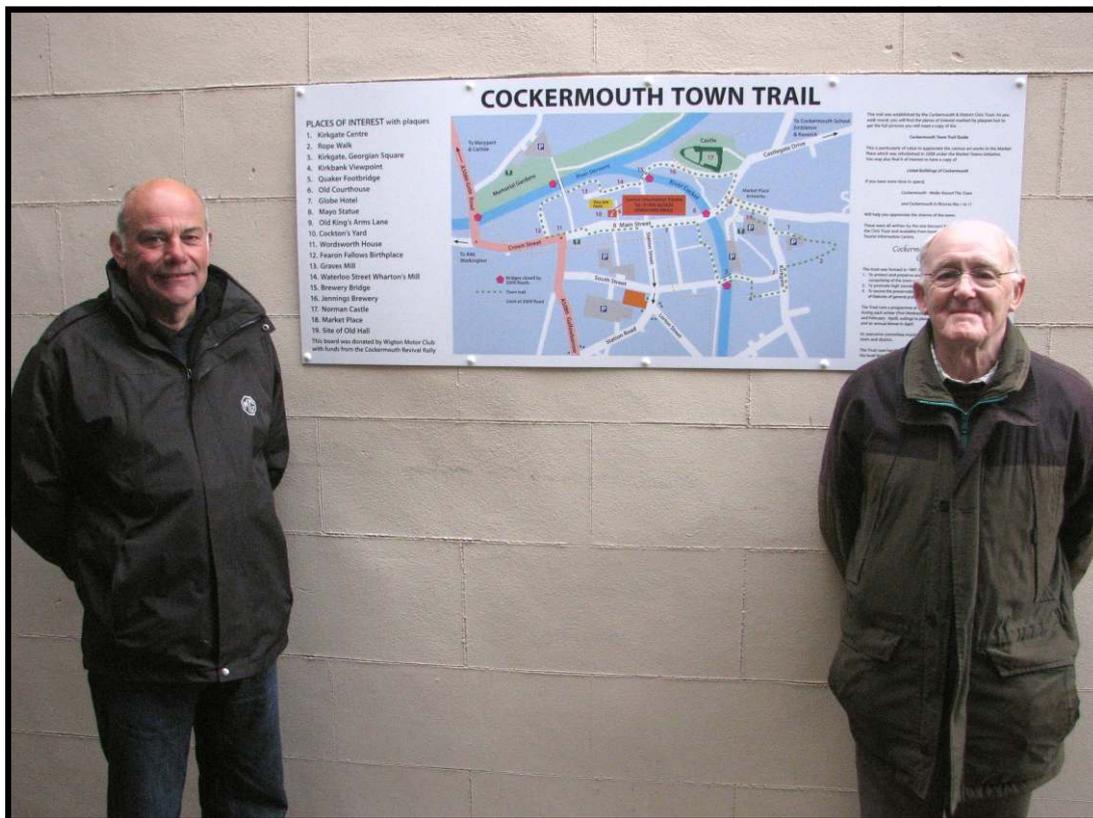
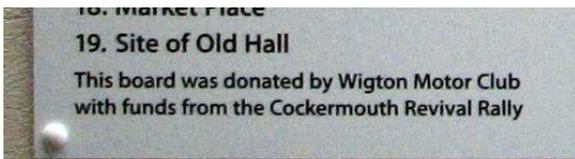


Start Line

First Cockermouth Revival Information Board goes up!



In October 2010 the Club ran the Cockermouth Revival Weekend. Proceeds from those events were put towards new information signs for the town designed by the Cockermouth Civic Society. The first of these signs has just been put up beside the new Tourist Information Office in the town. Above we see Roger Pope (WMC) and Eric Appleby (CCS) at the sign in Kings Arms Lane. Hopefully further boards will be going up in the town car parks soon.



Always in the lead!

Diary

Club events over the next month or so

May Pub Run

Wednesday May 2nd

A forty mile scenic tour starting and finishing at the Greyhound at Bothel

Food at the finish at £4 per person.

Entries in advance to Graeme Forrester on 01900 825642 or email gtfmg@yahoo.co.uk

Grass Autotest

At Blackbeck

Tuesday May 15th

Entries to David Agnew on 01946 841455

Autosolo

At Penrith Auction

Sunday, May 27th

Entry forms on the website

Entries to David Wiggins on 016973 49488

WIGTON MOTOR CLUB LTD

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Roger Pope	01900 827181	rcpope@btinternet.com

Talking Point

Topical comment from the world of motoring

Every time a shop becomes vacant in Cockermouth it seems that it becomes a sandwich shop, in Keswick any empty premises becomes an outdoor clothing shop. The business logic of this escapes me as there must be a finite market for sandwiches and outdoor clothing! More outlets will surely dilute the existing number of purchases per outlet.

Why I mention this is because it often happens in motorsport. Back in the eighties we ran the hugely successful County Motor Clubman's Stage Rally Championship. After a few years other clubs tried to run "copy cat" series.

Much the same seems to be happening in the historic world these days. Historic race meetings are much more popular than say the British F3/GT meetings, hence everyone wants a share of the action. Thus just about every circuit in the UK and Europe now has a historic festival while commercial operations like Masters and Legends also get in on the act. It would often seem that the cars are being spread too thinly and the traditional events run by the likes of the Vintage SCC, Bentley DC and AMOC are losing out. Drivers of "interesting" old cars now have a choice of events and are often "invited" to attend, so the lovely clubby events where their cars raced for years are suffering. It has also led to some of the "new rich" to spend ridiculous sums of money in order to buy their way onto grids at tracks like Goodwood and Monaco. Thus we have less of "proper cars driven by proper chaps" with due regard to the history and value of their cars. The driving standards of some of the newcomers to historic motorsport leaves a fair bit to be desired.

Modern historic stage rallying has also seen new blood coming in and spending absurd amounts on Escorts and the like to the extent that they are way quicker than the originals.

Back in 1989 WMC started the Cumbria Classic Weekend, made up of the Classic Caper and the Classic Show. Over the years their successful format has been copied by clubs or individuals who want their slice of the action. Now days we run the follow on to the Caper, the LDC, on a different weekend to the Show due to the amount of work both require. Going back to my original point, there is a finite number of cars and competitors, indeed in these challenging economic times that number may be smaller. More events mean that number is spread more thinly and it is difficult to make events viable. An event for 60 cars can be run for a cheaper entry fee than one for 30 cars.

The same can be said for shows. There are a handful of excellent shows in Cumbria run by vintage vehicle clubs and car clubs and a huge effort goes into running them. However there are always folk who see shows as a good money spinner (either for themselves or a charity) and ask us "Can you bring some cars to our show/carnival/fete?" I have to explain that there is already a full programme of car events and that we all have other things to do like the garden and family activities. I then ask what insurance they have - which is often none!

So let's all try and support our own and other genuine events during this summer!

GTF



**Editor: Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth,
Cumbria, CA13 0QP. 01900 825642**

Email: gtfmg@yahoo.co.uk

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

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Lamplugh Parish Diamond Jubilee Group

Monday 4th June 2012

Jubilee Car Run

Open to all sports and classic cars

Meet at Lamplugh Village Hall: 9.00am onwards

Cars will be started from 10.00am

The run will take in some of the most breathtaking views in the North of England

Finish at the Sports Field, Lamplugh Tip in the early afternoon to coincide

with the start of the Jubilee Sports Day

Cars will be joined by a parade of vintage agricultural vehicles

Kendall Bruce 01946 861531

Email: kendall.bruce@sky.com

National Gardens Scheme invite Old Cars to Crookdake

On **Sunday, June 12th** our garden at Crookdake Farm, Aspatria is open to the public under the National Gardens Scheme to raise money for charity. As some of you will know, gardening is not one of my favourite pastimes and I hope that as many people as possible, who have a passing interest in things mechanical, will come along between 1 and 5 pm in whatever means of transport they find interesting. Alannah, has owned her 1951 MG TD for 43 years and the car is 60 this year so this will be a bit of a birthday party for the old nail. Ample parking and all in a very good cause so do please come if you can - you not obliged to actually look at the flowers !

Directions: If travelling along the B5299 (off the A595) from Mealsgate to Aspatria, turn right to Crookdake in Watchill and we are the second property on the left about 1 mile from Watchill.

Please forward this to anyone you think might be interested - a good excuse for a run out in an old car.

Kirk Rylands

The logo for Lake District Hotels Limited features a stylized green mountain range above the text 'Lake District Hotels' in a blue script font, with 'LIMITED' in a smaller blue sans-serif font below it.

www.lakedistricthotels.net

PG Tips

In amongst the excitement of getting rid of my Renault Laguna on Ebay I almost forgot about my column for the mag...then I remembered the Ebay experience of actually ridding myself of the Renault and it all came flooding back. I don't know whether it's just a run of bad luck on ebay or the car was jinxed but at the end of the first auction the high bidder Jamil2011 contacted me and said he would not be buying the car because his son had been fiddling with the computer...of course he had! I really didn't think anyone came up with such rubbish any more but I had clearly overestimated the intelligence of some people. I suspected that he had changed his mind when he realised Blackburn is actually quite a long way from West Cumbria and he had no way of getting here easily. So auction 2 was then under way complete with a piece in massive letters about the location of the vehicle. 7 days later and for £100 less than the previous auction I found the winning bidder was from Luton. You can imagine the groan that I let out and the email I sent asking for a deposit and clarification as to when he would be collecting the car. Much to my surprise a paypal deposit was duly paid and a few days later the man from Luton arrived (by bus....it took him 10 hours!), paid in cash and headed off into the night. He has even left me positive feedback, as has Jamil2011, which was hard to believe because I had been extremely rude to him for wasting my time and losing me money!

I then had a brand new Haynes manual for the Laguna to get rid of and listed it and one week later had achieved the princely sum of £8 for it. Of course I hadn't really, because the PayPal payment from Franclo (the high bidder) didn't clear and he stopped replying to emails. I opened another dispute and re-listed, which is when Franclo came back on the scene and bid on the re-listed manual! So as things stand I can't give him or Jamil2011 negative feedback because they are buyers, I haven't sold my manual, Franclo won't agree the dispute so I have 2 lots of fees to pay and he won't respond to contact. I have just cancelled his bid on the re-listed manual.

I would like to say that I won't be using Ebay again, but it's just about a necessity when you own older and old cars....in fact I can't remember how I ever coped before it!

The replacement vehicle for the Laguna is living up to its reputation....its an Alfa 166 V6 – so it has an epic soundtrack, sparkling performance and a list of minor faults as long as your arm. I can forgive all of them because that engine is so damned fantastic. I would love to put one in a, kit car or single seater – it hauls the hefty old 166 along at a rate of knots, it would be amazing in a light-weight car with open exhausts!

Hopefully I am all ready for the Isle of Man in 10 days time...all cars are currently working correctly (or nearly correctly in the case of the Alfa), ferry and hotel booked, money saved and the event finals arrived in the post. The entry list is looking better than ever before with 90 cars entered ranging from pre WW1 vehicles up to a brand new Porsche and lots in between. Due to the way the event is run my class is age and engine size governed with no split between road legal and mod prod cars. I will be up against an array of old BL rubbish....most of which will undoubtedly beat me....but hopefully by less than last year.

Peter Garforth



Drive It Day



Drive It Day this year took place at Houghton Hall Garden Centre in unexpectedly good weather. Some 75 cars attended with many of them taking part in the three runs organised for them. The coffee and scones supplied by the Centre were excellent!

A Delage meets an Alvis and a Ford model A.



Steve Parker and friend enjoy the sun.



Clive Alcock explains the mysteries of rust proofing a Lancia!

Wigton Motor Club

'Lake District Classic Rally'

Sponsored by



Sunday, 15th July 2012

Entry forms for the 'Lake District Classic Rally' are now available. The rally will run this year on Sunday 15th July and be based on the popular venue of the Penrith Truckstop close to Junction 40 of the M6 in Cumbria. Within easy reach from all points of the compass this is easily a one day event for most potential entrants but for those wishing to stay overnight competitive accommodation rates are available. The event will incorporate thirteen spacious, open tests involving no reversing or Mensa puzzles and four straightforward regularity sections. The route is by preplot instructions with a variety of methods none of which are difficult or tricky and examples of formats to be used will be sent out with final instructions. Route instructions will be available at signing on and there will be at least an hour available to put it on the maps. There is a class for competitors who wish to do only the tests with a simple tulip road book thus avoiding the navigation or regularities. The route will be compact and limited to 75 road miles allowing for results and prize giving to be over by 1800 hours. This event is organised by current competitors who know what clubmen want from rallies. The entry fee is £95 with morning coffee and evening meal included and competition licences are **not** required this year.

Regulations are available from the Wigton Motor Club at www.wigtonmc.co.uk or from the

Entries Secretary – Chris Leece at
chris1_lowtherview@yahoo.co.uk tel 07840111051

Event Reports

Granite City Rally Mark Fisher reports

The lack of rallying action for me this year came to an end last weekend with the chance of a run on the Granite City rally at Aberdeen. A novice driver based up there, John Macpherson, was needing a co-driver to help get him to the end of his first event in a 1.6 Peugeot 205 GTI so I thought I might fit the bill. Now normally I won't jump into any old car with an unknown driver but I thought hey, what the hell, and away I went!

Being seeded last took a lot of pressure off John and when we set off into the first stage I think I was more nervous than him! About 2 miles in it nearly ended abruptly as he bounced the car into then out of a shallow ditch. When he asked me "What happened there?" I just shouted "Forget it, keep driving!!" Unfortunately we were then stopped in the stage due to the horrendous accident involving three spectators who had been struck by a preceding car whilst trying to retrieve an earlier car that had gone off. Thankfully all the emergency procedures had kicked into action and after reporting to the next radio point, we completed the stage at reduced speed. Remarkably all three injured parties "only" suffered broken bones as it looked as though it was much worse.

After calming John from the previous incident, we headed into stages 2 and 3 with his confidence building. For someone with so little experience, he really had good car control and I only occasionally had to reign him in to help ensure a finish. The Granite stages were really rough in places and had been graded with 3 and 4 inch cobbles which knocked lumps out of the car and proved tricky with the constantly varying levels of grip.

At service John decided that 2 new tyres were a good idea as one was slightly damaged so two new D-Mack's were fitted to the front for the remaining stages.

Stage 4 went well and the improvement in grip was noticeable with the car pulling much better out of tight uphill corners. Stage 5 in the Fetteresso forest was the last and was around 14 miles long. It was a combination of an earlier stage and some new sections. With about 4 miles left to go John shouted that he thought we had a puncture, but it didn't feel like it to me. I told him to carry on and soon a knocking appeared from the rear of the car. We completed the stage without really reducing pace and when we reached the stop line, I got out and found one of the rear shockers had been split and was hanging in fresh air doing nothing!

John was over the moon with completing his first ever rally and wouldn't stop thanking me. To see his happiness and enthusiasm made the trip north well worth while and I'm pleased that I took the chance. He's already asked me to sit with him on the Speyside Stages later in the year so another long trip north could well be on the cards. Next event should hopefully be the Jim Clark with Willie, when we get the Escort back in one piece!

Mark



**Brockbanks
Solicitors**

Whitehaven, Cockermouth, Maryport, Workington and Keswick (as Oglethorpe & Broatch)

10% discount to WMC members

Kames - Sunday 15/04/2012

Ronnie MacGregor

The first WMC speed event of the year was eagerly awaited by many. Despite six months having elapsed since the end of the 2011 season, and with all that theoretical time for car preparation, isn't it strange just how many people were desperately trying to get their cars back together the week, and even the night before !!!

For David Wiggins, Sunday the 15th was just too long to wait, and he turned up a day early and proceeded to drive the track in reverse. Of course 88.80 looks like an unbelievably good Class R1 time until you remember that this is only 2.75 laps, the Sunday being much more of an endurance event, covering the full 3 laps !!!

Melvyn Hartley had also turned up a day early, a sneaky bit of practice for the next day in his Honda S2000 engined Class M5 Autotune Gemini. A superb choice of engine if I may say so ! He produced an impressive 79.23 but more to the point, actually turned up the next day for the Wigton event. Mr Wiggins didn't. I wonder if he is shying away from the pressure of young whippersnappers at his ankles ?



Sunday dawned bright and clear. Blue skies and a bit of cloud, but very very cold. Dave Exton the car-less had turned up to provide a very efficient start-line marshal service, and it was great to see him, but I am sure most would have preferred to see him on the track. Fingers crossed for the next event.

The pace of car delivery to track seemed a little lethargic, probably not helped by timekeeper computer problems on the day, but the track-side company and the chat was good as always, and it proved to be a very good day all told.

In R1, Robert Iveson in his 1275 Morris Mini showed steady improvement during the day, bringing his initial 117.11 practice down to 111.94 seconds. Fifth in class on the day, and in the absence of Mr Wiggins, collects a WMC first in class to make a healthy start to the championship season.

Well things are hotting up in R2 !! Kevin Hamilton has been attracted back into the fold this year. He seems to be looking for a bit more action, and obviously he's going to show the rest of the R2 boys a thing or two. He might also drive quite well !!! Very nice of him to take time out to provide a quick ballet demonstration at the hairpin on the first timed run.

The Thornton's have obviously decided that they need a proper car this year, and have turned up with a Japanese import Honda Integra Type R. Oh dear !!! Funny how reluctant they were to have the car

strip searched !! I had to pull the bonnet release three times before they gave in and allowed the bonnet to be lifted !!! We also hope to see Dave Exton back in R2 once he gets a new car sorted out. It just isn't quite the same without him. For my S2000, I have once more discovered that having chosen a car that fits the WMC classes, it is a misfit car in events where road going sports cars are not mixed with other road going cars. This means that it usually ends up alongside Caterhams and Westfields. Having entered A8 "Marque Road Sports Cars" it was subsequently bumped by the organisers into A6 "Sports Cars over 1700cc" and ran against a double entered Fisher Fury on the day.

Alex Thornton took class third on the day, beaten by a very rapid double entered Toyota Starlet GT Turbo. He claims a well deserved WMC class first with 98.81, and straight off the blocks is looking like a hard man to beat. Oh yes something about a re-run warm tyres anyone ??? Only kidding sadly that wasn't actually his fastest run !!! The remaining Wigton guys managed, Kevin Hamilton - 99.97, Ronnie MacGregor - 101.25, Mike Thornton - 102.33 seconds.



Richard Shaw has had a change of car, the Audi Quattro of last year giving way to an R3 Subaru Impreza, and he took 4th in class on the day. Steady improvement through the day saw a practice time of 122.15 brought down to 116.03, and a first in WMC class to start the season.

Les Golding in his Caterham 7 took a second in class on the day with 98.06 with 4 other contenders. The only WMC entry at this event in the RS2 class.



Colin Sutherland's "Teenage Splat Motif" has vanished from his "Stealth Spitfire", and he and Peter Keen took second and third place on the day with times of 100.31 and 108.48 respectively. They both gain a WMC class first, Colin in C1 and Peter in C2. Peter Sewell was spotted on the entry list with his MGB, but unfortunately was not there on the day.

Harry Moody fought in quite a closely contended group of five on the day, turning in a time of 89.96 and a WMC first in the M4 class.

Plugging everybody's times into a spreadsheet which automatically allocates ranks and points, my unofficial reckoning of the day is as follows :

Colour Key - Championship Column Data				Kames				
Colour Key - Class Column Data				Sunday 15/04/2012				
Driver	Car	CC	Class	Time	Ranks	Points		
Robert Iveson	Morris Mini	1275	R1	111.94	15	1	11	10
David Wiggins	Peugeot 205R	1294	R1					
David Exton			R2					
Kevin Hamilton	Citroen Saxo	1598	R2	99.97	9	2	17	8
Ronnie MacGregor	Honda S2000	1997	R2	101.25	11	3	15	6
Alex Thornton	Honda Integra Type R	1797	R2	98.81	8	1	18	10
Mike Thornton	Honda Integra Type R	1797	R2	102.33	12	4	14	4
Richard Shaw	Subaru Impreza WRX Sti	1998 T	R3	116.03	16	1	10	10
Les Golding	Caterham 7	1588	RS2	98.06	7	1	19	10
Colin Sutherland	Triumph Spitfire	1296	C1	100.31	10	1	16	10
Peter Keen	Triumph TR6	2500	C2	108.48	14	1	12	10
Peter Sewell	MG B	1800	C2					
Harry Moody	Westfield Megabus	1298	M4	89.96	6	1	20	10
Darren Coleman	Sylva Striker	2000 T	M5	86.99	5	4	21	4
Garath Coleman	Sylva Striker	2000 T	M5	107.39	13	5	13	3
Melvyn Hartley	Autotune Gemini	1997	M5	86.91	3	2	23	8
Alistair Jackson	MJ Eng Hosson-Bouler	2300	M5	86.94	4	3	22	6
Mark Purdham	MJ Eng Hosson-Bouler	2298	M5	83.82	1	1	25	10
Angus Reid Buchan	Radical Clubsport	1352	S1	84.28	2	1	24	10

So a good first day to the season, but with only a subset of Wigton members showing face. Perhaps that is understandable with school holidays and the end of the ski season in the mix. Hopefully we will see some of last year's contenders re-appear at future events.

Please forgive me if I have missed anyone, and let me know if there are any errors herein. I have still to match everyone's name to a car and to a face.

Photographs are a courtesy of Kevin Clark (EACC).

June Pub Run

Pub Run for Wednesday 13th June starting at 7pm in the layby on the left just before Mealsgate - Carlisle bound at 85/207419. Simple route instructions and pleasant scenery. Book your place with Ron or Christine on 01228 575153

Inside the Industry

Paul Gilligan keeps us up to date

March Sales – Results For The Most Important Month of the Year

March represents about 18% of annual UK car sales, the biggest month of the year. The industry breathed a collective sigh of relief when the numbers came in just ahead of last year, although how many of the cars registered were not actually sold remains a question as ever. Retail sales were up with many buyers persuaded that a low monthly finance payment would be outweighed by the savings in fuel and road tax costs offered by the more efficient cars now widely available. Fleet and business sales were down by a worrying amount, hopefully this is just a blip?

Audi, Bentley (!), Land Rover, Lexus, Mercedes, Nissan, Skoda and VW were all well up, the strength of the VW Group is just amazing, they now account for almost 20% of cars sold in the UK against under 15% for Ford, the supposed market leader. It looks like VW on its own may soon overtake Vauxhall, last year they were 20000 sales behind at the end of March, this year 8000. When supplies of the new VW Up! start to arrive next month the gap will close faster.

Losers so far this year are Alfa Romeo (after a great 2011), Honda, Lotus, Mitsubishi, Renault, and Vauxhall. Renault are having a particularly awful time. Last year their sales plummeted and they responded by cutting the model range significantly and reducing the dealer numbers significantly so those left might make some money. So far the medicine isn't working, Renault sales are 43% down against last year, they now take just over 2% of sales, I remember when it was over 5%. Sadly the Renault dealership in Workington is one of the casualties, closing at end March after 30 years. Peugeot have publicly stated that they will not be following the Renault policy of reducing both model range and dealers, and have said that they therefore expect to pick up significant volumes from Renault. Makes sense to me!

Lotus

My regular reader may remember my comments on Lotus last month. Last year they sold 133 cars in the UK in the first 3 months, hardly impressive when Aston Martin sold 317. This year Aston were just about the same, Lotus were down to just 35. I see that while the F1 team that used to be called Renault will continue to be called Lotus (because the actual owners think the name has "cachet") Lotus will no longer be giving them any money, presumably because they haven't got any? I fear bad news for this incredibly important British name. Lotus have now issued a public statement that whilst admitting they have severe problems vehemently denies that they are being put into Administration or that their Chief Executive has left. It reads awfully like the football Chairman's declaration of unwavering support for his Manager!

Since I wrote the above a long interview with Dany Bahar CEO of Lotus has been published on t'inter-net. Key points are:

New owners don't yet "understand" the Lotus 5 year plan.

Mr Bahar as CEO doesn't know if Lotus are for sale or not.

Esprit launch has been put back, until at least 2014.

Suppliers have not been paid over the winter, "we are catching up now".

"We have an order bank of 1100 cars sold not yet built."

Lotus lost £25M last year on sales of 2600 cars, just about £10000 per car sold!

The biggest problem now is that with all this bad publicity flying around those with money to spend on an expensive sports car will choose the safe bet, like most obviously Porsche, or at the higher end Ferrari. Those who bought a Saab in that company's dying days, or a few years ago a Rover, paid dearly in terms of lack of warranty, perhaps difficult servicing, and excessive depreciation. As I said above, I fear for this incredibly valuable British brand. Best end would be a sale to someone who understands the business and has quality engineering to bring to the party. Step forward TATA/Jaguar!

Annual General Meeting

The A.G.M of Wigton Motor Club Ltd

Will be held at the

Greenhill Hotel

On Wednesday, May 16th at 20.00

All members are requested to attend

Agenda

- 1 Apologies for absence**
- 2 Minutes of the 2011 AGM**
- 3 Matters Arising from those Minutes**
- 4 Reports: a) Chairman's
b) Treasurer's**
- 5 Acceptance of the reports**
- 6 Election of Officers and Committee**
- 7 A.O.B.**

Matters for inclusion on the agenda, including nominations for officers and committee, should be with the secretary by midday on May 9th

From The Top

April Committee Meeting:

The new arrows sponsored by BK Screenprint had arrived. The new tabards would be bought soon.

New coloured cones for autosolos would be bought.

The eight fire extinguishers for events had been purchased.

The karting sessions for kids would be on April 27th and May 11th at 5.30

The AGM would be on may 16th at Greenhill.

Arrangements for Drive it Day were finalised.

A busy May with a pub run, Lowland Gallop, autotest and autosolo. The autotest would be on a Tuesday so as not to clash with the AGM.

Entry forms for the Classic Weekend were now published.

Entry forms for the LDC were now on the website.

We were looking at different options for first aid cover for the Show.

Next meeting after the AGM on the 16th.

Mutterings

Ron is having a month from Uttering due to a hectic schedule in May so you have to make do with me!

I have to admit to not watching much of the British Touring Car Championship on TV in recent years. It's all got a bit silly in my opinion. The cars bear little relationship to what they "are", as the engines and suspension are supplied as a package, there are weight penalties if you win and reverse grids etc.

However with the return of MG I did watch the highlights programme the other night (how anyone can watch a whole afternoon of it on the box beggars belief?) The first thing was that the vast majority of the drivers I had never heard of, indeed nearly all of them are pay drivers rather than paid drivers. Rich middle aged amateurs - is that what is best for the premier UK race series? Then the cars are listed under their sponsors rather than their make, which must reflect that the manufacturers put very little in, or otherwise they would want their name in big letters!

It does really seem to be a big circus rather than a race meeting. The drivers complain about each others tactics but you have to see it as showmanship for the TV. I bet they all head for the bar afterwards for a good laugh! It seems remarkable that the BTCC seems to have different rules as regards driving standards to everyone else and to those laid out in the MSA Blue Book. If driving as I saw at Donington was replicated at a clubby meeting there would be a queue at the Clerk of Course's office and penalties and bans being dished out. The big issue is that if drivers in the BTCC do it then young novice drivers will think that they can as well. I've read on some forums that many feel that Alan Gow's position as Chair of the MSA cannot be compatible with owning the BTCC and condoning such bad driving. Something that may need to be looked at perhaps?

Having raced at circuits featured in TV coverage does give a different perspective to TV viewing. The onboard cameras are extremely good now although they do seem to make the track narrower than it actually is. You can sense what a driver is doing from any changes in lines and how some drivers plan ahead in order to do their overtaking by taking a different line through the preceding corners. I think I am going quite fast when I am going round Silverstone but I worked out that Jenson Button would lap me on his third lap! It must be incredible to go round at that speed and I don't think the TV cameras actually show how quick the F1 cars are going due to fact that the cameras are rarely at right angles to the cars when they are really motoring. No doubt the cameramen could not pan fast enough!

I am really surprised that there has not been more outcry about the cost of fuel (for both vehicles and heating). The UK has by far the highest tax on fuel in Europe and apparently an average family spends more on fuel than they do food. Perhaps politicians do not realise is that a high tax on fuel takes a great deal of money out of the economy. People may still go out for a run but will avoid spending in cafes, restaurants or gift shops. Using a car is a necessity of life so it will be the "frills" that take the cuts and that in turn will lead to people being unemployed or small businesses going bust.

Your help needed please

The Cumbria Classic Show needs your help! We are going to increase the motorsport display this year and want as many race, rally and speed cars as we can get and any associated displays and traders.

We also want to get more club displays, if you are a member of a marque club why not encourage them to attend?

We also want to increase the number of traders & autojumble - indeed anything that people might like to sell !

Karting News

We were at the first round of the Northern Kart Federation Championship this weekend at Glan Y Gors, North Wales. We left Thursday pm to test on the Friday as Sam hasn't had a lot of practice at this circuit. The most testing thing about this circuit is not just the circuit itself but the fast changing weather conditions. Getting the correct kart set up is impossible at times. You can set up the kart in the paddock and walk to the grid and the conditions can completely change.

Saturday was practice day which went ok though still struggling with the set up. Sunday, race day, they went out for three lap practice then it was 10 minutes times qualifying. Sam was lying 10th and put an excellent last lap in but it was unfortunately after the timing strut so didn't count. If the lap had been included he would have been 5th on the grid but ended up 10th. First heat he managed to finish 8th having problems with his brakes. Heat 2 he finished 7th.

After the heats team boss Ashley (AMT racing) made some major decisions on the set up for the final taking into consideration the weather conditions and previous findings. Sam started 6th on the grid behind Jonny Edgar (fellow CKRC member). Sam made an excellent start taking him up to 3rd, Jonny not so good. The front two started to pull away making a considerable gap. Sam then dropped to 4th and all the time Jonny Edgar is ploughing his way up the field. Sam then regained 3rd and Jonny was behind him in 4th place. Last lap was exhilarating to say the least coming down the devil's elbow the front two took each other off. Which left Sam leading with Jonny hot on his heels. Then Sam ran slightly wide on one corner letting Jonny get his nose in. This is where they finished Jonny Edgar taking 1st place and Sam 2nd. I can say in all of Sam's racing career so far this was by far the most exciting to watch. So it was a 1st and 2nd place podium for CKRC and Sam is lying first in the NKF championship. Next round Rowrah 12th May.

Michelle Kirkpatrick

The Racing Season Is Under Way



Robert Gate in his E type

Autotests and Autosolos

During the spring and summer we run a series of grass autotests and autosolos. These are by far the cheapest way to take part in motorsport and hone your driving skills. The likes of Colin McRae autotested before he ever sat in a rally car. The **grass autotests** are held in smooth grass fields and the courses are kept simple with the minimum of reversing. Most are held on an Wednesday evening. If you have any ambitions to be a rally driver or just want some fun then this is for you and any car will do!

The **autosolos** are effectively mini sprints on tarmac between pairs of cones. Speeds are relatively low and the tests are indicated by coloured cones so you don't need to memorise them. These are held at the Penrith Auction mart.

So come on get out there and join in! You know you will enjoy it!

Grass Autotest

At Blackbeck, Egremont (signed)

Starts 19.00 on Tuesday, May 15th

Don't miss the fun!

Ring David Agnew to enter on 01946 841455

Autosolo

At Penrith Auction

On May 27th

Entry forms on the website

Or ring David Wiggins on 016973 49488

Adverts

Barn Storage: Room for one car £50 per quarter. Ring Graeme on 01900 825642

Red Rotor Arms for the Lucas W25 and W45 distributor as used on most classic cars of the 60s and 70s. £6.00 each

Quality condensers for the Lucas W25 & W45 distributors, long or short wire versions. £6.00 each.

Red Line water Wetter to help solve over heating: £10.95 a bottle.

Silkolene W20/50 classic oil. 5 litre cans: £14.50

MG, Triumph & Mini parts: New and used - excellent prices.

Ring Graeme on 01900 82562

Sabelt seat belts, race suits, seats etc plus the SRC budget range.

Get yours now at advantageous prices for the new season. Ring Graeme on 01900 825642



Classic Chatter

The term “**Petrol**” was first used by the firm Carless, Caple and Leonard in the 1870s but what is more interesting is that it was used as a treatment to remove nits by dissolving the natural glue the female louse uses to stick the nit to the hair. Presumably you did not sit your child too near the fire afterwards!

The **Duke of Edinburgh’s** first car was an MG TC.

Biofuel uptake is hoped to be 5% by the year 2013/2014 and shortly after to be 30%. However the use of ethanol in fuel is very regional so you never know if you have got it or not!

The FBHVC have approved some additives against **corrosion caused by ethanol** in fuel.

In the fifties and sixties some **Austin Sheerlines** were rebuilt as either Rolls or Bentleys!

The **Heritage Motor Centre** is to build a new store for its 100 car reserve collection.

Cumbria Classic Weekend

August 18/18th 2012

Rose & Thistle Challenge

Saturday, August 18th

Touring event in north Cumbria and the Borders

Starts and finishes near Carlisle

Cumbria Classic Car Show

At Dalemain

Sunday August 19th

Celebrating 50 years of the MG B with special classes for them!

Entry forms now available

Vehicles forms

Traders Forms

Club Displays

At

www.wigtonmc.co.uk

Tesco Back to Baked Beans

In April of last year Tesco announced with a fanfare of publicity that they were to start selling used cars. They intended to source them from rental fleets and leasing companies and felt that with 16M Club card holders their sales target of 3000 units a week should be no problem. How many cars they actually sold is a closely guarded secret, but early this April Tesco quietly announced that they were closing Tesco Cars, so it's a fair assumption that the actual number was less than 3000!

This isn't the first time a supermarket has tried selling cars. It must be more than 20 years ago that ASDA tried new cars, again only briefly, and Halfords also tried selling Daewoos when that brand first came into the UK. Halfords didn't last long in selling new cars either.

I wonder if it's because with finance, part exchange, service and parts involved the supermarkets don't make it work because it's more complex than baked beans. More likely I suspect the problem is that it's much less profitable!

Paul Gilligan
pg@gvcontracts.co.uk

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Three very valuable MG Bs at Race Retro



Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

Up to now it really does look as if beauty is triumphing over the beast and we really don't need the horrible stepped noses of most current Formula 1 cars. Now I know Alonso won the second race but it would appear to have been a fluke and the boys from Maranello have got a whole lot of work to do if they want a genuinely competitive car for the rest of the season. Red Bull don't seem in such a bad way but for the first time in ages they're on the back foot and Mr. Newey will have to prove that he really is the best if they're going to keep up with McLaren. It's got the makings of an interesting year.

The BTCC has kicked off with a "demolition derby" afternoon at Brands Hatch. Every one was twittering on about the masses of work the teams had had to put in to get ready for the new season so it must have been disheartening when the results of all that hard graft had to be shovelled into a sack, taken away and rebuilt again in time for Donington in a couple of weeks. I really felt quite sorry for Dick Bennetts of West Surrey, after a win for his team in race 1 he was in tears of joy and after two badly mangled cars later in the day he was simply in tears!

MG made their return and Plato amazed everyone by being right on the pace from the outset. His team mate on the other hand lacked pace but was certainly a waste of space. Presumably he's brought plenty of "scratch" to get the seat because it's certainly not been achieved by his display of talent. I'm not sure if there is a manufacturer's title, there shouldn't be as the cars share so many common parts which have nothing to do with their so-called brand. If however there is, what's the sense in MG saddling themselves with one driver in a two car team?

In the rallying world there seems to have been a "kerfuffle" in the Rally of Portugal with the Citroen of Hirvonen being chucked out for a dodgy clutch after he'd won the event by a country mile. I don't know, the whole series seems to be happening in a vacuum with no-one watching it and for those who can be bothered matters get worse when scrutineers have to decide the winner. It's so sad that what was once a brilliant sport with a huge following has degenerated into what we've got now which seems to command less interest than the top road events of 40 years ago did.

Ends



What's On

WMC events and other events we are invited to

May

2nd	WMC	Pub Run
6th	BDMC	Berwick Classic Rally (TJSNHRA counter)
6/7	RSOC	RS Show at Heaves Hall
12th	AMOC	Racing at Oulton Park
12th	KLMC	Barbon National Hill Climb
12th	BARC	Harewood Hill Climb (BHCC)
13th	SDMC	Tour of Hamsterley Rally
15th	WMC	Grass Autotest (Egremont)
16th	WMC	Annual General Meeting
18-20	WMC	Lowland Gallop
19/20	D&DMC	Racing at Croft
27th	WMC	Autosolo (Penrith)

June

1-3	BDMC	Jim Clark Memorial Rally
2nd	BARC	Classic Hill Climb at Harewood
4th	YMC	Teesside Sprint (BCCBSC)
7-9	BARC	Tour Britannia in the north
13th	WMC	June Pub Run
16th	West MC	Barbon Hill Climb (BSCBSC)
16th	H&BCC	Stobs Classic Rally (TJSNHRA counter)
20th	WMC	Grass Autotest
24th	WMC	Autosolo
24th	T&DMC	Turnbull Trophy SVR

Visit the website for all the latest news

Forum Log in: wigtonmc. Password: marshals

Please only phone club officials between 19.00 and 21.00 in the evening.

Careers at M-Sport Limited

See all our vacancies online at

www.m-sport.co.uk

To apply for any of these roles, please forward an application form & medical history (available on the website) along with your CV, to Rachael Hook at M-Sport Ltd., Dovenby Hall, Dovenby, Cockermouth, Cumbria CA13 0PN