

Wigton Motor Club Ltd

Start Line

Issue 2024/11

www.wigtonmc.co.uk

November 2024

Solway Winners!



Photos by Gary Plimer

For Members By Members

WMC Committee

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| | | |
|--------------------------|---|--|
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Please ensure that you contact the appropriate official on the correct email address.

Face Book: Wigton Motor Club & Wigton Motor Club Members

Forthcoming Events

Cars & Coffee

At the Motor House

Sunday, November 3rd

10 until 12

The last one of the year so don't miss it.

HERO Rally of the Tests & WMC Autosolo

At

Kirkbride

Sunday, November 10th

We are running tests for HERO first thing in the morning and this will be followed by an autosolo on the main runway in the afternoon.

Details have been circulated.

Let's have a great entry.

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Over the past twenty or so years all aspects of our past time and sport have become increasingly commercialised in that people are organising events, rallies, tours and shows for their own gain. After all a small Frenchman once described the British as “a nation of shop keepers.” It perhaps natural to see an opportunity and cash in on it.

However this seems to be increasingly at a cost to the voluntary clubs and marshals, and for competitors the costs have risen dramatically in terms of entry fees. The majority of race series are now run as a business and the genuine clubs have been squeezed out, like the MG Car Club has been. There are now lots of car shows being run by folk who rent a field, charge enthusiasts to exhibit their cars, and then charge the public to view them. There is usually no marshals or overall organisation.

There are people who have seen a gap in the market for classic tours and act as booking agents for a base hotel and then issue a Google map and rally plates, all at a cost of the enthusiast.

HERO, and other similar organisations, have been hugely successful with their events, whether it's a one day event or a 35 day trek across three continents costing many thousand of pounds. HERO is now a multimillion pound business and thus employ some very experienced former competitors to plan and run the events. The same is now happening in stage rallies. The Roger Albert Clark Rally and the forthcoming Anglo- Scottish Rally are run as a business which I am sure is doing very well.

The problem is, or course, that all these events rely heavily on volunteer marshals to run. Some marshals feel that it's a different matter marshalling on, say a local club's stage rally which is non-profit making, and to do the same (often with a double usage stage) for a commercial organisation. I saw a quote from an experienced marshal recently that said, “ I help out in the local charity shop for no pay but wouldn't do the same in the local ASDA.” However in the case of the HERO and RTG events, marshalling on their tests is a pleasant experience and they give a very reasonable donation to the clubs for running tests or marshals that do the controls. I don't think anyone has a problem with that, although the amount they pay for the venues can impinge on the smaller club events as the land owner is unlikely to see the difference.

GTF



Editor: Graeme Forrester - gtfmg@yahoo.co.uk

Contributions are welcomed - deadline the 25th of each month

The opinions expressed in Start Line are those of the contributors and not necessarily those of the Club

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Pubs & Places

I read recently about the rate at which pubs are closing in Cumbria (and presumably elsewhere) and I started thinking about all the ones we have visited on events. Two that closed recently were the one in Bolton Low House where the Cumbria Motor Sport Group had their bimonthly meeting and the Clickham Inn which we used at the end of 12 car rallies many moons ago.

When we ran nine 12 car rallies a year, they all finished at different pubs and many of them bit the dust years ago. In the area sought with Wigton and towards Penrith there were so many little pubs at junctions in the middle of no where and it's difficult to understand how they survived. Thirty folks from a rally in mid evening must have been a blessing to the pub owners.

Sour Nook, Goose Green, Sowerby Row were regular venues while The Camp at Rosley was in the middle of field. The landlord was Paddy Murphy whose sideline was marquee hire – those huge canvas tents supported by telegraph poles. The road across the field was a gravel track so you could finish an event with a flourish.

The Greyhound at Bromfield was another finish venue and quite difficult to find and park at. It at least has survived as park of Harrison's' the Butchers and is open for fine meals at weekends.

I suppose the breathalyser killed off many pubs that needed a car to get to which was typical of many of the country pubs.

The Club also met at various pubs in Wigton which had "back rooms." Very few do so now even if the pub still exists. There can't be many pubs now that don't need a food menu to survive. We also used the Bluebell in Dalston and the Knights Club in Carlisle. The Wigton Rugby Club had a decent room for film shows at various times.

Of course our main club night base was the White Heather at Kirkbride. Not only for events on the airfield but also film shows and forums. We had our awards dinner dance there for many years and attracted 300 people when the Club had about 100 members as it was known as a "good do". If we had a club night in the upstairs "Velvet Room" on a Wednesday there was likely to be a YFC dance down stairs. Do young farmers still dance? In more recent times we met at Greenhill for the annual "do" and I remember going to Wheyrigg Hall, I think with the CSMA.

Times change and there are almost no formal dinners or indeed big dances now so places like the White Heather, Greenhill, Wheyrigg have suffered. Indeed the White Heather and Wheyrigg are up for sale.

There were also events at the Moota Motel, next to where we have the Motor House and when it was demolished, we used the site for autotests and now it has the chalet park on it. Moota was another place with a dance hall and a sophisticated menu for the time of Chicken in a Basket and Black Forest Gateau. Again it had weekly dances on a Saturday were popular plus the monthly YFC mid-week dances. We did use Moota as a base for events a couple of times a mini stage rally in the adjacent quarries and when we ran the Allerdale Forest Stages. I remember opening up signing-on on the Sunday morning and being hit by the smell of stale berry and smoke!

We've also used golf clubs at start and finishes and mostly they are pleased to have us. Thirty years ago golf courses were on the way up and there were many new builds. We used Slayley Hall a few times on our tours and it's regularly been used on HERO events. Like many gold resorts, it has never been the success it was hoped. Indeed I read this week that many gold clubs are struggling, and two quite prestigious ones have closed their doors.

As a bit of a history buff, in Victorian times there were three types of establishments. An Inn where you could stay, eat and drink; a public house where you went in to drink and an ale house where drink (beer) was served out the window of a house. This was for the farm workers and miners to have a refreshing drink on the way money from work. The distinction of the last two became less obvious as in living memory there were pubs that were basically the kitchen and front room of a house. We had one in Blindcrake, the Ghyll Yat, which closed before we arrived in the village as did the La'al Moota Inn on the A595. No pubs within walking distance these days which might be just as well!

Do you have a pub tale to tell?

GTF

Solway Targa Rally Results

Historic Rally

| | | | |
|-------------------------------|-------------------|--------------------|----------------------|
| 1st Overall | Geoff Hall | Paul Bosdet | Vauxhall Nova |
| 1 st H | Jim Hendry | Euan West | Triumph TR3 |
| 1 st P | Stephen Place | Alan Place | MG Midget |
| 2 nd P | Ian Maxwell | Kirsten Maxwell | MG B GT |
| 1 st C | Dave Short | James Greenhough | Ford Escort |
| 1 st D | Alex Willan | Glen Fothergill | BMW 316i |
| 2 nd D | David Alexander | Callum Alexander | Vauxhall Nova |

Targa Rally

| | | | |
|-------------------------------|----------------------|---------------------|--------------------|
| 1st Overall | Barry Lindsay | Martyn Petry | Peugeot 206 |
| 1 st T2 | Chris Hunter | Fiona Tyson | Mazda MX5 |
| 2 nd T2 | Phil Hodgson | Lewis Hodgson | Mazda MX5 |
| 3 rd T2 | Danial Place | Gavin Hill | Peugeot 309 Gti |
| 4 th T2 | Bob Hargreaves | Ian Curwen | BMW 3018i |
| 1 st T1 | Trevor Waldon | Jim Fee | Nissan Micra |

Club News & Events

Main Dates for 2025

| | | |
|---------------------|-----------|------------------|
| White Heather Tests | April | 5th |
| Drive It Day | April | 27th |
| Rose & Thistle Tour | August | 16th |
| Classic Show | August | 17 th |
| Cumbria Canter | September | 28th |
| Solway Targa | October | 26 th |

Lots more events to come!



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PG Tips

Peter Reflects On His Month

I have to start by thanking Renault for creating a single button in Trudy's new car and issue a health warning – new cars are terrible, and it appears to be the EU's fault. Obviously not everything about new cars is terrible, but the European safety police have done their best to make them terrible and Brexit does not appear to have saved us from it (or anything else for that matter!).

At this point you may have no clue what I'm on about and assume that the punchline to a joke is coming, so I will start at the beginning. Back in June I officially retired from the Police after 30 years and went on a flash weekend away involving planes and helicopters to the Scilly Isles, and rather less flashy, hired a car to get us from airport to heliport. The car in question was a new Dacia Sandero Extreme and it was very capable. I reviewed it back in my July ramble and apart from being very well equipped it was economical and sat comfortably at 80mph as my speed awareness course confirms!

Fast forward to this autumn, and Trudy was becoming increasingly frustrated by her Vauxhall Crossland which suffered a few minor problems and was looking quite tired after being driven hard by her (into bushes, trees and assorted undergrowth!). At the same time I began seeing adverts for new unregistered Sandero Extremes with nearly £2k knocked off the already reasonable price, including one in Trudy's favourite car colour (metallic blue) and sporting the higher power output engine. I was still off work and once Trudy had had a look and decided she wanted it, I began work on the dealer, who agreed a trade in price on the Vauxhall that was significantly higher than the We buy any car price, something they regretted when I landed in the scratched and tired looking car.

After the deal was done, I headed back from Barnsley in the Dacia. New car smell is lovely, and it didn't disappoint, the big tablet on the dash displayed my phone screen with Google maps and the engine was perky and quiet at cruising speed. As I was comfortable with the controls and feel, I began to pick up speed on the M1, moving in to the outside lane and in doing so felt a weirdness in the steering. It felt as though the geometry was wrong and the car was tramlining or something. I couldn't put my finger on it, and then the dash started bonging at me and a 70 speed sign flashed up. As I completed my overtake and pulled back leftwards the steering appeared to wobble again and I noticed a flashing lane assist symbol on the dashboard.

This is when the penny dropped, and my heart sank. Not only did the Dacia have speed warning alerts but it had active lane assist. I had not experienced it before, but it is really disconcerting. When the cameras under the car see it crossing a dotted line on the road the car tries to steer you away from them – unless you are indicating. Similarly with solid lines, the car thinks you are not in control and drifting over lines and it tries to stop you. I found that if I was really flamboyant with my steering, the car sent me a warning message saying KEEP CONTROL! Which made me want to swear at the car. The car knew what speed limits were on what road and every time I broke one it bonged twice and flashed the speed limit, and sometimes it got the speed limit wrong and bonged at me even when I was behaving!

Pulling into the services for a gallon of the world's most expensive petrol (to get me to a proper petrol station) allowed me time to Google what was going on. Having read reviews of the Sandero prior to buying I, noted it had a low NCAP safety rating because it didn't have active lane assist, emergency braking or speed warning, something that I knew Trudy didn't want after experiencing the Vauxhall bonging at her every time she went near a line on the road. Our 2023 Dacia in Cornwall hadn't

had any of it either and I was therefore safe in the knowledge that the one we were buying would be the same. 2024 however was the year all those things became mandatory due to EU law. Google thankfully revealed that a single button on the dash next to the steering wheel allowed all of it to be turned off at the start of every journey. Hallelujah! It appears not all manufacturers are as astute as Renault (who own Dacia) and all this nannying nonsense is not so simple to disable.

My mother's new Kia Picanto has all of it, and after driving it last week found the lane assist to be super aggressive to the point of it being able to steer round quite curvy bends on its own. Similarly the speed warning doesn't just bong when you breach a speed limit, it continues to bong the entire time it thinks you're breaking the limit. So as I drove my mother and her friend along the coast road between Flimby and Siddick, the car bonged repeatedly, because it believed the limit was 40 when it is actually 60 – aaarrggghh!!! Thankfully, my mother is fairly deaf, and I'd imagine the bonging is usually quieter than Classic FM blasting out! There is no single button to turn it all off, only one to partially disable the lane assist. Everything else is in a menu in the dash display. I must never buy a 2024 on Kia. I'm very glad that Renault created the button because I often drive Trudy's car. Anyway – you have been warned, if you're in the market for a new car, check how easy it is to turn off because it will drive you mad unless you drive like a saint.

Peter

Solway Marshal's Draw

Thanks to the competitors who contributed. The Club has topped the amount up so each gets £20

They winners are:

Geoff Rae (51)

Frank Cave (30). Blackpool group

John Woodhouse (2)

Frazer Clark (34). Craig Stamper's group

Maureen Dixon (43)

Andrew Fisher (24) Chris Spencer's group

Brian Jones (47)

The winnings amounts can be collected from the Motor House at the November Cars & Coffee or will be posted.

After the event there is a lot of tidying and cleaning to do!



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

The Solway Targa Rally ran on the 27th October and contained classes for Historic/Post Historic and Classic/Post Classic cars as well as the up to and over 1400cc Targa Cars. The strong entry list of 47 cars contained many crews who have been around our events for many years which is testament to their resilience and the attraction of our club rallies. The main organising team of David Agnew, John Sloan, Eddie Parsons and Graeme Forrester were backed up by Mary Parsons and Chris Leece on results, Chris Leece timekeeper, Roger Whittaker on Scrutineering and Mr Reliable, Club Steward Ed Graham plus a host of volunteer marshals all of whom are so vital to make the event run. Many thanks to them for without them there would be no event.

Numbers entered in the classes were headed by the over 1400cc Targa cars with 22 against only 2 in the up to 1400cc section (one finisher). There were 4 Historics and 7 Post Historics, 3 Classics and 8 Post Classics. All this can be a little confusing but tends to ensure that you are competing - hopefully - against those in a car with similar potential to yours. It was good to see that over 25% of the entries were from drivers I recall seeing competing over 20 years ago, so much experience there. Looking at the Targa entries I am surprised that there are so few entries in class T1 when there are so many cheap, good value cars available for that category. I know that getting a podium result would be easier in T1 than in T2 – said he, tongue in cheek!

Without a doubt the event benefits greatly from having David Agnew as C of C as he lives locally and is able to wrinkle out tests from his neighbouring land owners which others couldn't. He has been at the helm of the Solway and the Lake District Classic before that for so many years I've lost count. This year all the necessary route, timing and test instructions – in glorious colour courtesy of Eddie Parsons - were circulated a week in advance which takes the pressure off the navigators especially the novices who had time to seek advice well in advance of the rally.

Starting from Rowrah with one of four tests there, the morning route took in tests at Langhorn Farm, Watson Hill, Yeorton Hall, Haile Moor and Windmill 1 before heading back to Rowrah for the second circuit and the lunch break.

The afternoon started with another at Rowrah before a further seven tests at Startoes - twice, Windmill - twice, Mspot and Maryport before the finale at Rowrah. There was a longer afternoon road section along some interesting yellows with a sprinkling of Code Boards to keep the crews awake. The results will appear elsewhere in Startline and the awards were presented promptly in the clubhouse at Rowrah with an evening meal to wrap up proceedings. All in all an excellent event and congratulations to the organising team.

Ron.

Membership

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

Welcome to new members

| | |
|-----------------------|----------------------|
| Luke & Nikki Henley | of Whitehaven |
| Peter & Bina Fellowes | of Bolton Low Houses |
| Andy Speck | of Keswick |
| Martin Ratcliffe | of Workington |
| Marcus Clarkson | of Cockermouth |
| Dave Brodie | of Kendal |
| Martin Harwood | of Keighley |
| Keiran Andres | of Kirkby in Furness |
| Jon Paul Challinor | of Penny Bridge |
| Gavin Hill | of Richmond |
| Keiran Andres | of Kirkby in Furness |

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WWW.M-SPORT.CO.UK

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Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN

Marshals' Post

Wigton MC Marshals championship table 2024/5

| Marshal | POINTS TOTAL | White Heather Set-up Mar 22 | White Heather Rally Mar 23 | Flying Scotsman Apr 13 | Drive It Day Apr Apr 21 | Maryport AS Apr 28 | Track night May 7 | Blackbeck AT May 26 | Branthwaite AT June 23 | Shap AT July 21 | Maryport AS Jul 28 | Blue Streak Aug 11 | Show Set-up Aug 16 | Classic Show Aug 18 | Dearham AT 1st Sept | Kirkbride AS 6th Oct | Solway Set-up 28th Oct | Solway 27th Oct | Kirkbride RoT 10 Nov | Kirkbride AS 10th Nov |
|------------------|--------------|-----------------------------|----------------------------|------------------------|-------------------------|--------------------|-------------------|---------------------|------------------------|-----------------|--------------------|--------------------|--------------------|---------------------|---------------------|----------------------|------------------------|-----------------|----------------------|-----------------------|
| Eddie Parsons | 155 | 5 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 10 | 10 | 10 | 5 | 10 | | |
| Mary Parsons | 150 | 5 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 10 | 10 | 10 | | 10 | | |
| Graeme Forrester | 85 | | 10 | 10 | 10 | 10 | 10 | | | | 10 | | 5 | 10 | | | | 10 | | |
| Steve Fishwick | 65 | | 10 | | 10 | | | | | | 10 | 10 | 5 | 10 | 10 | | | | | |
| Jacqui Raine | 65 | | 10 | | 10 | | | | 10 | 10 | | | 5 | 10 | | | | 10 | | |
| John Holliday | 60 | 5 | 10 | 10 | 10 | | | | | | | 10 | 5 | 10 | | | | | | |
| Neal Horsfall | 60 | | 10 | | | | | 10 | 10 | 10 | | 10 | | | 10 | | | | | |
| Lei Mashiter | 60 | 5 | 10 | 10 | 10 | | | | | | | | 5 | 10 | | 10 | | | | |
| Chris Leece | 60 | | 10 | 10 | 10 | | | | | | | 10 | | 10 | | | | 10 | | |
| David Agnew | 60 | | | | 10 | | 10 | 10 | | | | | 5 | 10 | | | 5 | 10 | | |
| Roger Pope | 55 | | 10 | 10 | | | | | | | 10 | | 5 | 10 | 10 | | | | | |
| Rob Grant | 55 | | | 10 | | | | | | | | 10 | 5 | 10 | | 10 | | 10 | | |
| John Sloan | 45 | | | 10 | 10 | | | | | | | | 5 | 10 | | | | 10 | | |
| Chris Spencer | 40 | | 10 | 10 | | | | | | | | | | 10 | | | | 10 | | |
| Colin Webb | 40 | | 10 | 10 | | | | | | | | | | 10 | | | | 10 | | |
| John Graham | 40 | | 10 | | | | | | | | | 10 | | 10 | | | | 10 | | |
| Lynda Graham | 40 | | 10 | | | | | | | | | 10 | | 10 | | | | 10 | | |
| Tim Cruttenden | 35 | | 10 | | 10 | | | | | | | | 5 | 10 | | | | | | |
| Rob Iveson | 35 | | | | | | | | 10 | 10 | | | 5 | | | | | 10 | | |
| Chris Bailey | 35 | | 10 | | | | | | | | | | | 10 | | | 5 | 10 | | |

That is the top 20 but another 80 members have marshalled during the year.

Car Brands and History.



CADILLAC

A homage to Antoine de la Mothe Cadillac, an explorer who founded Detroit. The logo is based off his coat of arms.



CHEVROLET

Founded in 1911 by Louis Chevrolet and William Durant. The nickname *Chevy* emerged in the 1930s.



CHRYSLER

Founded in 1925 by Walter Chrysler. His name is German in origin, perhaps related to a word for "spinning top".



CITROËN

Founded in 1919 by André-Gustave Citroën, a French freemason. His last name meant "lemon" and shares a root with *citrus*.



HONDA

Founded in 1948 by Soichiro Honda and Takeo Fujisawa. In Japanese, *Honda* means "original field".



HYUNDAI

Hyundai comes from a Korean word meaning "modernity". The *H* in the logo is tilted to the right to suggest motion.



INFINITI

An alteration of *infinity* created by a Nissan marketing team in 1987. The logo shows a road going off toward infinity.



JAGUAR

Started as *S.S. Cars Limited*, but rebranded so they wouldn't be confused with Nazis. After the animal.



LINCOLN

Named in honor of President Abraham Lincoln by founder Henry Leland. The logo is a stylized star.



MAZDA

Named after Ahura Mazda, a Zoroastrian deity. It also sounds similar to the founder's name, *Jujiro Matsuda*.



MERCEDES

After Mercedes Jellinek, the daughter of a rich Austrian diplomat who commissioned the cars for racing.



MITSUBISHI

Means "three diamonds" in Japanese. Both the name and the company logo come from founder Iwasaki Yataro's family crest.



SUZUKI

Founded as a loom company by Michio Suzuki in 1909. The surname means "bell tree" in Japanese.



TESLA

Named after Serbian-American electrical engineer Nikola Tesla, in reference to the type of cars the company produces.



TOYOTA

Founded by the Toyoda family. Changed to *Toyota* because that only took eight brush strokes – a lucky number in Japan.



VOLKSWAGEN

Formed as a state automobile company by the Nazis in 1937 and given the name "people's car". *VW* is from 1958.

Solway Rally Photos

By Tony North



Bloated Cars

The average weight of a car sold in Europe today is 1.6 tonnes, up from 1.3 tonnes in 2001, according to Jato, the data analysts. With each new generation, a car model gains on average 35 per cent more kilos. The current Volkswagen Polo is about the same size as the original Golf, the original Mini could fit inside the modern Mini, and the current Range Rover and Ford Fiesta are a third wider their original namesakes.

And now, with the advent of batteries in electric cars, we are cruising towards the three-tonne mark for some luxury electric SUVs. If enough cars hit that uncomfortable milestone, the UK's infrastructure of bridges and car parks will literally collapse under the weight. The issue was enough to spark a BBC radio debate that I took part in this year, alongside a structural engineer looking for possible solutions for multi-story car parks (spoiler alert: there really aren't any).

The big issue: Why has this happened, and what can we do about it?

Largely (so to speak), cars have got bigger because of safety advances: knowledge from laboratory testing and legislation have required more airbags and bigger crumple zones to protect occupants in the case of a crash. On top of that, we have an insatiable appetite for the body shape that seems to offer more safety than the others, alongside giving a nod to our growing passion for outdoor adventure and exercise: the mighty SUV. This chunky body shape, which adorns everything from the dinky Renault Captur to the huge Volvo XC90, accounts for most car sales, well above those of estates, saloons and hatchbacks.

Look at Ford ditching the Fiesta recently (sob), to replace it with... yes, a small SUV with a raised ride height and chunky styling: the Puma. Even that venerable name plate has been reimagined as a boxy SUV. Some brands have also tried to dodge the ubiquitous SUV description by calling it something else - a Sports Activity Vehicle in BMW's case - but in the end, it's all the same thing: something big, bold, and brash that makes us feel like we're living in some American dream we saw on Netflix.

The biggest increases in size

| Car | Debut model (mm) | Current model (mm) | Percentage increase (area) |
|----------------------|------------------|--------------------|----------------------------|
| Audi A1 | 2970 x 1320 | 4029 x 1740 | 37.11% |
| Honda Civic | 3545 x 1505 | 4551 x 1802 | 22.18% |
| Seat Leon | 3380 x 1570 | 4368 x 1800 | 20.95% |
| Mini Cooper/Mini One | 3054 x 1410 | 3821 x 1800 | 18.87% |

Parking nightmares can hit your pocket.

One of the main issues for motorists with car supersizing, is that far too many cars now don't fit into on-street parking bays or car parking spaces. Parking guidelines haven't changed in 50 years, with the requirement for public bays to be 8 feet (2.4 metres) wide by 16 feet (4.8 metres) long.

Research from consumer group Which? revealed that more than 150 car models are now too big to fit in average car parking spaces and as a result drivers face the dilemma of scraping their alloys in order to fit into the bay or get a parking fine for having two tyres over the markings. What's more, not only

does this risk expensive scratches from other cars, it will make navigating many UK car parks a challenge, as they simply weren't designed for cars this long.

Bigger isn't better – or necessarily safer.

It may come as a surprise, but SUVs aren't inherently more safe for their occupants than an estate or saloon: most are now two-wheel drive for fuel efficiency, so don't offer better grip, and while that higher view of the road ahead may prevent you colliding with a cyclist or pedestrian, it won't offer you better protection in a crash unless the crumple zone and airbag set-up are superior to that in an estate or saloon, and that varies by brand. And in the meantime, SUVs don't handle as well because they sit on higher suspension, with their centre of gravity higher, which leads to more swaying through the corners and over the rough stuff.

The environmental impact may shock you – even for big EVs

Sadly, with electric cars, the story of the added pounds is one of environmental embarrassment because the very products sent to save us from climate catastrophe (and they are the only automotive answer we have right now), are currently spewing far more plastic particulates from their tyres into the atmosphere and marine environment than petrol or diesel cars do, thanks to that extra weight of the battery, combined with the rapid acceleration of electric cars from a standing start, which forces more power through the tyres in a shorter space of time. Emissions Analytics have showed that tyre wear rises “pound for pound” in proportion to the weight of a vehicle.

What's the solution?

If you ask me, in a nutshell, it's got to be climate change will shift the balance. The very thing that has driven us towards SUVs: a growing need to get healthier in mind and body, and spend our leisure time getting outside and active, means that we are now aware that bigger isn't better, more powerful doesn't mean more successful and a true status symbol is one that reflects a sustainable choice. Who will want a 2.8-tonne electric SUV when they realise, they are doing more damage to the environment than good? That's just embarrassing.

And who will want a huge, heavy battery for a 400-mile range when they realise how long it takes to charge it? The younger generation of motorists want a small, light, efficient car with cute styling, cool tech, and recycled fishing nets for foot mats. They will look at their parents' automotive choices in amazement and ask us what we thought we were doing, hooning around in these giant displays of consumerism. Let's take a leaf out of fashion's book: successful labels now embrace slow fashion, keeping clothes expensive but made with enough care to last a lifetime. The car world is watching and is changing. Stand by.

Courtesy of Money Super Market.

Autojumble

Items for sale or wanted

Ron Palmer has for sale:

Pair Mazda MX5 seats Black cloth at Motor House. Proceeds to charity £90

Various RAC rally and Pirelli road books and programmes at Motor House Free of Charge

Morris Ten Four series M operations manual 1939 -1947 - £5

Ford Pop D/L , Eight and Ten Instruction Book - May 1953 £5

Ford A, B, AA and BB Repair charges book Dec 1936 £2

Austin Half-ton Van and Pickup Drivers handbook 1964 £5

Austin 8 Spare parts price list 1939 £2

Austin 8 Spare parts list - July 1939 £2

Ford V8 Repair charges - October 1936 £2

Austin Twelve – Six Spare parts list April 1933 £2

Flying Standard Instruction Book Models 9/10/12/14/20 -1937 -1940 £5

Standard Cars Instruction Book - Model Twelve – 1936 £5

Riley Six Instruction HandBook 1930s £5

Ford Anglia 105E - 1964 Owners handbook £3

Ford Cortina MK 2 – 1966 Handbook pre-crossflow £3

Ford Cortina MK 2 – 1968 Handbook crossflow £3

British Grand Prix 1962 Aintree programme and grandstand tag £5

All the above proceeds to Club charities contact ronpalmer777@hotmail.com

In addition there are a number of publications at the Motor House Marked FOC – help yourself!

Land Rover Spares:

1 x Peugeot Partner 08-18 Passenger seat £25

2x Land Rover Series 2/3 Brake shoes STC2769 BR1775 Bearmac £4 per set

1x Land Rover Series 2/3 Hardline fuel pipe (Pump to Carb) £10

1x Land Rover Series 2/3 Bean Can Brake Reservoir Original £40

1x Land Rover Series 2/3 Brake Cylinder B21102 Bearmac £2.50

Land Rover Series HT leads Lucas £5

1x Land Rover Defender 110/127 Alternator 43

AMP V Belt 57mm £30

1x Land Rover Series 2 Dash (no gauges) £20

VW T3 Clutch slave flexi pipe Early pre1980 £2

I'm open to offers, I can be contactable via phone : 07379032747 or Email : yvesleather@gmail.com

I'm located in Shap, CA10. I can post at extra cost but would prefer collection.

Marshals request.

Anglo Caledonian Rally.

A new rally needs service area marshals over the weekend of 23/24 November at various venues.

Club member Greg Bates is co-ordinating the marshals for these areas.

Each venue / time slot will require two marshals.

If you can help please register for the event on Rally stage team at <https://www.rallystageteam.co.uk/>

or for more information contact Greg at kiwibates@yahoo.co.uk

Sat 23rd Nov at H&H Carlisle.

08.01-09.31 MTC1

10.31-12.01 regroup in

10.41-12.11 regroup out

11.06-12.36 service out

20.25-21.55 service in

20.35-22.05 MTC2.

Sat 23rd Nov at Kielder.

13.48-15.18 service in

14.43-16.13 service out/regroup

14.53-16.23 regroup out

15.39-17.09 service in

16.04-17.34 service out/regroup

16.14-19.32 regroup out

16.57-18.27 service in

17.52-19.22 service out/regroup

18.02-19.32 regroup out

Sun 24th Nov at H&H Carlisle.

07.31-09.11 MTC3

07.41-09.21 service out

Sun 24th Nov at Lockerbie.

09.52-11.32 service in

10.17-12.07 service out/regroup

10.27-12.07 regroup out

12.08-13.48 service in

12.33-14.13 Service out/regroup

12.43-14.23 regroup out

14.21-16.01 service in

14.46-16.26 service out/regroup

14.56-16.36 regroup out.

16.37-18.17 MTC4

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport



What a lovely man! Which one you may ask well here's a clue it's not the grinning idiot sitting in the red car (see below) that's yours truly, the other white haired gentleman is Mike Pilbeam the man whose design input record boasts BRM, Lotus, Surtees, LEC F1 cars, several Le Mans LMP 2 cars plus a plethora of single seaters including ones that have won the British hillclimb championship on 20 or so occasions.

Let's start at the beginning, Mike decided to build an 1172 Clubman car in 1959 and openly admits it was largely a voyage of discovery as he had no background in car design. (It's the silver and yellow one pictured below). It was a similar route taken by Chapman, Terry

and Broadley plus many others who turned a hobby into a career.

Mike's opportunity came about when he got a job at BRM in Bourne Lincolnshire. Here he was working under Tony Rudd (nice bloke) who soon realised his potential and gave him the 4 wheel drive F1 car project to design. While here he got to know Graham Hill (a real character), Raymond Mays, whose history in Bourne went back to ERA's pre war, Sir Alfred Owen of Rubery Owen the team sponsors plus the likes of Aubrey Woods and Jackie Stewart also many more "names" who are all important in the history of motor sport. At this time all the F1 teams were going down the 4x4 road, a road which ultimately led nowhere thanks to the discovery of wings.

As well as this he was involved with the H16 F1 engine, a heavy and complicated design which had the propensity to shake itself to bits. It was eventually improved by work on the cranks which were redesigned to give better balance, that proved good enough for Jim Clark to win the US Grand Prix in an H16 BRM powered Lotus 43.

Chapman the Lotus boss tempted Mike away to use his 4 wheel drive knowledge getting him involved with Maurice Phillippe on the F1 and Indy car projects. The F1 car was Cosworth DFV powered but the engine was back to front in the chassis so both front and rear drive could be taken off a central point. Again the F1 (type 63) wasn't successful like all those from other manufacturers, but the Indianapolis racers (type 56), some of which were gas turbines, redeemed themselves by being very competitive.



Now I had always thought Chapman was a bit of a cheat claiming he'd designed things when it was actually those he'd employed who'd done it. Wrong again! Apparently the "Boss" took himself into his office and wasn't seen again for a fortnight after which he appeared with the Type 72 concept complete. Granted it still needed the details done but the design was largely his and became probably the most successful F1 car of all time, being competitive for nearly 5 seasons.

Mike stayed at Lotus til 1972 so was there when Rindt died at Monza and confirmed what I'd heard before that Ronnie Peterson found it difficult to identify problems with set up but was so talented he simply drove round them and still got quicker.

Well that's just about covered the start of Mike's career so I'll stop there for now at the end of 1972 and finish the story in next month's article. Oh, and just before I finish, while talking to Mike the worst

he ever said about anyone was they were "OK" so you'll have to read into that what you want, I told you at the outset that he was a lovely man.

Ends AA.



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A selection of items will also be available at The Motor House**

Price correct September 2024