of 200m x 200m. Cars up to 2000cc inc forced induction. Maximum of four reverses. Maximum of 50m between manoeuvres. Minimum age 14. Must have a passenger.

**Autosolo:** Sealed surface only. Test area maximum size of 200m x 200m. Touring cars up to 2000cc inc forced induction. Must be road registered and driven to the event. No reversing. Maximum of 60m between manoeuvres. Slalom spacing of 20 metres. Minimum age 14. May have a passenger.

# Championship News

## 2018 Club Championships Positions for August

### Club Championship Overall

1.	Peter Wright	163 pts
2.	Rob Iveson	121 pts
3.	Phil Hodgson	114 pts
4.	Craig Stamper	97 pts
5.	David Agnew	90 pts
6.	Geoff Rae	88 pts
7.	Chris Hunter	82 pts
8.	Geoff Bateman	79 pts
9.	Terry Peat	74 pts
10.	John Holliday	61 pts

### Ladies Club Championship

1.	Fiona Tyson	58 pts
2=.	Jacqui Raine	46 pts
2=.	Esther Bowness	46 pts
4.	Maggy Bateman	43 pts
5.	Abbie Palmer	38 pts
6.	Marion Sloan	32 pts
7.	Karen Wright	23 pts
8.	Sarah Steel	22 pts
9=.	Heidi Garstang	20 pts
9=.	Karina Maclean	20 pts

### Autotest Championship Overall

1.	Peter Wright	94 pts
2.	Geoff Rae	88 pts
3.	Rob Iveson	75 pts
4.	Terry Peat	74 pts
5.	Phil Hodgson	69 pts
6.	Craig Stamper	62 pts
7.	Brian Iveson	55 pts
8.	Steve Palmer	48 pts
9.	Jack Palmer	47 pts
10.	Ben Rae	45 pts

### RWD Autotest Championships

1.	Geoff Bateman	74 pts
2.	John Holliday	25 pts
3.	John Sloan	25 pts

### FWD PCA Championships

1.	Geoff Rae	74 pts
2=.	Steve Palmer	67 pts
2=.	Ben Rae	67 pts

### RWD PCA Championship

1.	Phil Hodgson	95 pts
2.	Rob Iveson	72 pts
3.	Brian Iveson	70 pts

### Specials Autotest Championships

1.	Terry Peat	75 pts
2.	Willie Keening	25 pts
3.	Murray Walker	24 pts

### Autosolo Championship

1.	Peter Wright	25 pts
2.	Chris Hunter	24 pts
3.	Phil Hodgson	23 pts

### Marshals Championship Overall

1=.	Graeme Forrester	55 pts
1=.	Eddie Parsons	55 pts
1=.	Maggy Bateman	55 pts
4=.	Steve Fishwick	50 pts
4=.	Mary Parsons	50 pts
6.	David Agnew	45 pts
7=.	John Sloan	35 pts
7=.	Marian Sloan	35 pts
7=.	Ron Palmer	35 pts
10.	Helen Palmer	30 pts

Only one event has taken place since last month's copy, that being the excellent autotest at Branthwaite organised by Angela Jones and Willie Jarman. A good evening with some pleasant sunshine and some interesting tests followed by the usual excellent catering.

There have been some changes in the tables due to this, of course, but there has also been a further change to the championship tables as, after consideration, it would seem unreasonable to have the points from the autosolo held in April to be added in to the general autotest championship tables as the event was only open to cars which are road legal and also only have a single occupant thus restricting the entry compared to a "normal" autotest event. I have therefore removed the autosolo results from the autotest championship tables and created a new table for an Autosolo championship. Hopefully we will have some more autosolos before the end of the year.

Peter Wright is still heading the Club Championship overall and has increased his lead slightly over Rob Iveson in 2<sup>nd</sup> place, up to 42 points. Peter is beginning to look quite secure in the number one spot but with Phil Hodgson only a further 7 points behind Rob it looks like it could be an interesting second half of the season in the race for 2<sup>nd</sup> and 3<sup>rd</sup> positions. Fiona Tyson maintains her lead in the Ladies Club Championship where the only change from last month is the move of young Abbie Palmer up from 6<sup>th</sup> place to 5<sup>th</sup> place following the Branthwaite test.

The front wheel drive autotest class is still headed by Peter Wright but with Craig Stamper only 4 points adrift the final events of 2018 could be interesting.

## Diversions

Putting on a major event like the Show requires lots of planning and hard work but the one thing you can't plan is the weather. It makes a huge difference to the turnout. This year we were lucky with the weather but the forecast had been poor and it was a wet morning further east so we ended up around 20% down on attendance compared to last year.

Spare a thought though for the Cumbria Steam Gathering which has lost eye watering amounts over the past couple of years and next year's event could well be the last if the weather is poor and there is not a good attendance.

They are not the only show with declining attendances,. In recent years there have been new shows appearing with a lot of (often unfulfilled) hype and I am sure these have taken people away from the more traditional shows that have been going for even longer than hours.

Our Show has grown every year but is there a limit to the size, or indeed how big do we want it to be? More than half the cars at this year's show were either not built or not old enough to be there in 1989. On the other hand having more modern cars brings in younger enthusiasts. However more entries brings more costs, attendance awards, postage, hangers etc but that does not necessarily mean more people through the gate.it would be good to get more income from traders and adverts or course, particularly more displays from car dealerships.

Would having non motoring displays, stunts, personalities etc increase attendance?

This year we worked hard on social media and emails and it does seem to have been successful and perhaps the very expensive local newspaper adverts are less needed now.

We'd love your views.

## Sicily - The Targa Florio

**A tour of Sicily: by David and Claire Roberts in their 2005 Mazda MX5 1600cc.**

Organiser: "Country Lane Tours" of Denbigh.

Route: Cockermouth, North Shields, Ijmuiden (Amsterdam), Koblenz, Lucerne to Genova. Overnight sailing (22 hours) via GNV ferry to Palermo. Total mileage 2990 miles over 24 days. Essential listening; "On days like these", by Matt Munro.

Plan: Anti-clockwise tour of Sicily with a focus on the Targa Florio routes and museum.



Participating cars: The 20 entrants included a 1923 Bentley 3 litre, a 1934 MG K3, a 1962 Rover 100, a brace of 1960's Austin Healey's, a 1967 Ford Mustang, Porsches and an Aston Martin.

Targa Florio: The instigator of this event was Vincenzo Florio. The first race was in 1906, covering nearly 300 miles on unmade mountain roads in often treacherous conditions. It is the oldest sports car race and, but for interruptions for both World Wars, continued in one form or another until 1977. It came to an end as a combination

of the loss of FIA endorsement and a number of deaths of both spectators and drivers.

It is possible to follow most of the various routes incorporated into the circuits. These varied from some 92 to 67 miles. Before the First and after the Second World Wars there was also a circumnavigation of the island. The roads are now tarmac. One can start at Cerda and drive to the pits at Floriopoli which are adjacent to the road. There is one 'hairy' section on the Piccolo circuit which goes straight down the side of the mountain on a sheet of concrete, due to the road having been washed away.

The Museo Targa Florio at Termini Imerese is full of memorabilia about the race and a display of cars connected to it. Nuccio is the host. We visited on our first full day on the island.



The remainder of the fortnight's tour took us round Sicily visiting picturesque mountain villages, ancient temple sites at Selinunte and Agrigento, and a fantastic mosaic Roman villa at Piazza Armerina. We visited Montalbano country including his seaside house with balcony and the Mafia boss's castle. The ascent of Mount Etna by cable car and then four-wheel drive truck is not to be missed.

Italian driving is (in)famous and venturing out is not for the faint-hearted, especially in the centre of Palermo! Once you get the hang of the local techniques and customs and use the horn, all is well. Un



fortunately, there was one serious (head-on) crash when one of our number drove on the wrong side of the road. We were targeted by a scammer trying to claim we owed him 250 Euros for allegedly knocking off his wing mirror. We didn't cough up!

The Mazda did not miss a beat and to herself's surprise all our luggage was squeezed into the boot, so no worries about bags strapped to a rack on the back.

Sicily has something for everyone, from the die-hard petrol head to those interested in Greco-Roman history (for example, we attended a performance of Heracles in the open air), through to the Renaissance and beyond. We

visited a Commonwealth War Graves Cemetery near Catania where dozens of Claire's father's comrades are buried following fierce fighting with the German Army in 1943.



Although we went on an organised tour all this is perfectly do-able as a self-arranged trip. Great fun, and Sicily is an amazing island.

DLR 3.8.18.

# Club News

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

Nick and John Kirkpatrick of Warcop

Dale and Shelley Sharp of Kendal

Steven and Angela Handley of Middleham

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)



## Marshal Force

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

Sept 23rd Autotest at Maryport

Oct 14th Solway Historic & Targa

# Elderly Utterances

## The Voice of Experience!

### Ron Palmer has his say

Having taken part in the previous Spadeadam Motor Club's Blue Streak rallies, this year I entered with Robin Murray in his 1965 Mini Cooper 1275 S. However fate intervened and Robin landed up in hospital during the week prior and was unable to take part so I offered to marshal. Happily Robin was discharged on the Friday and was in good spirits again on the Rose and Thistle. Back to the Blue Streak I was attached to the S of SCC team under Ian Crosbie and we covered tests 1 and 6 at the Airport and 12 and 17 at The Peth, strange name that Peth is a general term in the Marathi language for a locality in the Indian city of Pune - so there. For the first two hours at 'Carlisle Lake District Airport' the heavens opened but it was warm rain and we were all equipped for the conditions and the company was good. As we settled down goody bags (sponsored by the Four Seasons Shop, Longtown) were handed out containing, a bag of crisps, bag of bacon rashers, Cadburys twirl, two packs of sweets, chocolate digestives, bottle of water etc etc. As we finished the first two tests Ian came along with a carrier bag full of huge Cornish pasties courtesy of a renowned Brampton butcher, each big enough to keep the Poldark household going for a week. All in all enough food to wreck my best dietary intentions.

By this time the rain had stopped and the warm sun changed the outlook as we headed through Longtown to The Peth. This is a test Spadeadam has used in the past but this year it was about three times the length of the previous ones at this location and well received if a little lumpy in places. It was great to see the Wigton crews in action and there were some very spirited performances as expected. Accuracy on the tests was every bit as important as speed and a good accurate run gave John and Marian Sloan a well deserved Historic win in the Waspish Midget – how can you possibly call it Myrtle! Chris Hunter and Fiona did the business by winning the Targa event so Wigton club members had a clean sweep of the top places. Navigators needed to keep a clear head to get the route correct through the cones although slight mistakes such as getting a wrong cone were only penalised 10 seconds and would have resulted in a wrong test on our events. Perhaps we need to examine our penalties before the Solway? All in all a good event close to home and well supported by marshals and competitors alike.

I try to get to the Croft Nostalgia Weekend meeting each year and so it was that Rob Grant and I headed east on Saturday 4<sup>th</sup> August. Organised by the Historic Sports Car Club the Saturday programme consists of qualifying in the morning and eight races in the afternoon. There are in fact 10 races and 6 track parades on the Sunday so both are action packed days. Croft takes on a Goodwood Revival character for the weekend with large military displays, airplane acrobatics and lots of motor club displays, individual car displays and period music with tea dances and various other attractions. There are always plenty of familiar faces attending and racing so it would be easy to spend the two full days there. Ed and Chris Glaister were both entered in the Historic Touring Car race and Robert Gate was in the E-Type fixed head 'PEE' in the Historic Road Sports race. Both equipes were settled in for the weekend with full hospitality units and the ladies offering the usual drinks and eats if required. On the racing side both Glaisters started the first of their races (with Penny looking anxiously on) but Ed's 100e engine self destructed after half a dozen laps with what we think was a thrown con rod and Chris with his new 105e was galloping along well but the engine timing managed to get out of kilter and he pulled off to avoid doing any further damage. The combined input of wisdom and

advice from Chris and Ben Hodgson, Rob and I and George and David Rice plus many others from the paddock failed to get a fix so no more racing was possible from either car but without any doubt the 105e looks to have great potential and we look forward to them having a good race at the Oulton Park Gold Cup Meeting. Hopefully Ed has now got the problem fixed this week. Robert Gate was good to watch once he got the E-Type into its stride, picking off cars on each lap and getting a good finish. Eddie Farrell was absent on the Saturday and was possibly having an engine rebuild. I do enjoy the almost village fair relaxed atmosphere at this meeting and it has become a firm fixture in my calendar (especially when Ed can provide the admission tickets!).

The Cumbria Classic weekend was a great success again this year and the occasional warm rain wasn't a problem. The Rose and Thistle attracted 57 entries on Saturday and they all made the start, although two or three crews were driving their reserve cars. The Brewers Fayre at Premier Lodge, Cockermouth was a new start venue for this event and with a large car park and big dining room should have been ideal but the endless 10 minute queuing for the solitary coffee machine was unacceptable.



At 10am prompt Chris Leece flagged off the first car, Peter Beattie's lovely Morris 8 convertible. This was followed by Robert Cook's 1937 Chevrolet Business Coupe, much more attractive than it sounds and could go on my wish list, with Hamish and Irene next along in the Bentley Special which is a reliable old friend and appears to give them little trouble (hope that doesn't jinx it!). The route headed south to Lamplugh and then via Ennerdale Bridge and the Cold Fell road to Calder Bridge. Staying on the main road it was obvious that the Gosforth Show was going to be a busy one.

Turning in at Greengarth we went via Santon Bridge to Eskdale Green and then on that old rally road over Birker Fell to the downhill hairpins at Ulpha. Skirting Broughton in Furness and Grizebeck we arrived at the lunch halt via the yellow roads from Spark Bridge and Bouth. Being a very busy weekend the Cafe Ambio couldn't accommodate our numbers so they brought along their catering unit and we each enjoyed a huge burger and coffee in the car park amongst our classics. It seemed to work out better than I thought it might and the parking at the museum had a good friendly atmosphere. It is some years since I was last there at the Lakeland Motor Museum and it only gets better - perhaps we should have had three or four hours there to do it justice. The return leg went via



Newby Bridge and over the Gummer's How road and Bowland Bridge to Crosthwaite. Then to Underbarrow and Kendal and onto the old A6 north. It may be me but Kendal seems a dreary place to drive through and I think not much better to visit – a personal view.

At Shap we turned off to the left via Bampton and Helton with the roadbook finishing at Askham. My thinking was that many crews would like some time after the run to clean the cars for the show on Sunday but quite a lot were attracted by the sunshine and prospect of

a pint at the Queens Head and so were we, a nice way to end the day. My thanks to all the entrants and their fabulous cars for their continued support, to John Graham and crew for the sweep car,



Chris Leece for start duties and to Paul Gilligan for chauffeur duties in his very comfortable Land Rover Evoque.

Having enjoyed a great day on the Rose and Thistle I was looking forward to the usual delights of the Sunday show. It was raining at home but a run to Penrith on the 'middle road' past Ivegill brought the XK150 to life and I joined the very short queue at 10am and was in the show ground without delay. The guardians of the gate do a great job keeping things moving

and work so well together. With the Club display being devoted to competition cars this year I joined the Solway Jaguar stand and was made very welcome by Robin, Carolyn and Ken. Their local members were joined by JEC members from other regions and there was a beautiful selection of Jags ancient and modern. I did a quick walk round the field to get my bearings before taking up my station at the admission gate with John Sloan. Later Stuart Bankier joined us and we were kept going with a constant stream for the two hours I was on the gate so despite the threatening overcast weather the footfall was very good. I am always impressed with the enthusiasm of the marshals and the distances they travel to help our events. Stuart for instance does a round 200 plus miles from Berwick for our show.

When I popped back to the car for a sandwich I was given an invite to Cakes and Tea at 2pm and with Ed Glaister arrived half an hour late. But never worry the Jaguar ladies had prepared a wonderful selection of cream cakes, meringues and strawberry delights – totally calorie free of course – which were gratefully devoured and still plenty left for others. Although I am an infrequent visitor to Jaguar events these days I was made most welcome and the enthusiasm of their members appears to be as good as ever.



For me the high spot of the show was the Toyota display. John Midgley had gone to great lengths to bring seven of his collection of works rally cars up from Skipton. These are recreations of the real cars which no doubt will be tucked up in collections throughout the world. The detail of these cars is so impressive down to the period colour schemes and decals worn by the cars in period. Of the cars on display the Yellow Corolla is being prepared prior to being shipped out to New Zealand for the Silver Fern rally which starts in Hamilton, North Island on 24<sup>th</sup> November. Good Luck on that John, have car will travel.

Ron.



# Our Sponsored Young Drivers

## Sam Kirkpatrick, MG Trophy:



Rounds 7 and 8 of the Millers Oils MG trophy took place at Donington Park on July 7th and 8th. After a good performance at Silverstone Sam was keen to get another good result at the circuit where he won last year in the Jscs Saxo.

In the week leading up to the event he was on a school trip to Germany and was allowed by the school to fly home a day early. He arrived at East Midlands airport at midday Friday and was able to do two 30 min test sessions in the afternoon. These highlighted a handling problem which meant he was slightly off the pace; this was traced to a wheel alignment problem which we corrected before qualifying on Saturday.

Sam did well as usual in quali, half way through the session he was p2 for race 1 and pole for race 2. Sadly, a missed gear caused a big over rev, blowing the engine up in a spectacular way and covering the track in oil which caused havoc for the cars behind. Thankfully everybody missed each other.

The car arrived back on the breakdown truck at 10am, and by 12:15 the team had put in a huge effort fitting a replacement engine, allowing Sam to take his place on the front row of the grid.

After a bad start he began to close on the leaders, breaking the class lap record in the process and managing to briefly take the lead. After a good race he finished 2nd on the road but sadly a post race track limits penalty demoted him in the results. Nevertheless he was awarded driver of the race as well as breaking the lap record.



Race 2 on Sunday saw Sam on pole and a good start meant he was leading the class. After lap 1, he was caught up by championship leader Paul Luti, both of them opening up a decent gap over the chasing pack. After some excellent wheel to wheel racing, Paul spun off into the gravel at McLean's corner whilst trying to overtake Sam for the lead. After that Sam managed the gap with his pursuers and took his first win in MGs

All in all a super weekend which was saved by the excellent work of Sam's mechanic Lance and the lads from Preptech.

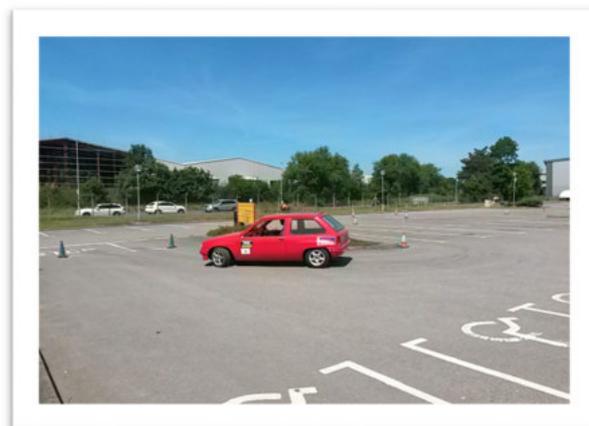
Next round is September 1st at Oulton which is relatively local and any Wigton members wishing to come along will be eligible for a free ticket.

## Jack Palmer - BTRDA Update.



July saw two events in quick succession for Jack in the Nova, the first being the round in Wrexham at the Demon Tweens headquarters. Three tests were laid out all with plenty of direction change and one with quite, in autotest terms, a long straight between 2 sections, This did cause a few problems with over revving and a rattly engine on a couple of occasions. Each test was to be attempted 5 times 3 before lunch and 2 after. The morning runs went ok with a improvement in time an only 1 cone fault. I share the car with jack and on my first set of runs after lunch the gear linkage fell apart so we could only select forward gears. As usual the paddock rallied round and managed to get it back together but it wasn't great. Jack then did all his runs to get a finish and even though some of the times were down he managed to get first novice again.

Jack does most of the repairs and modifications to the car himself now. I have been reduced to tea boy and before the next round he fabricated and fitted a new rose jointed gear linkage it was still being adjusted at 10.30 the night before the event though and at one point I didn't think we would get there.



The next event should have been in Dumfries but due to lack of venue the Maryport yard was used and 2 tests were laid out each attempted 8 times, the tests were complicated with some of the trickiest manoeuvres required throughout the year and even though Jacks times improved he had a bad day with line and cone faults but still managed 4<sup>th</sup> in class and first novice, without the faults he would have been a easy 3<sup>rd</sup> in class, but auto-testing is all about being fast and clean.

## FI Where does it go?

The machinations of F1 and what sort of engine they will use in the future ramble on with Ferrari and Mercedes wanting to control things sadly, Force Indai have gone bust and other teams are struggling. It's really sad to see how badly McLaren and Williams are doing but perhaps the root of their problems go back many years to the arrogance of their team principals?

Williams not have to rely on two pay drivers and Lance Stroll is so bad that he has never even won a raffle. McLaren are so bad that even the best driver on the grid can't get in the points. They have a British test driver whose daddy is paying well for the drives (he's worth £500m). Is there any other sport where you can buy your way into the highest level of competition? Sadly the days of real talent and no money (like Lewis Hamilton and Jenson Button) being found and progressed have gone unless you get on the Red Bull programme when you are in nappies!

# Rallying Call

## WMC/Protyres Challenge 2018, Round 5.

### Blue Streak Targa and Historic Rally, August 12th.

A short report for Round 5 based on the published Results because I generously agreed to my chauffeur taking his family away on holiday.

Six Historic and five WMC/Protyres Targa crews were part of the 42 entries for Spadeadam Motor Club's 2018 running of the "Blue Streak". The event offered 19 tests with a straightforward road route and after the return of wetter weather there was plenty to keep the crews on their toes.



John and Marion Sloan (Midget) confirmed their recent promise and despite an early WT took 1st Historic with 1928 seconds. Malcolm Mackay returned to the fray with 1965s in his "breathed on" Mini Clubman. David Agnew/Alan Jackson (911) were just 4 seconds adrift with 1969s. Brian Bradley/Michael Marsland are getting to grips with the Golf and had 2127s. Paul Slingsby/Michael Fox (MGB) put in another steady run for 2203s and Mike Kirk took his RS2000 to a good finish with 2282s.

Chris Hunter/Fiona Tyson (MX5) had a no nonsense day to win the Targa class (and take O/A FTD) with 1709s, Philip Hodgson/Ian Giles

(MX5) went well for 1785s, Quentin James/Tom Howe (C2 GT) had a good day on 1816s, Robert Short/Kirsty Thompson (Proton) kept the flag flying for "Short-Sport" with 1848s and Geoff/Maggy Bateman (205 GTi) had 1860s.

The "Blue Streak" results keep the competition in the WMC/Protyres Challenge very close and I expect the next two Rounds to provide a really competitive run in to the finish of this year's Challenge.

Hope to see a big entry of WMC/Protyres crews on Round 6, the Doonhamer.

**Mike Garstang.**





Endurance.... Here's what an online dictionary defines it as ;

noun: **endurance**

the ability to endure an unpleasant or difficult process or situation without giving way.

" adjective: **endurance**

denoting or relating to a race or other sporting event that takes place over a long distance or otherwise demands great physical stamina.

It's been a difficult season so far, I mistakenly went along with a fit of whimsy that my first born had, he is a physically fit specimen young enough to be my son, which is nice, his idea of fun is beyond my need for adventure, unless it involves 4 wheels, but I found myself agreeing to run with him in a local 5K run, easy peasy for him....for me it's a distance I hadn't run since the days before catalytic converters!

I had a previous sporting "career" as a club athlete throwing things, so the need to pound serious distances had receded since the days when even track suits were flared...this would be difficult! Around the same time, some idiot in the FIA (I should know his name, but the guy is an obvious doyle) expressed his view that the sport of rallying need not have an element of "endurance" that might not be exactly what he said, I cannot even allow myself to research the rantings of a lunatic!

But what?, in my view, rallying should then be renamed, sorry "re-branded" and then they can nick off with their silly ideas and continue their multi venue rallycross with cars that have headlights but whose only purpose is to get smashed during daylight hours! To say I am livid is obvious, that we should have so many absolute goons in charge of serious things around this globe has surely reached critical mass?

Say "yes" out loud if rallying means to you distance, stamina, long hours, tiredness and exhaustion? All surely elements of "endurance" a sport where its results are based on getting from A -B in the quickest time, but that journey is a long one, fraught with things to endure, of obstacles, of physical endeavour, of jeopardy, of overcoming things that aren't present in the roundy roundy stuff?

Impressive as they are, and great achievements abound, but the WRC I find now is an irrelevance, the sprint formula is not my cup of tea, it's not something I aspire too, the pursuit of absolute speed has turned the sport into guided racing, the drivers are super fit, the cars spectacular (I am guessing, the scant TV coverage is a major PR disaster) and the events have been diluted....so it is a different sport. I was a young man when they allowed pace notes but I could see then that sharp pointy thing was the tip of an impressively large wedge of a cheese I am intolerant too, it seems I was right.

So my pursuit of going from an occasional walk around an autotest to 5K in 3 months was to me the sort of mountain Sebastian Ogier may feel he would face if he had to do an RAC rally of our youth!

I used a phone app to help me, I chose Sarah Millican to help me along, even though I am a coeliac I was convinced her programme would have plenty of stops for snacks.....again a cruel mis conception! My progress was halted mid way by a freak accident, playing walking football (I know my regular reader will have let out a particularly large guffaw already) for the first time, I found out the hard way that my choice of tyre was incorrect, in choosing astro turf shoes on a 3G pitch meant during an ambitious 180 left turn my foot remained static whilst my knee and the rest of my SUV like frame rotated around it, it made a sound a little like pushing down on the roof of a 1985 Fiat Uno followed by what I

can only describe as the pain of child birth\* (\* disclaimer – from the “child’s” perspective)

Popular opinion within the chattering masses is that I had “done your medial ligament mate, out for the season” Never had the wrong tyre choice had such dramatic results for me personally! Yet, through the power of endurance learnt from rallying, I started again after a couple of weeks off and limped along like a 3 sprung Escort until in early June I broke that 5k barrier, all was set.

You know when you have finished an event, all’s gone well and your just on your way back, satisfied with the day, tired but happy, like we were about a decade ago, just finished the LDC in the PV544, we used to drive to and from events back then, me and Hugo had just started the climb over the Pennines on the A66 and there was a pop not too dissimilar to the noise a 1985 Fiat Uno makes when you press on its roof...then flames roared out from underneath the bonnet and we lost the front end of the car in flames...well I was at 2.75 miles the week before this year’s LDC and I felt a calf tighten, not in a nearby field, but my right calf muscle, the rallyist in me decided to push on, if I had been a circuit racer I am sure I would have pitted or just flung myself into the barrier in tears, but less than 100m later I was having my second child\* .....

I had definitely done something stupid! And so it transpired, I should have stopped and walked instead of tearing my calf muscle in two places, I could hardly walk, driving was out and so was our entry to the LDC, injured, wouldn’t even make the subs bench! I was gutted, the only medicine was diclofenac and rest...busy real lives meant that our much delayed first event of the year was a non-starter...at the time of writing not only did we miss that, I missed the 5k run and the Northern Dales as well, although that last one was more real life getting in the way as well as a dubious ability to sustainably brake hard!

Whilst all this palaver was happening so did the 24 heures du Le Mans...Now I have never been a fan, interested yes, but never a fan, but since modern rally drivers can only do 20 miles a day at hyper speed in daylight, I was intrigued, for the second year running I found myself trying to decipher Eurosport’s coverage and followed the race all through my waking hours, leg aloft...endurance racing, now there’s a thought eh? I think I may have become some sort of roundy roundy convert.....24 hours of action, not giving up, it really appealed and yes OK I still watch the F1 (those live races on C4 really help with a Sunday snooze) but when F1 disappears from TV I am sure, unless Virgin bribe me with free coverage, it will go the same way as the WRC for me...but I will still have the WEC.

So in that same spirit, we are planning to hit our next target the Bluestreak, if that’s a non starter then the Weardale, we will never give up, we will endure, hell I am starting running again the Monday after the Bluestreak (whether we compete or not) indefatigable, the true spirit of rallying, so Mr whoever you are from the FIA take your sprint events and stick them up your diffuser, but do not think what you have left is rallying Ffs!

Alan the fowl mouthed fox

## Marshals Post:

Thanks to our connection with Sutton and Cheam MC (we have been involved with set up at their motorsport CARnival at Abingdon for a few years now) we were invited to join other club members on a recent visit to the McLaren technology centre in Woking.

The tour was conducted by Mark Norris, an S&C club member and operations director at McLaren. Mark has worked there for well over twenty years and is been closely involved with the F1 team. His areas of responsibility include the team's logistics including ensuring all the necessary personnel and equipment are at each GP and really important things like travel, accommodation and food for the dozens of travelling team members. Also in his remit are many presentations to sponsors, corporate partners and those individuals with enough cash in the bank to buy one of the firm's supercars.



Sutton and Cheam MC members inspect one of the recent McLaren F1 models during the factory visit

The tour started in the main display area of the facility with an opportunity to see, and take photos of some of the many F1 cars the company has produced since Bruce McLaren founded the team back in 1963, taking the team into F1 in 1966. He won the first of McLaren's F1 victories in 1968. An impressive list of drivers followed including Ayrton Senna, Mika Hakkinen, Alain Prost, James Hunt, Emerson Fittipaldi, Nikki Lauda, Lewis Hamilton, Jenson Button, Keke Rosberg, David Coulthard, Peter Revson, John Watson, Denny Hulme, Johnny Rutherford, Dan Gurney and Gerhard Berger, Kimi Raikkonen, Juan Pablo Montoya, Jody Scheckter, Martin Brundle, Gilles Villeneuve, Jochen Mass, Mike Hailwood, Fernando

Alonso, Heikki Kovalainen, Alexander Wurz, Jacky Ickx, Nelson Piquet, Carlos Reutemann and many, many others.



A close up look at the McLaren 720S

Moving into a display area for one of the latest McLaren supercars the 720S, stunningly displayed on a revolving turntable Mark gives us a comprehensive vision of the car and the way they present new cars to those buyers who chose to collect direct from the factory rather than from one of the 85 dealers around the world. The 720S has a bit of a vague retail price but, as Mark explained once you add some of the many extra options to your custom built car (all cars made in the factory are sold in advance) you can expect to have to ask the bank manager for somewhere over £200,000. Then you will get a stunning model with a twin turbo

530kW engine which will get you from rest to 62mph in 2.9 seconds and keep going until you get to 211.9mph. Asked about fuel consumption Mark pointed out that none of their customers seems to be too interested in mpg. Suppose if you can afford to buy and insure a 720 you won't need to keep track of every gallon. He explained that 3,500 employees worked in the building where all the F1 operations and supercar production happen. It was an incredibly peaceful and low key atmosphere with staff working away while we toured.

Dragging the impressed group away, and after asking everyone to put cameras and phones away, we moved on to the F1 areas where we saw teams building new composite components, after all they broke quite few front wings in Austria the previous weekend and they needed to be replaced before

the cars were shipped off to Silverstone the next day. In engineering we could see some gearboxes in production although, unsurprisingly nearly everything in there was covered over. There was the quality control area where every component, whether made in the factory or bought in, is extensively tested to ensure specifications are met. And then into the really interesting area where the cars were being prepared for the British GP. We were all surprised at the level of access we were granted, especially Mary who managed to get hold of Fernando Alonso's bum. No not the fleshy one but the carbon fibre one. Got to respect anyone who is prepared to spend their Sunday afternoon sitting in that incredibly thin and light bucket. Most of the group were surprised by the amount of gold leaf visible in the cars (although you don't see too much when little things like the engine, gearbox and body panels are attached. Apparently gold leaf is the best solution to minimizing heat in the car and the amount they use just might have a bearing on the massive cost of producing an F1 car. Interesting to note that about 85% of the F1 car is manufactured within the building.

Mark told us that they are very proud that despite the team's recent doldrums in the championship they do supply their electronics, control and data systems to all F1 teams as well as all Indy car, NASCAR and several WRC teams.

Dragging the group away from the F1 car bays we went down through a long tunnel into the supercar production hall where all the various models were being assembled and tested before final preparation for delivery to customers. We did notice that several cars were quickly covered up as we entered as prototypes and all special model vehicles are produced on the same line.

On the way back upstairs we saw another McLaren product. Some years ago they were approached by British cycling and, after vast research, they developed a super bike for Mark Cavendish. Weighing only one kilo, obviously made out of cutting edge composites you would need around £13,500 of you want one.



The McLaren super bike

Back up on the display level we had a look at the trophy cabinets. The long history associated with McLaren has created an impressive collection of silver, and assorted other, ware filling a run of cabinets that must have stretched about 100 feet on both sides of the area.

Returning to the main car displays and after a fascinating couple of hours the tour was concluded. A massive thanks to Mark from the group for what we all thought was a fantastic opportunity to see some of the parts of McLaren not usually available to people who don't work there.

Eddie and Mary P.

# Inside The Industry

## **Paul Gilligan has his say**

### Are Car Makers Targeting The Wrong People?

Most car ads on TV seem to feature carefree twentysomethings heading for the beach or the night club in a hot hatch or convertible. Even adverts for prestige cars show perma tanned wrinkle free drivers under 40. Yet the average age of a private (not company) new car buyer in the UK is 54. For Fords its 56, for Toyota its 63. More than 50% of new cars are bought by people in their 50s, 60s and 70s. When young people buy a car it's almost always a used one. Increasingly though they don't buy cars at all. This is partly due to high insurance costs but partly because particularly when they live in cities they don't see the point. Electric bikes or scooters and Uber make cars superfluous.

So perhaps instead of concentrating on a age group who DON'T buy their products it's time for manufacturers to try to cater for the people who actually DO. The over 70s is the fastest growing segment of UK motorists now. Four years ago 3.9 million people in the UK held a driving licence – now it's 4.5 million. And technological advances like self park systems make it easier for people to keep driving into old age. Older people have more money and more borrowing power than those in their 20s and 30s. Seems obvious to me but I don't expect silver haired people moving towards a shiny car with the help of a zimmer to appear in many car TV commercials anytime soon somehow.

### Volvo On A Roll

No surprise as the word Volvo is in fact Latin for "I roll". Bet not many of you knew that! In 2010 Chinese manufacturer Geely bought Volvo from Ford for \$1.8 billion. Since then Geely have almost doubled Volvo's car sales and plan to double them again by 2025. And they are very profitable. So much so that they are planning a stock market flotation later this year that will value the company at \$30 Billion, almost 17 times what they paid Ford only 8 years ago.

### Now Skoda Sell Online

Following last month's news that Ford UK had opened a direct internet sales channel, now Skoda have followed suit. They will be the first VW Group company to do this when they go live early next year, but you have to assume that Audi, Seat and VW themselves will follow close behind.

Skoda has forecast that by 2025 10% of car buyers will purchase online. I'd suggest the figure could be a great deal higher than that. Most UK car dealers seem to agree. In a recent survey 69% said that they thought by 2023 over 10% of new cars would be bought over the internet. In fact 27% thought it would be over 25% and almost 13% said over 50%! Almost turkeys voting for Christmas.

Another survey whilst being closer to Skoda with its forecast predicted a continued reduction in the number of car dealerships in the UK and indeed the rest of Europe, with big city dealers almost all owned by large companies or manufacturers, smaller dealers in rural areas and the mid size operators "disappearing".

## WLTP

WLTP the Worldwide Light Vehicle Testing Programme which will show much more realistic fuel economy and emissions figures becomes law (in the UK at least) on September 1<sup>st</sup>. New cars and light commercial vehicles that have not been certified under this programme cannot be sold after the end of this month. Although this programme has been under discussion for 11 years the industry isn't ready and 35% of new car dealers recently surveyed were unaware of it! Further proof you're better off reading this than talking to your local dealer!

Supply of many models has been restricted as manufacturers struggle to get all their vehicles certified. In the next week an awful lot of unsold new cars and vans will be registered as if that isn't done by August 31<sup>st</sup> they have to be scrapped! Which will produce some bargains for the wise buyer in September.

Meanwhile some models are virtually unobtainable. Only yesterday one of our business customers asked us to locate a new VW Crafter van. There simply aren't any. My VW dealers say they have been told some will be delivered in about 3 weeks but nobody has any idea how many, what specifications or even colours. Other models have been put out of production because if they are low volume sellers the cost of certification is unjustified, or perhaps because if their true fuel consumption and emissions scores are revealed sales will slump? One such is the Mini John Cooper Works, see below. It's going to be an interesting week!

## SEAT Ditch Options – And a VERY Expensive Mini

Last month I wrote about the many and varied optional extras new car buyers can choose from, particularly on more expensive cars. SEAT seem to be swimming against this tide, they have just dropped all options from their lists leaving the buyer to make only 3 decisions: Colour, Engine, Trim Level.

SEAT say their customers and dealers prefer it this way but most manufacturers disagree, saying their customers want to personalise their cars, and of course aware of how profitable options are. One such is Mini where the options list is about as long as War & Peace. We have a very good customer in Bristol whose business is building and plant hire. A few months ago he asked me to order a new model Mercedes G Wagon which became the most expensive car I've ever sold at £149000. Then last week he asked for a Mini John Cooper Works for his daughter.

It had to be a particular and rare colour, automatic and have "as many extras as possible". First thing I discovered was that because of WLTP the car was now out of production and all unsold stock had been pre registered. So I couldn't order a car, but had to find one. Which as you'd expect I did! It certainly met the "lots of extras" instruction with a retail price of £36500 which staggered me. In conversation with the excellent salesman he told me that on a Mini sales course he'd attended one of the exercises was to use the configuration tool to build the most expensive Mini possible. The total came to just over £49500!

## Big Boys Back Away From Rental At Last

For as long as I can remember UK manufacturers have been saying they are cutting back on the amount of business they do with the large car and van hire companies. They love the volume these customers provide (the rental sector buys about 10% of the cars sold in Europe every year) but hate the massive discounts they have to give to secure the business. I'd say that around 90% of the time the stated intention to reduce the volumes they sell to these customers hasn't been carried into fact.

Now however both Ford and Vauxhall have definitely cut back on rental business. I know because we carry out remarketing work for many rental companies sourcing near new stock for independent traders too small to employ a used car buyer. Now with rare exceptions we can't get Fiestas and Mondeos, Insignias and Astras are very rare also. Of course there's always another manufacturer ready to step into the gap, all I'll say is the number of 6 month old ex rental BMWs I see is absolutely staggering.

### How Safe Are Electric Cars?

Not to drive but to work on. One of the UK's largest dealer groups, Pendragon, have their concerns, so much so that they have just co-operated with St John's Ambulance to install defibrillators in all of their dealerships in anticipation of EV related incidents. Worrying?

Paul Gilligan

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## Hagerty Festival of the Unexceptional

On Saturday 14th July 2018, a record number of enthusiasts gathered at the imposing surrounds of Stowe House in Buckinghamshire to take the ultimate motoring nostalgia trip at the special Fifth Anniversary edition of the annual Hagerty Festival of the Unexceptional *Concours de l'Ordinaire*. Click on our video above to see the highlights.

Against the magnificent Stowe House backdrop, the FOTU concours cars filled the front of the beautifully manicured Stowe lawn, with 50 expertly selected Unexceptional models vying for title of Best in Show. These included a wonderfully original 1979 Citroen GS X3, one of only two road-worthy survivors in the UK, a 1975 Volvo 66 GL saloon – the oldest known example of this ex-DAF model – plus an as-new and very scarce 1971 Fiat 125, an early 1982-built Ford Sierra 1.6L and a very beige (Harvest Gold in BL parlance) 1975 Austin Allegro 1100 with its Quartic steering wheel and hot and sticky PVC brown interior trim.

Among the many cars falling into the 'I haven't seen one of those in years' category was a 1975 Volkswagen 412 4-door saloon (Britain's sole survivor), plus a 1985 Mazda 929 Estate, a 1982 Peugeot 104 Z 'Shortcut' coupe and a wonderfully bland dark blue 1989 Vauxhall Astra Mark 2 Estate that looked like a photocopier sales reps company car.

With the bland leading the blind, the hard-fought judging of the 50 vehicles displayed on the immaculate Festival of the Unexceptional lawn saw the six-strong judging panel of mundane motoring masterminds – including TV's Edd China and Jon Bentley – admiring a selection of taupe, brown and yellow coloured family saloons and estates, many equipped with rubber flooring, squidgy vinyl seats, no radio, manual wind-up windows and 'genuine' faux Formica wood inserts.

After a session of deliberation, the six judges emerged and the winners were announced to a large, expectant and sun-tanned crowd, with the 2018 Hagerty Festival of the Unexceptional winners being as follows:

- Best in Show: 1977 Chrysler Alpine (Guy Maylam)
- Second Place: 1981 Datsun Bluebird GL saloon (Kev Curtis)
- People's Choice: 1982 Fiat Strada 65CL (Gavin Bushby)
- Junior Judges Choice: 1979 Vauxhall Cavalier L 2-door saloon (Jason Himpson)

The Best in Show winning pre-Talbot 1977 Chrysler Alpine was an exceptional example of a truly unexceptional car, fully restored and finished off just the night before the 2018 FOTU by Chrysler/Simca enthusiast Guy Maylam. The Chrysler is one of only 13 Alpines left in the UK, a pioneering family hatchback that won the coveted European Car of the Year title for 1976 but failed to wrest sales away from more successful contemporary rivals such as the Ford Cortina, Vauxhall Cavalier

and Morris Marina.

As a three-time FOTU participant and supporter (his sole-surviving Simca 1100 Estate was commended last year), Guy spent over 1,000 hours “of hard slog” bringing his rare Alpine back from the dead. He says “This example was a dreadful car, but once you start the restoration, it’s difficult to stop!” He adds, “My Best of Show win was third-time lucky and totally unexpected. I really appreciate what Hagerty has done for the bread-and-butter car movement and the Unexceptional justifies having these unloved cars”.

The second-placed, low-mileage 1981 Datsun Bluebird 1.6 GL saloon was utterly unexceptional in every way, with entrant Kev Curtis and a couple of friends really getting into the spirit of the event by dressing-up as dodgy used car dealers, replete with period pork pie hats, an old car showroom desk, period beige plastic telephone and old copies of magazines and car valuation guides. FOTU regular and keen Fiat enthusiast Gavin Bushby was delighted to receive the sought-after Peoples’ Choice award for this very original 1982 Fiat Strada 65CL, complete with wonky glove box lid, just how it was built (by robots!) in Turin 36-years ago.

The Best Dressed prize for entrants wearing clothes appropriate to the era of their car went to 24-year old Edward Morley with his honest 1972 Renault 16 TS, braving the mid-July heat in his early 1970s blue flared suit and beige shirt and tie. The winner of the Hagerty Feast of the Unexceptional period picnic was Julie Gandolfi with her base-model Mercedes-Benz 200T (W123) that her Father bought new in 1983. Julie even had a photograph of her aged four with the Mercedes, so the judges insisted on taking another photo of her with the car now, standing in the exact same position!

A small selection of appropriate FOTU visitor’s cars were plucked out of the 400+ strong Unexceptional classic car park, including a ‘space hopper’ orange 1977 Lada 1600 ES with its original paint and black vinyl roof, plus an early 1972 Fiat 128 saloon and ‘exotic’ 1980 Skoda S110 R Coupe.

Being the Fifth Anniversary of the Hagerty’s celebration of the brilliance of the bland, two additional special displays of Unexceptional cars were also held at Stowe House. The first of these saw the welcome return of each of the previous FOTU Best of Show winners, an uncommon Alfasud-powered 1985 Nissan Cherry Europe that won in 2014, the 2015 winning 1978 Ford Escort 1600L 4-door MK 2, a 1980 Morris 575 ‘Marina’ pick-up from 2017, and the 1983 Datsun Sunny 1.5GL that took the award last year.

These past victors were joined by the previous runner-up cars, plus past People’s Choice winners, including a 1971 Ford Cortina Mk 3, a pair of Hillman estates (1974 Avenger and 1968 Minx) and the world’s oldest Austin Allegro, a pre-production December 1972 1750 SS. The other special ‘Invitation Class’ display saw a number of vehicle manufacturers presenting ordinary cars from their own marque heritage collections, including Mitsubishi Cars UK bringing its original 1974 Colt 2-door press car along to Stowe House, joined by Toyota GB’s 1967 Corona, Audi UK’s 1971 80 Estate and the Vauxhall Motors Heritage fleet’s 1971 Viscount PC.

Commenting on the Fifth Anniversary -forgotten ordinary cars to whom a large majority of people can truly relate; the first car you drove, your parent’s car or simply the car you admired on your neighbour’s drive.”

# Andy's Armchair

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

If I buy a tin of beans or a loaf of bread at Morrisons in Ripon they cost the same as the equivalent purchases at Morrisons in Carlisle. I actually checked this the other day just to make sure, Ripon at 13.30, Carlisle at 15.40, no difference, which is, I suppose, what you'd expect. Now if you carry out the same test at the same company's fuel stations you'll find the one in Yorkshire is charging 3 pence per litre more for unleaded than the Carlisle store. Why?

We recently attended the Nostalgia race meeting at Croft which proved a thoroughly enjoyable day out. The racing was good, the atmosphere friendly and the cost for 2 for an 8 hour days entertainment was £33 (£15 each, programme £3 ). Donington in May was £68 (£30 each, programme £8), they also wanted extra for some of the grandstands whereas this was free at Croft, so maybe living in a backwater and attending a less fashionable track has it's advantages. Well done to all at our local circuit!

One of the problems I have with modern racing is that so many events are comprised of races where all the cars are the same apart from their colour schemes. Look at the support races at the BTCC. Other than the touring cars the only vehicles you see on track are grids full of Porsches, small Ginettas, GT4 Ginettas, Clios, and F4 Mygales, so basically, in other than the feature thrashes you only see 5 different types of vehicle on track during the course of a full days sport. A bit on the boring side to be honest.

At Croft there were 13 different manufacturers in the Formula Ford event, and at one point in the first race there were 8 types of chassis in the top 8 positions. There were 11 constructors in the 70's Road Sports, 8 in FF2000 etc etc. Now when it's like this you really can spend a huge chunk of the day wandering round the paddock as there's so much to look at. What's more, most of the cars aren't hidden away in what amounts to a huge marquee, as they usually are when their entrants have vastly inflated opinions of their own importance.

On the subject of paddocks, I always spend a good deal of my time around the Chevron B6 and B8 cars as I consider them the most beautiful thing ever to stand on 4 wheels. I first saw them in the mid 60's at Oulton Park and have been in love with the things ever since then. I've got fatter and more wrinkled with the passing years but Mr. Bennett's creations are as gorgeous as ever. Unfortunately two of those at Croft were in rather a "prima donna" mood, one refusing to complete the warm up lap and one and one needing the attentions of a fire extinguisher at the pit exit, fortunately without too much damage. The other two finished first and second, but only after a rapid Lenham got time penalties for carrying out it's driver change before the pit lane was open, so beautiful they may be, but certainly not all conquering!!

I see that a young lady called Jamie Chadwick has been making the news as the first female driver to win a round of the British F3 Championship. Now she's done well but as usual the media lurches into overdrive and she's even been interviewed on the Today radio programme. Needless to say the first question included the words "formula" and "one" which Jamie quickly knocked back by saying she was a long way off that and not even thinking about it at present, sensible lass. You can't help feeling that in a world where gender equality is treated so seriously the BBC are actually showing massive bias by even interviewing the young lady. They certainly never bother with the young gentlemen!

Ends

AA.

# What's On

## WMC events and other events of interest

### September

- 9th Wearside Classic (DAC)
- 23rd **Autotest at Maryport**
- 30th **Breakfast Meet at Gilcruix**
- 30th Doonhamer Classic (Protyres Historic/Targa)

### October

- 14th **Solway Historic & Targa Rallies** (Protyres Historic/Targa)
- 21st **Cumbrian Canter**
- 28th **Autotest**

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