

Wigton Motor Club Ltd

Start Line

Issue 12/21

www.wigtonmc.co.uk

December 2021

More Success for Sam!



Sam Kirkpatrick has been place 38th in the Autosport driver's ranking for 2021 with nine outright wins in the MG ZR and MG B

Get Involved!

Club Officials

OFFICIALS

<i>President.:</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
<i>Life Member</i>	<i>Ron Palmer</i>	
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Visit the Facebook page for the latest news, or the webpage at www.wigtonmc.co.uk

Talking Point

Topical Comment from the world of motoring

Well as another strange year comes to an end we can reflect of some great successes for the club in times of great difficulty. The first half of the year we battled lockdowns and very little motorsport. However the volunteers got on with the build of the Motor House and created a facility that very few clubs in the UK have. We gave everyone a year's free membership and our enthusiasts scribes kept Start Line full off interesting articles. In fact this year we have picked up nearly ninety new members.

The Classic & Motorsport Show proved to be hugely popular with the biggest attendance ever while the two main road runs were as popular as ever despite the difficulty in finding places for food.

We are fortunate in having a great committee who are all pulling in the same direction, and we are pleased to say that we have a new member on Chris Glaister, racer and from a family with a long association with the Club.

We have some exciting plan for the future with some innovative ideas for events so watch this space. Let's keep the momentum going!

The philosophy of the Club has always been "For Members, By Members" we run events that our members want to do. Not for pot hunters!

We are always open to new ideas for events and social activities. Just let us know.

COVID came just as the new regime got started at MSUK and realistically they have done as good a job as possible as things had to go into a shut down and income dried up. However the move to Bicester was successfully done and that in itself is a good move. The range of webinars and club support has been really ramped up. Hopefully, some of the long term aims and improvements will be able to get going next year. It's just a pity that Dave Richards and Hugh Chambers had not taken over twenty years ago!

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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Club News & Events

Autotest

Sunday, December 12th

At the

Motor House

Entry forms have been emailed out

BBQ Coffee & Cars

At the **Motor House** (CA13 0QE)

Next to Moota Garden Centre

12 until 2

Sunday, December 5th

If you want a BBQ please pre order with Peter Garforth

petergarforth@btinternet.com;

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!

The Curse of Caraholism

My name is Nigel Wright and I am a Caraholic.....

Now in my 68th year I find myself reminiscing increasingly about my chaotic motoring past. In 1967 at the age of 13 I was despatched to a Boarding School in Hertfordshire for a five year stretch, supposedly to prepare me for a career in the professions or the diplomatic corps but more likely better to prepare me for jail or the foreign legion. One of the very few luxuries we were granted in the Third Form was the option to have one magazine delivered on a regular basis. My choice without hesitation was Car & Car Conversions and the seeds of addiction were sewn. Some time later I graduated to Motorsport, dreaming of a future in rallying or Formula One, the first partially required and the second still an ambition – Lewis and Max should still be looking over their shoulders.

I passed my driving test at 17 on the second attempt, having failed the first by adroitly sending the car sideways at the bottom of a very wet hill. The sideways style never quite washed from my system although I like to think it became more controlled over time.

Having bought my first car around 50 years ago, a 1965 Triumph Herald 12/50 assembled in Malta, little did I realise that I was embarking upon a lifelong addiction to cars which was to prove a roller coaster of great and not so great experiences.

Some three or four years ago I trawled my physical records and memory stores to draw up a schedule of all the cars I have owned over 50 years or so and was not especially shocked to discover that the total exceeded 90 vehicles, including road, competition and classic cars of all shapes and sizes. Rather like Premiership football managers I started to think in terms of “Net Spend” but rapidly stopped as my wife might be reading this issue. Suffice to say there were triumphs and tragedies, gains and losses, favourites and total dogs. I became gripped by a fever of acquisition and disposal, often spiced with ill advised and non-insurance declared modification in between. The addiction to seeking the perfect car for me when nonsuch exists was unquenchable and still remains though limited by means.

I often ponder, say, the “best” and “worst” five ownerships but of course these change every time I thin about it. Given that my cheapest car cost £65, a lot at the time for a student, and my most expensive was, well, absurd and unaffordable, one might think that objective analysis is impossible. Even the bad cars had some positives and the best manifold faults. Other readers given the same vehicles would probably form entirely different views. I have however found some common threads in my own diverse experiences. One of the best vehicles I ever owned was my second ever car, the inevitable bog standard 850 Mini. It handled like a dream (after a Triumph Herald with a single transverse leaf spring at the rear I suppose anything did in fairness) but was in retrospect very crude and unbelievably slow other than through roundabouts, bettered only in this department by a later Alfa Romeo. To the contrary, I would argue that the worst car I ever owned was a Renault 14TS but which for all its faults, mainly electrical, was in fairness supremely comfortable and soft riding at the expense of blancmange like handling.

I can though categorically state my favourite manufacturers, and in descending order: Porsche, Ford and BMW. I can almost feel the readership hissing, but it’s a fact. Having owned seven Porsches in roadgoing and competition guises I have found them to be peerless. “Quick Vick” Elford found them to be both fast and 100% reliable and I have never had cause to disagree. My Ford addiction started with my first ever new car, a MK.II Escort Mexico and continued through many more over the decades. I cannot begin to describe how badly I thrashed those I owned in my youth, or under

stand how I survived on occasion, but they kept begging for more. And as for BMW, again through repeat ownerships including various M3s and M5s, no breakdowns ever of a serious nature, speed and comfort assured. I would cite the much “chipped” 535 diesel as one of, if not the, pick of the bunch. Essay Topic: “there has never been a better all round saloon than the BMW 5 series – Discuss”

So which would I take on my final lap on this earth? It would have to be my 911 RS Replica purpose built by a marque specialist, normally aspirated with 300BHP at the wheels. Alas I cannot as when I sold it it burst into flames the following week and was written off much to the chagrin of the new owner. The substitute would have to be my Red Mitsubishi Evo which Stratstone in Mayfair refused to take in PX for a new Jaguar - the most fun with your clothes on. Alas, like Stratstone, St. Peter might not let it through the gates.

NJW/18.11.2021

For Sale



1959 Sunbeam Rapier that has been modified for endurance rallying but doesn't appear to have done much since. I (Kirk Rylands) have not carried out a detailed inspection but it looked pretty sound and interesting to me. It was for sale at £10,000 but I reckon he would take £8,500. It has done 60,314 miles, MOT until 16th December '21.

Tuned 1900 cc Holbay engine with twin 40 Webers, Aldon competition distributor, twin ignition coils, uprated radiator, oil cooler, high output alternator, twin electric fans with thermostatic control and over ride switch, electric power steering adjustable from the dash, twin electric fuel pumps, firewall,

Laminated windscreen, internal and external battery cut off switches, heavy duty battery, twin spares in the boot, vertical hydraulic handbrake with separate original handbrake, in line brake bias adjuster, FIA/MSA spec welded h/d steel roll cage, alloy sump guard, selection of 13" and 14" wheels including 2 minilites with forest tyres, plus various spare gearboxes and engines.

Looks to me like a lot of fun - ring Stuart on 016974 76539



PG Tips

Peter Reflects On His Month

BBQ weekend! As I type I've just got back from buying a few bits ready for this Sunday's BBQ – so far there are over 30 takers with more to come I'm sure. In preparation for the event I've also got the Bx on the road – taxed and all sorted. Apart from the rear windscreen heater switch which doesn't work. It's not a terrible problem but as ever with classic cars parts, supply is a thing. I can get a brand new one from Holland or a specialist in the UK called Chevrronics, if I was prepared to pay just shy of £100 (delivered). The Bx people on the internet are a friendly bunch but I suspect a few of them are hoarding a lot of spares and don't want to part with them.

A week or so back a guy posted up on the Bx owners Facebook page saying he was breaking a Bx GTI as he'd sold the engine and box, he was a scrap dealer and the car would be scrapped the following week come what may. It turned out it was the oldest known Bx GTI left and the usual furore followed. Various people attempted to persuade him the car was worth far more in one piece and would he sell it whole etc etc. After flatly refusing and stating it was too late and the car was destined for the crusher admin banned him. Up until his ban I'd found my black heated rear windscreen switch....now he is nowhere to be found. Admin's angle is that whilst they appreciate people scrap Bxs, they don't want to encourage it by allowing people who aren't members to scrap half decent Bxs and profit from it. I struggle to see the logic of this and admin are undoubtedly the people with all the spares!

I believe the problem of younger classics being scrapped whilst still in close to working order is a widespread thing, but ultimately fossil fuels are going out of fashion rapidly and saving the best examples and creating a pool of parts to keep them going is more of a priority looking at the long game. Good news though – after several adverts and days of waiting someone has now sold me one at a reasonable price.

It's a bit of a short column this month because I've been away to Madeira which was a lot more work than you'd imagine. We should have gone in half term and with 3 days to go the youngest child contracted Covid, then gave it to Trudy, closely followed by my eldest child. No refunds for flights (only re-schedule) and the accommodation couldn't be transferred to next year either so we re-booked for November and had all the trouble of proving we were either vaccinated or Covid free. Without boring you with the detail we still weren't certain we could go until the day before!

The hire car was a Renault Clio estate and following my tradition of booking only the cheapest hire cars, it was a bit frayed at the edges. It wasn't that old – 2 years I'd guess – and only had 42,000km on the clock but every wheel was kerbed and there was a variety of minor damage. It had a 3 cylinder turbo petrol engine and setting off from the airport it was quite sprightly and comfortable. I reached the heady heights of 100km/hour on the dual carriageway then applied the brakes for slower cars up front. The juddering was so violent trim pieces came loose. I can only imagine the brake discs on the front must have looked like the Himalayas they were so warped. We only used the car on a couple of days so I didn't bother trying to get it replaced and not using the brakes is a fun challenge to do for a few journeys and saved fuel. I tried to find out how much a nearly new Renault Clio estate costs here, but they aren't on sale in the UK. Other than the brakes it was quite a decent little car with lots of space and more style than most of the Germanic style smallish cars that are about and lovely soft seats.

That's it for this month – might see you on Sunday!

Peter

From The Top

News from UK Motorsport, Regions and the WMC Committee

WMC Committee:

Much of the meeting was about next year's events and some for 2023 as well. Hopefully next month we will be able to tell you more.

A couple of events to complete the years, the BBQ meet and the final autotest of the year.

Plans for other venues were also discussed to be actioned. A draft list of events was agreed.

The final bills for the construction and equipage of the Motor House were paid with just the cooker to come.

We are delighted to welcome Chris Glaister to the committee.

Membership renewals from the new system will be going out soon automatically. We are going to experiment with the new system's "shop" version to allow members to pay entry fees for events.

There is a new two day tour in the planning stage.

We would like suggestions for features marques of types for the 2022 Classic and Motor Sport Show.



The last one was made exactly 25 years ago



motor
sport
UK

Recognised
Club

Championships 2021

Club Championship

1	Craig Stamper	58
2	Peter Masters	26
3	Peter Wright	25
4	Geoff Rae	25
5	Noel Cochrane	25
6	Oly McCollum	25
7	Barry Lindsay	25
8	Martyn Petrie	25
9	David O'Connor	22
10	Ian Wozencroft	22
11	Phil Hodgson	22
12	Chris Hunter	18
13	Robbie Wozencroft	18
14	Dave Short	18
15	Roy Heath	18
16	Chris Hunter	18
17	Lynsey Procter	18

Autotest Championship

1	Craig Stamper	43
2	Geoff Rae	25
3	Ian Wozencroft	22
4	Peter Masters	20
5	Robbie Wozencroft	18
6	Dan Grierson	15
7	Drew McLean	13
8	Stuart Moffat	12
9	David O'Connor	12
10	Adam Wozencroft	10
11	Paul Grierson	8
12	Bob Hargreaves	7
13	John Holliday	7

Autosolo Championship

1	Peter Wright	25
2	Chris Hunter	18
3	Craig Stamper	15
4	Tot Dixon	12
5	David O'Connor	10
6	Dan Grierson	8
7	Phil Hodgson	7
8	Peter Masters	6
9	Brian Bradley	5
10	Fiona Tyson	4
11	Paul Grierson	3
12	Jack Long	2

WMC Historic Championship after Solway Classic

HISTORICS

Overall

Driver			Navigator		
1	Alex Willan	93	1	Bob Hargreaves	97
2	David Alexander	88	2	Glenn Fothergill	93
3	Brian Bradley	81	3	Michael Marsland	81
4	John Haygarth	74	4	Lynn Hawdon	70
5=	John Sloan	70	5	Mark Humphries	66
5=	Alan Hawdon	70	6	Michael Garstang	65
7	David Marsden	66	7	Findlay Wyatt	60
8	Jim Hendry	61	8=	Alisdair Venn	49
9	David Short	49	8=	Roy Heath	49
10	Stephen Byrne	48	10	David Byrne	48

Class

Pre 1960			Pre 1960		
1	Jim Hendry	29	1	Findlay Wyatt	19
2	Chris Stansfield	18	2=	Sarah Stansfield	10
3	Noel Cochrane	10	2=	Oly McCollum	10
			4	Martin Harwood	8
Cat 1			Cat 1		
1=	Dave Agnew	10	1=	Alan Jackson	10
1=	David Bond	10	1=	Brenda Bond	10
3=	Paul Slingsby	9	3=	Michael Fox	9
3=	Stuart Bankier	9	3=	Niamh Bankier	9

Cat 2		
1	John Haygarth	30
2	David Marsden	25
3	Steven Byrne	20
4	Ian Dixon	16
5=	Ian Maxwell	10
5=	John Holliday	10
7=	Charles Graves	9
7=	Mike Cook	9
9	Clive Escreet	7

Cat 3		
1	John Sloan	29
2=	Malcolm Mackay	20
2=	David Short	20
4	David Garstang	10
5=	Kathryn Mackay	9
5=	John Holliday	9

Cat 4		
1	David Alexander	46
2	Alex Willan	40
3	Brian Bradley	34
4	Alan Howden	30
5	Nick Grasse	7

Cat 2		
1	Bob Hargreaves	39
2	Michael Garstang	24
3	David Byrne	20
4=	Kirsten Maxwell	10
4=	Alan Carruthers	10
6=	Ron Palmer	9
6=	Ross Byrne	9
8	Maurice Millar	8
9	Richard Welsh	7
10	Tom Leeming	6

Cat 3		
1=	Marc Crack	20
1=	Alisdair Venn	20
1=	Roy Heath	20
4	Matthew Alexander	10
5=	Chris Spencer	9
5=	Malcolm Mackay	9

Cat 4		
1	Glenn Fothergill	40
2	Mark Humphries	37
3	Michael Marsland	34
4	Lynn Howden	30
5	Callum Alexander	9
6	Judith Grasse	7

WMC Historic Championship after Solway Classic

TARGA

Overall

Driver		
1	David O'Connor	102
2	Daniel Place	93
3	Phil Hodgson	83
4=	Chris Hunter	65
4=	Robert Short	65
6	Paul Bowness	63
7=	Barry Lindsay	50
7=	Kevin Savage	50
9=	Quentin James	46
9=	Bob Hargreaves	46
11	Peter Wright	43
12	Joe Harwood	42
13	Drew Mclean	39
14	Russell Robertson	37
15	Stephen Short	24

Navigator		
1	Stuart Davies	104
2	Ryan Parker	94
3	Lewis Hodgson	84
4	Fiona Tyson	66
5	Kirsty Thompson	65
6	Esther Bowness	64
7=	Martyn Petry	50
7=	Phil Savage	50
9	Tom Howe	46
10	Liam Wright	43
11	Peter Wright	41
12	Julie Carter	39
13	Robert Iveson	33
14=	James Greenhough	24
14=	Essi Salonen	24

Class

T1 FWD<1400		
1	Peter Wright	19
2=	Jack Morton	10
2=	Frank Mattocks	10

T1 FWD<1400		
1	Liam Wright	19
2=	Essi Salonen	10
2=	Greg McCutcheon	10

T2 FWD>1400		
1	Daniel Place	37
2	Robert Short	26
3=	Barry Lindsay	20
3=	Kevin Savage	20
5=	Joe Harwood	17
5=	Quentin James	17
7	Stephen Short	9
8	Craig Stamper	8
9	Jacqui Raine	7
R	Daniel Grierson	R

T2 FWD>1400		
1	Ryan Parker	37
2	Kirsty Thompson	25
3=	Martyn Petry	20
3=	Phil Savage	20
5	Tom Howe	17
6	James Greenhough	9
7=	Peter Wright	8
7=	Andrew Graham	8
9=	Jack Swinney	7
9=	Rob Iveson	7
R	Paul Grierson	R

T3 RWD<1400
No Entries

T3 RWD<1400
No Entries

T4 RWD>1400		
1	David O'Connor	41
2	Phil Hodgson	32
3	Chris Hunter	28
4	Paul Bowness	26
5	Bob Hargreaves	19
6=	Russell Robertson	14
6=	Drew Mclean	14

T4 RWD>1400		
1	Stuart Davies	42
2	Lewis Hodgson	33
3	Fiona Tyson	29
4	Esther Bowness	27
5	Julie Carter	15
6	Andrew Fish	9
7	Peter Wright	8
8	Robert Iveson	7

WMC
Annual Awards Dinner
Saturday, February 5th 2022
Skiddaw Hotel
Keswick
Guest speaker David Richards
Tickets £32 from Charles Graves

charles.graves@armathwaite-hall.com

Membership

WMC Membership; a short reminder that annual membership renewal will be due at the end of the year. You should get an email in the next week or so with a link to enable you to renew and pay online. The membership number issued will stay with you in future years. You will need to print a paper copy of your membership 'card'. If you wish to renew sooner just go to the Membermojo website <https://membermojo.co.uk/wmc/membership> and enter your email address, it will then send you a password link to your membership details. We have kept the membership at £20 a year for individuals and families (at the same address), under 25s get first year free.

WMC is registered with the Information Commissioner to hold members data.

Welcome to new members

Edwin Matthews of Beckermert

Michael & Kate Walby of Warwick on Eden

James Fee

Louise Carr



WEST COAST TRAILERS
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West Coast Trailers is a family run business based in Bigrigg, Egremont Cumbria. We service all makes and models of trailers up to 3500Kg and supply all parts and tyres at very competitive prices!!! We are also a member of the NTTA (National Trailer and Towing association).

 Westcoasttrailerscumbria  07725653398

 Steve@westcoasttrailers.co.uk

First Aid

Health and safety and the wellbeing of our members and those at our events is something that the committee take very seriously. We have some trained First Aiders in the Club and several need to do a further course to keep up their registration. If you are a first aider or would like to become one we are looking to run a course at the Motor House with a fully qualified trainer.

If you would like to be trained or upgraded please email Rob Grant on: robincumbria@hotmail.com

Motor House News

We have several hundred Haynes Manuals that have been donated to the Club, these can be borrowed or bought for a small donation. We also have boxes of magazines that go back to the 60s, covering Motor, Autocar, Autosport, Hot Car, CCC and others. Again yours for a small donation to the MH funds.

We also have lots of tool and loads of accessories, part, oil, polish and other things that members have donated. These will be placed in the new display cases that we bought recently. Once again any item can be yours for a small donation.

We have recently bought two room heaters for the committee room so meetings can be held in comfort and we should also soon have a hob in the kitchen area.

Jottings

The F1 WDC seems to drag on with two more races to go, both in countries who have huge wealth but dreadful human rights records. In fact looking at the list of GPs for 2022 I reckon eight are in countries where human rights are not important. That is basically a quarter of the races. However they are prepared to pay mega money in order to have a Grand Prix. Liberty Media are only interested in the money sadly.

The clip of Martin Brundle's reply to the minder of a US "rapper" on the United States GP grid has been viewed over 5 million times. Minders are now banned. The irony is that every grid is made up of 20 millionaire drivers plus team owners etc who don't need protection. Perhaps it's all an act to seem important for five minutes of fame?

It's a huge pity that the UK can't have a WRC round like the Roger Albert Clark Rally. Perhaps a bit too tough for the works teams being up all night! It looks as though we will have a round in Ulster next year and then a move to a closed road event in Scotland in 2023. No rumours as to where though but would have to be near a city with plenty of accommodation. It's just a matter of "Wee Nicky" coming up with the £3m needed to pay the bills!

UK car production is at it's lowest rate since the 70s due to the shortage of Chinese made micro-processors. New cars are hard to come by unless you want an MG which are of course made in China! Is it not about time we started making our own stuff and not relying on other countries who can use their dominance of the supply chain as an economic weapon?

Powder Blue TR4 Targa for Sale



The car is an early 1962 UK (Jersey) car which had a nut and bolt, body off, restoration with a CTM improved chassis - work completed in 2011 (body off build pics available). CTM also arranged the engine and gearbox work at the same time (many bills available). Car was resprayed in its original powder blue colour. I have a heritage certificate for the car and owner information back to 1995.

The car has some sensible modifications; alternator, narrow fan belt conversion, electric fan, relays, battery safety isolator, emergency bonnet release catch. Overdrive on 2nd, 3rd and 4th, twin pipe exit stainless steel 'extractor' exhaust, spin on oil filter, Vredestein tyres, disc brakes on front, handbrake on tunnel, Motolita steering wheel, spot lamps, KN alloy wheels (steel spare).

It is a Targa model with slate blue leather seats with headrests, matching carpets and has a surrey top in good condition with unused matching powder blue metal hardtop with lining, all in perfect condition. The paintwork is generally very good, chrome work is also in good condition. The car won the TR Register "Car of the Show" at the Bo'ness Hillclimb in 2016.

We have owned the car for six years putting around 10k miles on the car, thoroughly enjoyed driving it on car club tours (eg 3 days 700 miles covered) and long summer runs. The car has been stored in a warm dry building; there is no rust anywhere on the car. It can be inspected on a lift by arrangement.

It is mechanically very sound (never broken down during our ownership) and goes really well. It deserves more use than we have been giving it recently; only 800 miles since last MOT.

Price £27,500.

If you are interested please call for more info on; 0785 164 2255

Champions 2021

Club Champion	Craig Stamper
Ladies Champion	Lynsey Proctor
Autotest Champion	Geoff Rae
Historic Rally	Alex Willans/Bob Hargreaves
Targa Rally	David O'Connor/Stuart Davies
Marshals	Eddie Parsons
Speed	Peter Garforth
Stage Rally	Barry Lindsay
Enthusiast	David Agnew
External	Sam Kirkpatrick

A full list of award winners will be circulated in mid December

FBHVC position statement on the Future of Transport Regulatory Review

The FBHVC (Federation of British Historic Vehicle Clubs) has been in dialogue with the Department for Transport regarding the recently released proposals within the DfT's Future of Transport Regulatory Review.

In particular, there were concerns raised by the historic vehicle community around the implied intent of their view to make it an offence to modify, remove or reduce the effectiveness of an existing vehicle system.

The preliminary view of the Legislation Committee of the Federation (FBHVC) was that the consultation proposals that the DfT have put forward should be viewed in the context of a number of expected future developments in transport and any future legislation will be applicable to "tomorrow's vehicles". The Federation noted that the consultation document uses phrases that suggest it is forward looking in terms of regulation with phrases such as: "[a] modern framework for tomorrow's vehicles" and "[w]e anticipate a greater range of new and innovative road vehicle designs and associated technologies. We

propose a flexible, proportionate and responsive approach to allow safe, secure and environmentally friendly vehicles to come to market. These vehicles need to be registered for use on our roads without undue delay."

The Federation noted also the reference to the Law Commission 3-year review and the fact that this new consultation "compliments" their work in relation to legal frameworks for automated vehicle

deployment. All this is suggestive that the new legal provisions are directed at the next generation of vehicles rather than those of the past. Thanks to the efforts of the Federation, new vehicle design, maintenance, equipment and inspection standards do not generally apply to earlier generations of vehicles. The principle accepted within government and reflected in the Construction and Use Regulations and Road Vehicle Lighting Regulations is that a vehicle need only conform to the regulatory standards of its time to remain on the road. Subsequent standards are not applicable to it. In addition, where contemporary regulations did not specify a design or build standard, the law has not barred modifications to for example ignition, brakes and suspension in older vehicles to improve safety, reliability and efficiency. Thus, the main aim of the Federation's response to the consultation was to ensure that the above principle was maintained and there was to be no retrospective application of any new provisions.

However, concerns were raised by a number of elements within the historic vehicle community around antitampering proposals in the consultation, in particular:

"We [the DfT] will create new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on the road. This will enable us to address existing gaps in the legislation, ensuring cleaner and safer vehicles. We will also create new offences for tampering with non-road mobile machinery and for advertising "tampering" services or products."

Concern was expressed by some that this may outlaw modifications conducted on historic vehicles and damage the many businesses either manufacturers or installers who rely on this trade.

Press Release

page 2 of 2

As a benefit of the long-standing working relationship between FBHVC and DfT, the Federation received an early invitation to respond directly to the DfT ahead of the formal Consultation. The Federation used this opportunity to ask for confirmation that the principle of no retrospective effect would be maintained and to address the concerns over anti tampering proposals. The Federation therefore sought assurances from the DfT on the following points:

- a. The DfT would follow the existing long policy principle that the revised regulations will not have retrospective effect.
- b. They would specifically not apply tampering provisions retrospectively, but confine them exclusively to “tomorrow’s” vehicles.
- c. They would consider a specific exemption provision in the regulations allied to the definition of historic vehicles.

The Federation has received a detailed written response from the DfT, who have given assurances that they do not intend their proposals to prevent legitimate motorsport activities, prevent restoration, repairs or legitimate improvements to vehicles, such as classic cars or motorbikes or to negatively impact businesses involved in these activities. These assurances are reflected in the recent issue of an updated consultation paper on the DfT website.

They also confirmed older vehicles will not be expected to comply with new type approval standards. The type of activities they want to take more effective action against include tampering activities that prevent a vehicle’s emissions system from operating correctly and as vehicles become increasingly automated, to prevent alterations to a vehicle’s integral software and sensing technologies which create safety and security

risks. A badly modified “autonomous vehicle” for example, has the potential to kill its occupants and other road users.

The prompt action by the Federation as a formal stakeholder, has produced a preliminary response from the DfT that will offer reassurance to those who have expressed concerns about potentially damaging legislation. Clearly, any subsequent draft legislative proposals will have to be examined carefully. As a formal stakeholder, the Federation will be engaged in consultations on any future proposed legislation. It will also be providing a full response to the Consultation to ensure that initial undertakings are maintained throughout the process.

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Spare wheel and steel ramps. I’m in Low Lorton if you want to come and see it. Damon (01900 85255)



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



It's that time of year when those who enjoy a challenge to come out to play. Club members were well involved in running local tests and controls on the HERO 'Rally of the Tests' at various locations at Warcop and Waters Farm and time controls in the Bretherdale and Shap areas. The winds did blow and the rain did fall which all added to the challenge of what is already a tough event for competitors and marshals alike. The variety of cars and nationalities of the competitors caused the usual confusion for marshals trying to guess which door to go for.

Fortunately most of the LHD cars had crews used to passing time cards through the driver's door although few opened their windows more than an inch or two to keep the rain on the outside. After the cars had passed, the four of us doing Timing Points on Bretherdale had a welcome post-rally pint in front of a good fire at the George and Dragon at Clifton. Charles Graves and Andrew Fish had an eventful time in the XK150 and hopefully have penned a report of

their trials and tribulations elsewhere in Startline.

My annual walk to the top of Drumhouse above Honister Quarry is alas more than I can manage these days so a new test location for the VSCC Lakeland Trial at Snittlegarth proved to be both local and accessible. Together with Ed Glaister and friend Duncan we turned up at those sections just before 10am but this wasn't early enough to see David Agnew who had been an early visitor in his 1927 Austin Seven Special with the first batch of cars. Dave Nicholson made 'The Times' with his photo on Monday. In total contrast to the foul weather on Friday, Saturday was glorious with blue sky, dazzling sunlight and no breeze.

The landowner Roddy Green and family made everyone welcome with sensible areas for parking even for 2wd cars. His sister drove around in an ATV serving coffee and tea and slices of flapjack in aid of Hospice at Home, whilst Roddy was fully occupied with another ATV towing those competing cars having difficulties with traction at the first section start, which had been badly affected by the heavy rain on the previous day, a fairly common situation with trials especially for the heavier cars. Information for the route and entry was readily forthcoming this year with Keith Thomas doing a sterling job in this respect and afterwards circulating the results within a couple of days. David Rush-ton as Clerk of the Course did a great job knitting it all together with the introduction of some new

hills whilst retaining many of the old favourites which makes the Lakeland so popular with competitors, marshals and spectators alike. Faced with the opposition that so many motor sporting events face in these 'enlightened' days that is no mean feat. Congratulations to all concerned.

Next is the Roger Albert Clark Rally starting from Carlisle on 25th November. Thursday evening has four stages in darkness, Newcastleton 1 and 2 and Kershope 1 and 2 which should prove interesting before finishing back at H&H from 21.15. Friday's eight stages are run over 13 hours in the greater Kielder complex with Saturday having another 8 stages over thirteen and a half hours in the south west of Scotland. After that the rally circus moves to Wales for a restart in Welshpool at midday on Sunday before 11 stages over Sunday and Monday and the finish at Carmarthen. It will be a tough old event.

May I wish everyone a Very Happy Christmas.

Ron.



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Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Can I begin by thanking everyone who commented favourably on my motorsport paintings when they were on show at the Motor House on Sunday October 10. It was strange for me to see them altogether for the first time and it made me wonder how many hours of my life I've spent painting them and all the others I've done over the last 50 years or so. I guess it must run into years rather than months.

I was watching the final races of the BTCC when they were using the Grand Prix circuit at Brands Hatch at the end of October and realised it was fifty years to the day since Jo Siffert (one of my favourite drivers), was killed at Hawthorns corner, which by the way hasn't changed that much in the last half a century. Anyway it got me thinking, and feeling very grateful for the vast improvement in safety in motor sport over the years. When you consider recent accidents in Formula 1 alone I suspect the Grosjeans crash at Bahrain, Verstappen at Copse corner Silverstone, Norris at Radillon Spa and Hamilton at the first chicane at Monza would all been likely to have caused massive injury or even worse a few years ago. It's ironic that Lewis was vehemently opposed to the introduction of the cockpit halo which as it happens was probably his saviour. Apparently his opinion has now changed.

On the minus side you can't help feeling that today's drivers take more risks than their predecessors as they expect to walk away from huge accidents caused by their bravado and constantly pushing harder. The skill of knowing where the absolute limit is and whether you've achieved it or not seems to be a thing of the past, yet it was the ultimate factor separating the true maestro from the simply very good racer. It's a shame.

I was looking at the reports of the Trackrod and Carlisle stages rallies and was a bit disappointed to see that in both historic events the top 10 finishers were all Escorts, mainly MK2's but with a few rapid MK1's making up the numbers. Needless to say I've been upstairs to see if I had any evidence of more variety in years gone by and came up with the following from my own records for the Welsh and Premier Historic rallies from 1999. The types below finished in the top ten on either one or both of the events.

Porsche 911, Lotus Cortina, Mini 'S', MGB, TR4, Saab 96, Volvo Amazon, Cortina GT, MG Midget, plus Escort MK 1 and Datsun 240Z, these last two being Post Historic entries.

Now that's a good mixture and the more important point is that each of those cars listed above were genuinely old, they weren't recently built vehicles masquerading as cars which have existed for 40 years and not the 40 months or less since they were actually built. It's true to say some of the front running historic are considerably newer than cars competing in the modern rally. Seems odd when you think about it. Maybe it's just me but to be quite honest I'd be tempted, even now, to go and watch an event with some variety but "Formula Escort" leaves me cold, think I'll elect to stay at home and paint another picture.

Ends

AA.