

**Wigton Motor Club Ltd**

# *Start Line*

Issue: 07/12

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

July 2012

## **Classic Weekend Entries Pour In**



**Entries for both days of the 24th Cumbria Classic Weekend are pouring in to the entries secretaries. Ron Palmer reports a high level of interest in the Rose and Thistle Challenge on Saturday, August 18th while John Graham's letter box is overflowing with individual entries for the Show on the 19th. One make clubs are also taking increased interest.**

**This year's how celebrates 50 years of the MGB and there are two extra classes for these iconic models at the Show.**

We will be promoting all types of motorsport as well as part of the Go Motorsport campaign with the usual "come and try it" autotest and a display of competition cars. David Wiggins would love to hear from you if you can bring your competition car for the display.

*Always in the lead!*

# Diary

Club events over the next month or so

## July Pub Run

Wednesday, July 4th

Starts in the lay-by at the top of Dunmail Raise on the A591

Entries to Philip Thompson on 015394 33410

or email Thompson@etherway.net

## Grass Autotest

At Trotters Wildlife Centre

Wednesday, July 11th

Starts at 19.00

Entries to Charles Graves on 01768 776551

Or charles.graves@armathwaite-hall.com

## WIGTON MOTOR CLUB LTD

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# Talking Point

## Topical comment from the world of motoring

In recent years the World Rally Championship has gradually slipped out of view. What was a wonder pinnacle for the sport that many of us have been involved with for so many years just seems to have lost it's way, and as a consequence all public interest. The FIA Commission that run rallying now seem to have really messed it up even more.

One of the more bizarre ideas they have was that the Rally GB should move north and use Kielder and Yorkshire in order to get more spectators. Surely more people live within 100 miles of the Welsh stages than Kielder? Even more bizarre was the story that the event could be based in Sunderland! Newcastle I could see but Sunderland hardly has the level of facilities or hotels needed and it's a fair run out to the nearest forest. The other point that came mind was, has anyone asked the northern clubs if they want Rally GB in their patch? I would be pretty sure that if it did come north one of the other main events would lose some forests - possibly the Roger Albert Clark Rally which would be ironic given that it tries to bring back the spirit of the Rally of GB when it was a proper rally.

The real answer is of course for the FIA to make sure that the WRC is a show worth looking at as at the moment it is not. Then spectators will got out and watch it.

I hate having to harp on about it but can everyone be sure they complete entry forms and membership forms clearly and completely? Liz reckons that quite a high percentage of membership forms are incomplete or badly written so that it takes time to decipher to add to our database. Indeed four people do not get magazines as their emails are either impossible to read or don't work. One new member did not even add his surname to his form. The same applies to entry forms for events or the Show. If you end up in the wrong class or something them it is usually because you have put the wrong information down or nothing at all.

The same applies to entering in due time. The reason for a closing date is very simple; a) the event has to have a viable entry by that date and b) there has to be enough time to print paperwork and order awards, rally plates etc. This can even apply to the evening autotests and pub runs—organisers need to know how many route plans, score cards etc are needed, or how much food to organise at the finish of the runs.

It has been very heartening that entry levels have been so good this year despite the recession. All the types of event seem to be at least as well supported as last year and in in some cases better. We try and have a wide variety of events and also make it possible to enter events as cheaply as possible. We've also worked hard to encourage newcomers and our efforts with "Kids Go Karting" will have sown seeds for the future.

GTF



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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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# BK Screenprint Sponsor Our Arrows!

The Club has used BK Screenprint for the supply of event, stickers, rally plates, finishers awards and rally signage for over 35 years. To celebrate that BK have given the Club 100 new event arrows.

The photo shows Ken Lewis of BK Screenprint handing over some of the arrows to Graeme Forrester



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## Marshal's Post

### Lake District Classic

Well it's that time of year again, the route has been completed, the test's are sorted and the entries are coming in nicely, in fact very nicely indeed.

But we cannot do anything without marshals, so if you are prepared to help in any way please get in touch. Some of you already have.

For those of you who would like to marshal in a group, just say so, also if you prefer a particular location I will try to arrange that too.

Don't forget there's a free evening meal at the Truck Stop, and of course a chance to win 'loads of money'.

Thanking you  
David Agnew  
01946841455

## Classic Show

Looking forward to **August 19th** and our major public event of the year. As usual we do need lots of marshals at this event. The good news is that you are not on duty all day and you can lend a hand even if you have a car entered. There are duties for class marshals, shifts of the admission gate, arena, autotest and the club stand.

If you can help it would be greatly appreciated. Please ring me on 01900 825642.

Thanks  
Graeme

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## Classic Column

**Odd fact:** The Renault 3, 4, 5 & 6 all had different length wheelbases on each side due to having torsion bar suspension that stretched across the car. This also meant that the panel were of different sizes and in some cases the door! The different was about 7 cm between each side.

**I was amused** to read a report on the Monaco Historic GP about the “rich elderly racing drivers enjoying intimate dinners with their beautiful ‘daughters’ !” It seems a bit strange that these guys like to play with the toys they wished they had in their youth, but want the latest model in women — you can see that at many historic races and rallies. Of course some do keep the original model with constant updates. It’s a good thing they do not have to go through scrutineering - they might be rejected for non period modifications or enhancements!!

**Pre 1960 cars** will no longer have to have MoT tests each year as part of the government’s efforts to reduce red tape. There seems to be divided opinion of this.

**Books for sale:** As new: “My Lifetime in Motorsport” by Sammy Davis £10; “Reg Parnell” by Graham Gauld, £10; “Conspiracy of Secrets” Bobbie Neat– about Louis Stanley of BRM infamy! £10. Contact Graeme on 01900 825642

**For sale:** 14 x 6 Minilite type wheels suit MGB etc. 4 of £120 . Tyres - 14” Yokohama AO48 soft. Ideal for those wheels and great for speed events and autosolos. Half worn. 4 of - £110. Ring Graeme on 01900 825642

**2013 is a significant year for the Club** as it will be 90 years old! It will also be the 25th Classic Weekend. We are looking for ideas for special events to celebrate these anniversaries. Also we would like to make a list of past members who may be able to attend the celebrations. If you can think of any please put them in touch with us.

**The cars from Keswick’s *Cars of the Stars and Bond Museum*** are now on display in the Michael Dezer Collection in Miami. The Keswick displays unexpectedly closed last year.

**The Riley 1.5** was the best selling Riley ever.

**There is still a great deal of concern** re the addition of bio additives to our fuel and the effect it can have not only on performance but on components like rubber and other types of seals. The FBHVC are conducting a series of tests.

### Blindcrake Garden Safari, Art Trail and Classic Car Gathering

Sunday, July 8th, 1 - 5pm

Signed from the A595

Special Classic Car Parking signed in the village.

Drivers of classics will get a free afternoon tea!

**Ring Andy Prickett if you are coming on 01900 824049**

# PG Tips

Well my hopes of taking Snotty out for a few events over the summer have been dashed due mostly to my own miscalculation. I won't bore you with the unfortunate details but maybe next time I will remember the old adage – if it ain't broke don't fix it! Needless to say this has now led me on to a new and exciting opportunity to build a more powerful engine which was going to be a cheap job involving an 8 port head and minimal spend but has now led to someone offering me an ex-works engine kit that is not even remotely cheap! At the time of writing I haven't agreed to anything but it would be madness to miss out on such a rare opportunity.....wouldn't it??! My intention is to have the engine built and set up so that I can make the August show, but a lot of that relies on parts turning up, getting time in between work, children, house maintenance, mowing the bloody lawns and sleeping. Obviously the hardest thing as everyone knows is getting the parts. Its difficult enough in this country sometimes but when you factor in the more laid back style of the Czechs, the postal system and the fact that the phrase 'in stock' on some Czech websites actually means – 'we know a man who can make one for you sometime this year' you begin to get the picture.

Whenever I see motorsport abroad it always looks much more exciting and free than our over regulated set up here. Considering that we are a world leader in the field of motorsport technology, supplying cars, engines and innovation to pretty much all the well known branches of the sport we have managed to over regulate and curtail our country's events with great success. All over Europe they run full on competitive events on public roads and shut down villages, towns and roads on a regular basis. Our obsession with health and safety or possibly our misinterpretation of health and safety hasn't helped and nor has our love of legislation to tackle any problem highlighted by government.

The biggest problem of course is the Road Traffic Act and the difficulties it causes for anyone who wants to organise a closed road event. There is often talk of some of it being altered to make it easier but so far all it has been is talk. I believe the MSA have been lobbying recently to try and move the game on and I hope they succeed. I did get some recent inspiration from an individual who took on and managed to get parliament to alter the Road Traffic act whilst on my holiday in Yorkshire though. Whilst visiting Whitby I was persuaded to take my 2 year old daughter on Britain's only road legal steam bus – Elizabeth, which is owned and run by a renowned steam enthusiast (trivia fact...he drove the Hogwarts Express in the Harry Potter films). Elizabeth started life as a steam truck before WW2 and was brought to Yorkshire and converted into a tar spreader in the late 1940s.

The current owner restored and converted her into a bus at the start of this century with the intention of using her as a bus on public roads. The problem with that was the Road Traffic Act stipulated that the exhaust had to exit at the rear of the vehicle for passenger safety whereas the exhaust (!) on Elizabeth came straight out of the steam engine at the front in a non negotiable way. After a lengthy battle the law was altered to allow the old girl to legally carry passengers without the need for a rear exiting exhaust. All of this proves that it is possible, but the fact that it was such a struggle to get such a tiny piece of the act changed gives an idea of how hard it would be to get major alterations made. As for Elizabeth, I can highly recommend a trip in her if you are over Whitby way - apparently capable of 50mph flat out the chain drive steam powered drive train is a wonder of ancient engineering and the acceleration quite impressive for such a huge and heavy beast. It wasn't the most relaxing or quiet of rides but it was memorable and a unique experience. It can't have been much fun when they accidentally turned onto the M1 near London last year though.

Peter

# Event Reports

## Jim Clark Memorial Rally

Two weeks before the Jim Clark Rally Paul Swift asked me if I could navigate for him on the national part of the rally, as the new knee was feeling ok the answer was yes, after Thursday and Friday doing the reece, Friday night start ,was the two town centre stages just 1.2miles long, Paul said to Graeme and Louise how about a doughnut in the town square, they both said it would be a great crowd pleaser, so first stage up the street hairpin left and down to the square and a lovely spin round and carried on to the finish.

Paul started receiving text messages congratulating him on his showboating run, the second run through after along wait went well 7 seconds quicker without the doughnut, two stages under three miles took three hours, then all the way back to Kelso into park ferme, Saturday morning the real rally started, four stages starting with 16 miles Abbey ST Bathans, Paul drove quick and clean though seeing the skid marks and holes in hedges some were not so lucky, onto Edrom another good stage no dramas Ayton and Fogo, the car going well the new 6 speed sequential gearbox working beautifully, then back to Kelso for service,

The afternoon was a repeat of the morning runs, at the start of Abbey St Bathans we could hear a belt squealing, sure enough half way through the stage the alternator light came on and the temperature shot up, Paul said " Can we carry on?" I said "no pull in somewhere safe," when we looked under the bonnet the fan belt had come off and the alternator bracket had broken, we got the belt back on travelled a few miles and same again ,this time put a ratchet strap from a cross member to hold the alternator in position to finish the stage, on to Edrom more of the same stopped twice in stage to put the belt back on, by now the bottom alternator bracket had broken in two and the alternator was just hanging by the adjusting strap, we had one stage left nine miles of Ayton, Paul desperately wanted to finish the rally to get his points in his championship .

I said we cannot carry on with the alternator hanging off, after a bit of head scratching we took the alternator off and took some shoe laces out of a spectators trainers and tied them round the crankshaft pulley onto the water pump and set off , booking into the last stage late got us a time penalty, however Paul drove very quickly through the stage and to my amazement the shoe lace still working, we drove back to the finish in Dunns

We got second in class in the Escort Millington challenge and received a very nice trophy from John Millington, after a great rally on a shoestring we went out on Sunday and did a bit of spectating, another fantastic rally, great hospitality from Graeme and Louise

good fun again

Edwin Cook

## British Sprint Championship:

Stayed with the Dallara F3 car again this year but fitted new fuel system and brake discs.

I entered the May Aintree sprint and finished 2nd overall behind Nick Algar who was driving his 4litre Judd engined Gould.

My car was only doing 136 mph through the speed trap against Nick's 173mph, interestingly Paul Norris reached 154mph in his Sunbeam.

Made the long trip down to Snetterton to do rounds 2 and 3 of the British Sprint and had a great run on the Saturday finishing 3rd in the Top 12 Runoff.

It rained all day on the Sunday and I could only manage 5th but came away with a good point score.

The next round is at Kirkistown in Northern Ireland at the end of July, my favourite meeting of the year.

Colin Birkbeck



**Brockbanks  
Solicitors**

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# Teesside – Monday 04/06/2012

Ronnie MacGregor

The second WMC speed event of the year dawned wet and very cold. For some people, the night before was spent camping on site, for others it was a slightly more civilised Premier Inn stop on the edge of town, albeit with such an early start on the Sunday that the civilised breakfast had to be missed. Kevin complained of the tin top cacophony of precipitation awakening him several times through the night, but it was reported that his inflatable didn't need pumping up more than once.

Approach to the event via the A66 was once more hampered by carriages of the horse drawn variety, which would be a pleasant diversion if it wasn't for the fact that you were trying to get somewhere fast, and running late as usual.

With a good breeze, and lightening cloud, the track was in the process of drying by the time practice got underway, although still very cold. As the day wore on the temperature gradually lifted, and a fair bit of pleasant sunshine improved the day. There was always threatening cloud, and a few very light showers through the day kept the pressure on to get a good run in early, just in case the heavens opened.

The Teesside event always gives the impression of being well run, with a rapid throughput of cars, and this day was no exception. Two practice runs, and six timed runs equate to great value for money, a superb amount of track time, and all in all, a great day !!!

Paddock action was provided by Dave Exton, who with persistent overheating problems, was parking his car on ramps at all times in the paddock to aid bleeding and venting. Teesside organisers are keen to see a tarpaulin down if you are working on your car in any way, and this provided an interesting interface between ramps and sloping tarmac. Sorry to say, I missed Dave himself venting, as a result of a minor ramp jettisoning incident which left both sills slightly damaged. On the upside, he felt that this would aid his times, as the car was now lighter as a result of the amount of Cataloy that fell out of his sills !!!

Rob Iveson survived the day in his Mini despite having a non functioning water pump, with a degree of bearing play that was just waiting to re-profile the inner surface of his radiator. As if an omen of doom, in addition, his speedometer was doing an impersonation of the setting sun, as it disappeared down behind its clear circular cover, into the darkest recesses of a Mini dashboard.

Paul Norris made an excellent tyre choice of slicks just before it rained, and proceeded to have a slight gravel collecting escapade with his Sunbeam Cosworth. Despite a paddock clean out session, it was noted that there was actually a speck of dust left on the car, which really spoiled the overall impression !!!

In class R1, Robert Iveson produced fairly consistent times, with a "go for glory" final run producing a 58.78s run to slot in behind David Wiggins with a lazy boy "*I'm not really trying that hard*" 52.48s and a first in class on the day.

In Class R2, Dave Exton produced some amazing starts, with impressive 64 feet results. Information courtesy of Colin "*I'm an engineer*" Sutherland, - "*Dave managed a 2.81, which is 0.5g and 30.9 mph*". This shows one of the benefits of a mid-engined RWD car, and possibly also that of a heavy driver !!!

Taking Colin's theme further, albeit with my own formulae, against a selection of Dave's arch enemies' best starts, the data stacks up as follows :

64 feet imperial data	s	a	g	mph
Mark Purdham	2.40	22.22	0.69	36.36
Harry Moody	2.56	19.53	0.61	34.09
Melvyn Hartley	2.69	17.69	0.55	32.44
<b>Dave Exton</b>	<b>2.81</b>	<b>16.21</b>	<b>0.51</b>	<b>31.06</b>
William Jarman	2.86	15.65	0.49	30.51
Ronnie MacGregor	2.88	15.43	0.48	30.30
Angela Jones	2.95	14.71	0.46	29.58
Kevin Hamilton	3.04	13.85	0.43	28.71
Colin Sutherland	3.07	13.58	0.42	28.43
Dave Wiggins	3.16	12.82	0.40	27.62

Pretty impressive results from the MR2 I'm sure you will agree !!!

Back to the results ..... Dave turned in a commendable 54.84s run despite the continual plague of overheating problems. Kevin Hamilton pushed hard to produce a 53.95s run, chasing the heels of Ronnie MacGregor (Oh how I've been wanting to say that !!!). Ronnie took a third in class on the day, with a 53.74 seconds run.

In class R3 Richard Shaw brought his Impreza home in 58.98 seconds, and in class C1 Colin Sutherland and his 50 year old equipment produced 55.09 seconds.

In class C2, Peter Sewell produced a 56.19s run, a little behind the lovely sounding Datsun 240Z of Stewart Middleton on 55.30 seconds and a first in class on the day.

In class M2, Angela Jones was reputed to be "*driving like a girl*" with a 54.65 and yet that is really not far behind Willie Jarman on 52.69 second. Surely he must be feeling the pressure !!! It was a pleasure to watch Willie shake Mr. Wiggins by the hand as he conceded through gritted teeth, a 0.21 second thrashing by Wiggins, despite running on brand new Michelin WRC slicks.

Paul Norris, also in M2, returned a very good 52.04, while Les Golding broke into the next second band with a blistering 51.24 to take second in class on the day.

Harry Moody in M4, always a pleasure to watch, turned in a 46.45 second run and was particularly interesting off the start line.

In class M5, Gareth Coleman produced a 53.13 run, behind Melvyn Hartley on 46.64, and just a further 0.12 second gap to Darren Coleman on 46.50 seconds. The star of the show once more for the Wigton gang, was Mark Purdham on 44.82 beating several cars in supposedly faster classes, although beaten on the day by a tremendous sounding V8 Westfield. When you see that the FTD was 43.16, you also realise how good this really is. Mark has put in some stunning runs, and is my hot tip as the man to watch in 2012.

Finally, in class S1, Angus Buchan took a well deserved first in class on the day with a 45.89, contending the FTD Juno TR 400 of Jim Belt

So another great event, a good turnout of Wigton members. And just when we thought the day was over .....

A tremendous grand finale on the final hairpin from an Escort and an Impreza :

<http://youtu.be/kT2lj2-2gUg>

<http://youtu.be/okCGgOwpIns>

Photographs in this article are a courtesy of Phill Andrews of Rallyaround Photography.

High resolution versions are available from [www.rallyaround.co.uk](http://www.rallyaround.co.uk)

Ronnie

## Teesside Photos



**Angus Buchan (Radical)**



**Colin Sutherland (Spitfire)**



**Darren Coleman (Stryker)**



**David Wiggins (Peugeot 205)**



**Dave Exton (Toyota MR2)**



**Gareth Coleman ( Stryker)**

Photographs courtesy of Phill Andrews of Rallyaround Photography.  
High resolution versions are available from [www.rallyaround.co.uk](http://www.rallyaround.co.uk)

# Elderly Utterances

## The Voice of Experience!

Ron Palmer has his say

Having crossed the Hyndford Bridge south of Lanark we set off east towards Peebles and were tootling along as the red XK we were supposed to be following became a vanishing dot in the distance. Just then our XK lost power and we coasted to a gentle halt at the side of a very quiet road. Having observed others carefully over the years I opened the bonnet and looked intensely into the engine bay where all seemed well. Having pushed and pulled all the wires and things I was then out of ideas. I tried the engine again and it burst into life and having offered up a brief prayer to St Christopher for this miracle fix we set off. After another half mile it cut out again and we coasted into a convenient lay-by. We then got a call from Charles enquiring of our whereabouts and he turned round and set off back. Just as he arrived David and Debbie pulled in with the Bentley so we had the combined skills of these notables plus words of encouragement from their ladies and after some more tutting and poking the XK burst into life and off we all went again. Two miles further on we were once more parked up in a pleasant back road with David having taken charge and in his best surgical manner he called for a scalpel or some spanners (see Debbie's article). I proudly went for my leather tool bag and placed it in front of him to make his selection. Now jealousy is a terrible thing to behold in a man but when David saw my tool kit I could see envy written all over his face. He called for a 3/16 AF and that not being immediately to hand I produced my Bulldog adjuster which has served me well for many years for various household chores. But horror of horrors it was rejected by David who said he needed something that would fit. Fit? My wrench has served me well on a myriad of jobs over the years and I have a selection of bloody knuckles and rounded bolts to prove how effective it has been. Anyway in the Bentley he actually had one that did fit (no real surprise there) and after some dismantling and blowing out of fuel lines the Jag ran sweetly once again. David did suggest where I could usefully put my toolkit but I declined. It pays to have the right people with you on these tours...

Our classics, contrary to popular belief, do occasionally cease forward motion and that happened on the Gallop to both Charles' XK and Norman Hamer's delightful Riley Sports. The red Jaguar was found to have a bout of incontinence on Saturday morning with large pools of both petrol and oil underneath. Fortunately no one was smoking in the vicinity and luckily Stuart Oliver was close by and he and Judith kindly went with Charles and Kit to the local garage and eventually found a helpful soul with a ramp. After Stuart had received an unwelcome petrol bath necessitating another shower back at the hotel their event continued. Meanwhile Norman and Susan's Riley had a non functioning charging system and this despite an expensive week with his local 'expert' back home before the event. A further visit to the local garage in Lanark, where money changed hands, produced a new battery which had enough life to keep them going through the day while the displaced battery was being charged for the Sunday trip and the run home. Luckily all the various problems were fixable on the event and a big thank you to everyone who helped out, especially those with the knowledge to fix 'em.

A further malady occurred on the June pub run when Christine and I were at the Ship Inn at Thursby waiting for the returning cars. Graeme and Helen arrived back earlier than expected with smoking brakes and a burning smell. Graeme reckons it never ailed a thing when he used the B for transport to school but these days lack of regular use does lead to the occasional problem. Hey-ho, the joys of classic motoring.

Ron.



## An “Old Girls Gallop”

Now the title does not imply the age of the delightful ladies which took part in this years Lowland Gallop organised by Ron Palmer but rather to the age of one particular “Old Girl” who took part – our 1925 Bentley 3 litre who ventured into the Lowland countryside of Scotland to meet up with 24 other delightful cars some open, some closed and ranging from a Bentley Special, MGB’s, a Jaguar XK140, five XK150’s & two E types. Two Morgans, a 1937 Riley Falcon Special & Renault Floride through to an Austin A110, Rover 2000TC, Ford Anglia 105E - 1500, Porsche 911, Mercedes SL500 & Audi Quattro Coupe. All congregating to spend a weekend of runs based around the New Lanark Mill Heritage Centre.

The weekend kicked off on Friday lunchtime with all cars and crew meeting at Dobbies Garden Centre to be greeted by Ron and Christine Palmer for signing on. A chilly grey day with the threat of drizzle did not mar the smiles and cheery greetings as crews caught up with acquaintances from previous years. Earnestly following our road books we ventured north towards our first destination through Ae Forest and over fell land to Thornhill where tea and scones welcomed us at Drumlanrig Castle. Onward and driving over a fabulous road through the Lowther Hills to Leadhills unfortunately the trusty old girl became the first victim of a mechanical hitch by fracturing a fuel pipe predictably in the middle of nowhere. Fortunately, closely following behind was the MGB roadster of Tony and Barbara Wilson who like a magician produced some pipe and jubilee clips to aid an adequate repair. Barbara did mention that she was unable to bring too much in the way of luggage as the boot of the MGB contained a larger tool bag and spares (something I am sure many ladies will sympathise with) The drizzle and rain decided to join us for our continued journey to the Hotel but no road book was needed as we were clearly able to follow the oil slick which mapped out our route (presuming they were heading in the right direction!) We caught up with and passed Charles Graves in his XK150 at a petrol station and miraculously the oil slick ceased! We later found out that Charles was not only leaking oil but also fuel which made us wonder if Charles daytime job should more aptly be as an oil baron -Sheik Graves with his fuel gobbling XK150. On arrival at New Lanark Hotel we gratefully checked in to our accommodation and sauntered to the bar for a welcome aperitif before dinner to wet the inside.

Saturday dawned to a cloudy day, the Riley Special with a flat battery refused to start. Ron in excellent host mode relayed Norman to the nearest garage for a replacement. The garage was particularly busy that morning with Sheik Graves endeavouring to cure his incontinent car with its many leaks, but not to be thwarted. With a route incorporating visits to the Summerlee Museum of Scottish Industrial Life then over the Kincardine Bridge to Knockhill Race circuit and back over the Forth Road Bridge to the Falkirk Wheel. However, the old girls navigator must have damaged a few brain cells the previous evening as a few wrong turns were made and we seemed to circumnavigate not only Knockhill trying to reconnect with the route but also managed a thorough tour of Falkirk trying to find the Falkirk Wheel. One memorable road on the route was “Tak me up / Tak ma doon Road” which was a brilliant hill climb from Carronbridge towards Stirling with amazing views at the top.

Most crews ventured on the boat lift to enjoy the experience of the Falkirk wheel, an amazing piece of Engineering linking the Forth and Clyde Canal to the Union Canal taking us up 35metres in 4 minutes this lift replaces some 12 locks which used to be navigated to achieve the same result. All cars made it safely back to Lanark Mill with the sun bursting through the clouds promising a good evening ahead.

The evening meal on Saturday certainly buzzed with chatter of the days experiences, Ron stood up to announce the results of the self voting sheets which Christine in true headmistress fashion had slaved over in a last minute marking session of late entries from naughty boys who had forgotten to hand in their homework.

Open Top cars post 1959	- Peter and Anthea Grange	Morgan +4
Fixed Head cars post 1959	- Malcolm & Ruth Monkhouse	Jaguar XK150
Pre 1959 cars	Norman & Susan Hamer	-Riley Special

Good Egg

- Bentley 3 litre David & Debbie Rushton

All received a bottle of wine, which most proceeded to open and share amongst dining friends. Charles Graves then stood up to express thanks to Ron and Christine for their excellent organisation of a fantastic event and presented them with a bottle of Laurent Perrier bubbly.

Sunday morning dawned with bright blue skies and the promise of an excellent day ahead, but first we all had to attend school at 9.30am, so hair brushed, clean hands and all washed behind our ears we trooped off to the school house and took in a visit around the New Lanark Mills Heritage Centre founded by Robert Owen. The visit did delay our departure for the morning route somewhat but all suitably buffed up on our history we motored off across Pentland countryside towards Peebles.

Shortly into our journey we came across the two XK150's of Ron and Charles parked up with running problems on Ron's car. After much scratching of heads and the problem seeming to have miraculously disappeared we set off again, only to find that Ron's XK150 kept cutting out. We pulled up on the side of a minor road in the middle of beautiful countryside in bright sunshine while the chaps set about solving the problem.



Bonnet up and presented with Ron's toolkit David (Tool Snob that he is) commented that it resembled a plumbers mates tool bag with adjustable pipe wrench that could fix taps but probably would not aid with the repair of an XK150. The Old Girls trusty tool bag was collected and set about a suitable repair to the fuel filter which had become clogged with detritus. Meanwhile the ladies spent a happy  $\frac{3}{4}$  hour sitting in the sunshine reading the papers and randomly announcing if we were to be stuck for long we could still rustle up refreshments between us of a bottle of wine, 2 oranges, clouty pudding, packet of minstrels, some Scottish tablet and shortbread. Fortunately, the repairs were completed and we were able to

proceed onwards to a rather belated more nourishing lunch at Selkirk where welcome fish and chips or stovies were ravenously eaten.

The afternoon continued with brilliant sunshine showing Scottish countryside in its true glory and with even more fabulous roads ahead of us we continued to take in Ettrick Forest and then blasted down the A7 to our final destination at Houghton Garden Centre. Over cream scones and tea we all said our goodbyes to the many friends old and new made over the weekend.

An excellent weekend, lovely runs, interesting places to visit, great cars and great people – What more could an old girl ask for!

We look forward to the next Gallop and to quote Tigger they really are “Gallop, Gallop, Gallop, Gallop – Fun, Fun, Fun, Fun, Fun!!!”

*David and Debbie Rushton plus “The Old Girl”*

## Lowland Gallop Photos



Cars at the Knockhill lunch halt



A sunny start at New Lanark

## Welcome to the following new members:

We have pleasure in welcoming the following new members to the Club and we hope that you all enjoy our events and social activities.

Bryan and Anne Holliday  
Nigel Holmes  
Roger Kilty  
Roger Burkill  
Andy and Ros Simpson  
Peter Masters  
Tony Tomlinson

of Wigton  
of Cockermouth  
of Elvington  
of Leeds  
of Barnstable  
of Bishop Auckland  
of Kendal

Paul Brereton  
Jeffrey Almond  
Brian Dwelly  
David Byrne  
Steve Entwistle  
Tom Hall

of Barrow  
of Barrow  
of Shepperton  
of Clitheroe  
of Rishton  
of Spennymoor

For most of you this will be your first magazine and we hope that you enjoy it and that you will take part in many of our activities

## '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 15<sup>th</sup> 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](http://www.wigtonmc.co.uk) or from the

Entries Secretary – Chris Leece at  
[chris1\\_lowtherview@yahoo.co.uk](mailto:chris1_lowtherview@yahoo.co.uk) tel 07840111051

### Grass Auto Test

at

Brow Top Farm ,Branthwaite

Sunday 29 July 2012

Regs on the website

### June Autosolo

Despite the grim weather this event was very successful. Willie Jarman won from Steve Fishwick. Class wins went to Angela Jones, Richard Lewthwaite and David Agnew.

Full report next month.

# Inside the Industry

Paul Gilligan keeps us up to date

## **Good News For British Car Industry**

In the last month or so Nissan have announced the expansion of their Sunderland plant, then GM announced that their plant at Elsmere Port near Liverpool would be expanded to build the next Astra (when there was a real opportunity of closure). Finally Tata Motors announced record financial results for Jaguar Land Rover, and in the same week they displaced Lexus to gain top spot in the important JD Power customer satisfaction survey.

The two factory expansions are due in no small part to trade unions adopting much more flexible and some would say realistic policies than in the past. One can only wonder how different the history of the UK car industry might have been had such attitudes prevailed in the 1970s. Mind you there would have to have been a bit of a change in the design and development departments as well. The ability to build more awful cars like the Allegro and Marina because the brethren were at work rather than outside with placards may not have been a total benefit.

Jaguar's success is largely down to the investments made in new product in the recent past where the benefits have so far been seen more in Land Rover so far. As a Jaguar enthusiast I'm very keen to see their new products starting with the F Type smaller sports car next year, then a 3 Series rival, and I believe a 4x4 SUV. Exciting times for the British industry.

## **More Good News**

New car sales in the UK in April were almost 8% up on April last year. Sales to retail customers were a whopping 14% up, fleet sales 5% up. The black spot was the small business sector where sales were 13% DOWN, worrying when we are told that it's small businesses that we depend on for economic recovery.

BMW are fighting back but still 10% behind Audi year to date, this will be an interesting battle. Mercedes are a staggering 15% up on last year, there are some very cheap Mercedes deals around just now. Land Rover are benefitting from the Evoque to be 28% up.

Renault are still in deep trouble with sales little more than half of last year's. Things are even worse at Subaru with sales of only 86 new cars in April, which means that many Subaru dealers didn't sell a single new car. Sam Burton Subaru's long-serving Sales Director has not surprisingly just left "to pursue other opportunities."

## **Lotus, the Story Unfolds**

Lotus Chief Executive Dany Bahar was in Monte Carlo during the weekend of the recent GP. On the Friday he was due to open the new Lotus store in the Principality. Presumably as they are hardly making any cars currently they felt it would help to sell over-priced T Shirts etc to the well-heeled residents and visitors.

However Mr. Bahar never got to open the shop, before he was due there he was suspended from his duties whilst certain aspects of his conduct were "investigated" by his Malaysian bosses. Facts are hard to come by but it has been said that it was discovered Lotus were paying to rent not one but two expensive houses in the Norwich area for their man, that he had given away expensive brand new cars to super-model Naomi Campbell and ex-Queen guitarist Brian May, that his personal expenses charged to the company were "eye-watering". In fairness to Miss Campbell and Mr May both donated the cars to charity.

On June 8 it was announced that Dany Bahar had been dismissed with immediate effect which would imply that the owners are confident of their case otherwise he would have "resigned by mutual agreement". We may hear more yet from him or his lawyers. Whatever the situation can only increase the uncertainty surround Lotus.

I continue to maintain that Tata should buy it, probably for about £1. They could keep the Elise in production and continually develop it, but at the same time develop a small front engine / rear wheel drive

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

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## Welcome to the following new members:

We have pleasure in welcoming the following new members to the Club and we hope that you all enjoy our events and social activities.

The Hunter Family	of Workington	Tom Hall	of Spenny Moor
David Alexander	of Windermere	Richard Welsh	of Edinburgh
John Bertram	of Berwick	Naill Thompson	of Falkirk
Phil & Tracey Griffiths	of Broughton	Steve Williamson	of Newcastle
Derek Fielding	of Lancaster	Mike TBA	of Forton
Jim Hendry	of Carnbee	Graham Couser	of Edinburgh
William Thompson	of Duns	Bryan Smith	of Steeton

For most of you this will be your first magazine and we hope that you enjoy it and that you will take part in many of our activities

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### Jottings

I admit to not really seeing the point of the Olympic Flame being trailed around the country but it does make me angry to see it is sponsored by BMW and constantly followed by a yellow Beemer. Can you imagine if the Games were in Germany, would they have a Jaguar or Bentley following the flame? You bet NO!

I watched the Monaco GP on German TV with Nicki Lauda and Christian Danner doing the commentary. It did not really matter that I could not understand it. The producer kept the camera on the German drivers for most of the race and only interviewed them at the end. Winner Mark Webber missed out completely on interviews. Perhaps the BBC needs to be a bit more pro Brit?

two seat sports car powered by a decent range of 1.6 and 2.0 petrol engines sourced from one of the majors. That car could be marketed through existing Lotus dealers where they are good enough, but selected Jaguar dealers worldwide which would open up volume opportunities Lotus have never had. This car would rival the world's best-selling sports car ever, the Mazda MX5 (see below).

Oh and by the way they could call it "Elan"!

### **Mazda MX5**

It is well known that I'm an MX5 fan. In fact I believe that everyone should own one at some time in their life, it should be compulsory! I was therefore interested to read that work is advancing on the new MX5 to be launched in one or two years' time. Even more exciting Mazda have announced a co-operation on this project with Alfa Romeo. Although both cars will be manufactured by Mazda in Japan the Alfa version will have very individual styling and an Alfa engine.

So you get a 2 seat sports car with Alfa style and Mazda reliability. Sounds very attractive to me but if Tata take my advice it really will be a hard choice!

### **RIP Carroll Shelby**

I was saddened to learn of the death after a long illness of Carroll Shelby. No mean racing driver (winning Le Mans for Aston Martin in 1959 perhaps his greatest achievement) his racing career was cut short by heart problems. However he then moved on to 50 years ago give us the AC Cobra, and a raft of fast Fords and indeed others that bore not just his name, but his stamp. A great life lived to the full in every way, and a lasting legacy.

By one of those quirks of fate Roy Salvadori who shared the driving with Shelby at Le Mans in 1959 died over the Jubilee Weekend, just a couple of weeks after his co-driver. One can only imagine the chat at the great pit counter in the sky.

Paul Gilligan

pg@gvcontracts.co.uk

## **Grass Autotest 20th June**

The weather held off to allow the 2nd grass autotest to run under glorious sunshine. We managed to run 12 tests during the evening, taxing the memory skills of some of the competitors, which provided good entertainment to all watching.

It was good to welcome our youngest competitor to the event, Jack Palmer who impressed us all with his driving skills.

Thanks to Ben and Sandy for marshalling.

### **Results as follows.**

W JARMAN	576.48
B GRAHAM	595.81
A JONES	622.56
S PALMER	648.19
A GRAHAM	648.89
T ATKINSON	649.67
E COOK	664.32
N ATKINSON	664.94
D SHAW	670.61
J KELLEHER	683.83
R IVESON	688.03
J PALMER	707.45



# Andy's Armchair

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

At the time of writing it's very sad to relate that four people, two in Ireland and two in France, have recently been killed by rally cars leaving the road and crashing into the crowd. There were others injured and we can only hope that the list of fatalities doesn't become any bigger.

It's obvious that such events will have, and quite rightly so, repercussions on the rallying world, where if we're totally honest things have been running on a wing and a prayer for many years. Irish lanes don't get any wider or smoother with the passing years and yet cars get constantly quicker, tyres get grippier, up to a point, and when that grip runs out the ensuing accident can be violent in the extreme. It seems ironic that when spectators are involved then the safest place to be is actually in the rally car which isn't doing much for the image of the sport.

There are several options, cancel rallying in its current form, restrict the cars to make them slower or allow spectators only to stand in designated areas. This has been done before umpteen years ago on an RAC in Greystoke when the course car arrived at the finish and cancelled the stage there and then having seen spectators in dangerous places, mind you it takes a brave man to do this.

Whatever happens the rallying world needs to be extremely careful as it wouldn't take many more such incidents for things to be brought to a halt simply on the grounds of health and safety. Remember, the Swiss government stopped all motor racing in their country after the Le Mans disaster of 1955, there's still none today.

Moving on to something less disturbing, although if you're involved pretty annoying. A friend of mine recently decided that his ten year old car needed changing so being a methodical sort he spent a great deal of time and energy researching and testing potential replacements. Anyway, by early March he'd made up his mind and placed an order for his chosen vehicle. Now this was coming from the Far East and he was told delivery would be in six to eight weeks. It's now the middle of June and you've no doubt guessed that as yet the car hasn't made an appearance. It's fair to say he's pretty fed up with the whole thing and any pleasure from getting his new wheels has long since gone, in fact he's very near cancelling the whole thing and getting something different for the new number plates in September. After all, as he's said to me if they can't get cars here what chance will he have if he ever needs parts replacing? It makes you think.

Finally, and staying on the subject of new cars, I've been a bit disappointed in my recent purchase which has got some niggling faults that you wouldn't expect in a so-called premium brand. Firstly there's a grating noise which comes from round the gear stick gaiter. Now it's not in the gear-box, that works fine, so it looks like there's some sound deadening not been fitted or fitted badly. Secondly, the TV screen thingy is misbehaving and is being replaced. The lads at the garage are really good and I'm sure they'll fix it but it shouldn't be necessary when you're spending top end money.

Ends

AA



# What's On

## WMC events and other events we are invited to

### July

4th	WMC	Pub Run
8th	MSA	British Grand Prix
8th	WCMSC	Greystoke Stages
8th		Blindcrake Garden Safari and classic cars on show
11th	WMC	Grass Autotest (Trotters)
15th	WMC	Lake District Classic Rally
21/22	MCC	Morecambe Road Rally
21/22	HSCC	Silverstone Historic Festival
21/22	BARC	Racing at Croft
29th	WMC	Grass Autotest (Branthwaite)
29th	AMOC	Racing at Donington

### August

1st	WMC	Pub Run
5th	L&DMC	Three Sisters Sprint (BSCBSC)
11th	BDC	Racing at Silverstone
12th	KLMC	Devils Own Rally (TJSNHRA)
18/19th	WMC	Cumbrian Classic Weekend

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](http://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