

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

November 2015

Archie and Bob Win Exciting Solway!



Archie Simmonds and Bob Hargreaves were clear winners of the 2105 Solway Historic Rally which was the final round of the Gates Historic Rally Awards.

Motor Sport for All

Diary

Club events over the next month or so

Autumn Autotest

Sunday, November 8th

At

Maryport

Run by the Iveson Family.

Entry forms have been emailed out.

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

It's fantastic news that the development centre and test track at M Sport's Dovenby Hall complex has finally got the go ahead. It back last December that the Allerdale Borough Council Planning Committee had a hearing to which I made a representation. The vote was firmly for the development. Unfortunately a local NIMBY decided to make an appeal that process has dragged on until October. As a council tax payer I am aggrieved that this process cost ABC around £26,000 at a time when they are struggling to find the money for basic services. At the same time the delay in starting work has cost construction jobs and delayed the employment of more people at M Sport and the knock on effect for the local economy.

It is entirely right that local people should have a say but these days it seems that when ever there are plans for new businesses, housing or roads we have outcries and objections which are beyond rational. We need new businesses, roads currently can't cope with traffic levels and we need to house lots of people. I can't help but think that if Malcolm Wilson has applied to build the new centre in Hungary, Spain or Bulgaria, the answer would be "*When can you start building.*"

It's the same with new roads. As we have said time and time again the A69, A66 and A 65 trans Pennine routes need dualling for their full length. The government has recently given £30 million for a feasibility study for work on the A66 and A69. Why not just get on with the work? I read recently that every fatal accident costs the same as 100 metres of new road. Nearly all the accidents on the A66 and A69 take place on twisty sections which are still single carriageway. Some investment now to upgrade the roads will save lives and save money in the long run.

Why is it when we visit other countries the road network can be so much better than our own and also being constantly improved. Spain, despite being bankrupt has a superb road network at all levels from toll roads to local routes while each year when we head to Bulgaria there seems to be another new motorway or road completed in double quick time.

If you think of the huge amount of work that is going to be happening in west Cumbria in the next ten years then the only route there is via the A66 and A595 southwards. There are already traffic jams on the A595 sections and with more heavy transport and more workers it can only get worse so why are not improvements being made now?

GTF



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PG Tips

Big news this month...I actually won a proper trophy in Snotty at Kames! The class entry wasn't exactly massive but I did go over 2 seconds quicker than in 2013 when I last did the event so at least I'm going in the right direction. The event itself ran very smoothly and the quickest cars were national speed level front runners. When I got home I decided to take the front wings off whilst waiting for the bodyshop to work its magic on the yellow Rapid, with a view to replacing them as the rust was beginning to bubble through. As ever with old cars it didn't go as smoothly as I'd have liked. The A pillar on the driver's side needs a spot of welding so Snotty has gone to see Bill Kirkpatrick for the remedial work to be carried out. Hopefully once it's back I can bolt the newly painted wings on and crack on with the Rapid restoration.

In the meantime I swapped Snotty's old alloys for a car....yes really! A car with an MOT that lasts until April next year and according to its owner starts first time every time and drives well. Obviously there is a catch (apart from rusty arches and 3 million previous owners) – it's in Leeds – so I now have to go on another lengthy road trip with the trailer to bring it home...and then figure exactly what I'm going to do with it. My main answer is – The Northern Trial in February and before that the Christmas autotest...in between now and these events I have no real plans but it is going to be insured so the sky's the limit! Did I mention that the car in question is not a pre-VW Skoda? It is still a Skoda though....a year 2000, post facelift Felicia. This means it has a Vanden Plas type grille nailed to the front of it (anyone who remembers the old BL days will know exactly what I mean) and has lost any of the visual appeal of the original (VW era) Felicia. It has the 1289cc engine (with new fangled fuel injection!) which has its roots in the early 1960s and is a very close relative to both Snotty and the Rapid's engines. It's certainly not going to be a ball of fire but it should be a good laugh for what I'm going to do with it. If it survives the autotest and the trial I will then stick it on Ebay and see what price it achieves. The story that led me to swap it is one of post pub interneting and a casual offer to swap that came back with a positive reply. He must really want those alloy wheels/tyres for his Estelle.

Speaking of VW, the emissions recall notice arrived from Skoda for Trudy's diesel Yeti this week. I'm not overly concerned but I did think we had avoided it as the engine is supposedly Euro 6 compliant and not Euro 5 which was thought to be the problem area. I am looking forward to phonecalls asking if we have claimed our compensation for the TDI scandal...or as the (now quite tiresome) joke says "have you been mis-sold TDI?" Judging by the chatter on the internet virtually everyone with a VAG diesel from 2012 up to the current day has received the notice, even though the solution has not yet been announced. Apparently some of the 1.6 versions are going to require injectors as well as a re-map. I personally thought other manufacturers might have been caught out by now as well....surely VW was not alone in doing this 'cheat'?

This month's roadwork nuisance was once more at Biggrigg – works to the underground electricity supply causing havoc at rush hour. When stuck in the queue I was advised by a work colleague that there was no one even working there and there were no actual workings on the road so I went to investigate. Work men had arrived by the time I reached the lights. After talking to them I established that they were working on an area round the corner but because they had dug up the footpath they were obliged to barrier off a section of the A595 to allow pedestrians to walk safely past where they had dug a hole. Bearing in mind there is a footpath on the other side of the road, no houses are accessed from the part of path they had dug up and signs do exist that say "footpath closed", I once more concluded that we truly have lost the plot and would rather inconvenience thousands of people and cost the country money rather than assume the 1 or 2 pedestrians a day that may want to use that path are incapable of looking after themselves enough not to walk out in front of a lorry and get killed. I did get the man in charge of the traffic lights to re-configure them slightly to help traffic flow....before he produced a big white pillow and curled up in the cab for a day of rest (not a joke...fact!)

Finally, on the way to Kames I spotted a new motorway sign (in Scotland) that got me thinking. It said “motorway workers lose their lives picking up your litter”. Blimey I thought, is that aimed at me...I don’t even recall dropping any litter!?! Perhaps those motorway workers should stop picking up the litter....surely whoever is employing them doesn’t actually want them to die?! Does everyone see that sign or is it just the people who’ve dropped litter? I have added it to my list of annoying unnecessary road signs. Presumably whoever came up with the idea thought a simple message like “don’t drop litter” wasn’t enough. I would imagine in a few years there will be a picture of sad looking children on a sign saying “my daddy died picking up your litter” just in case the thoughtless idiots who already break the law littering and don’t give a hoot about anything haven’t magically changed their ways due to a mildly disturbing sign!

Peter

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.

Chris Hardman	of Keswick	Richard Goodacre	of Wakefield
Nicholas & Judith Grasse	of Berwick	David Short	of Hull
Roy Heath	of Hull	Andrew Steel	of Harrogate
Roger Tyler	of Harrigate	Quentin James	of Kirkham
Tom Howe	of Preston	Paul Whyte	of Collin
Devin Andrews	of Dumfries	Dew McLean	of Mabie
Noel Cochraine	of Newtownards	Olly McCollum	of Clarkston
Roland & Mark Proudlock	of Heathhall	Adam & David Barker	of Howden
Joe Harwood	of Gateshead	Andrew Johnson	of Easingwold
Dave Boyes	of Harrogate	Simon McLaughlin	of Lockerbie
Archie Simmonds	of Chirnside	Jim & Irene Hendry	of Carnbee
Bill Ainscough	of Wigan	Jason Dearden	of Grange
Mark Manning	of Bishop Stortford	Ian Maxwell	of Jedburgh
Laura Christmas	of Bishop Stortford	John McDowell	of Greenlaw
George Eland	of Wallsend	Ryan Pickering	of Papcastle
Andy Pullan	of GKW	Simon Goldsworthy	of Bourne.

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.

MG Cumbria

The Famous Christmas Cracker Run

December 6th

Rheged to Penrith via a devious route!

Open to all MGs and other fine cars!

Entry form on the website or by ringing Graeme on 01900 828642

Prescott Autumn Classic Hillclimb lives up to its name

Prescott Hillclimb is situated in the magnificent Cotswolds with a permanent track and superb facilities in what was in the early 1930s a large orchard. It's idyllic at any time of the year but on 3/4th October the weather, colours of the trees plus a wide variety of cars made it absolutely stunning. Owned by the Bugatti Owners Club this lovely pastoral scene cannot be bettered by any other venue anywhere in the world. Its central location attracts the best cars and drivers to all events so a great place to go whether

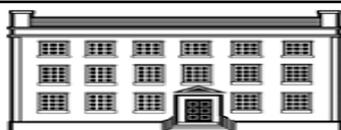


spectating or competing.

For a number of years now they have been running an American themed weekend which attracts everything that you would expect when you think of America. Bonnie & Clyde type cars, hotrods, scruffy ratrods, cars with bigger fins than sharks, Harley Davison and Indian motorcycles, and live music from the Beach Boys, Elvis and Buddy Holly. For various reasons the aforementioned people couldn't perform live but tribute musicians sounded exactly like the originals, a truly fantastic atmosphere in every way. An unbelievably exciting "Wall of Death" is a major attraction. One wonders how anyone discovers they have the ability to ride around a circular, vertically sided structure twenty feet high, about 30 feet in diameter whilst sitting backwards on the handlebars of a 1920s motorbike or drive an Austin 7 around the same vertical walls. To see this spectacle including the blonde girl riding backwards as described on the handlebars visit the "Demon Drome" it goes to Goodwood Revival and similar events and really is a must to visit.

Although many classes were specifically for older cars there were classes for modern cars too. Porsche Centre Tewksbury sponsored the event and there were, very appropriately, several classes for those specific make of vehicles competing in various Porsche championships. After the event I imagine their bodyshop would be very busy as a number of cars sustained damage, some drivers in their exuberance attacked the Armco in places but lost the battle. These excursions, no doubt, due to the pressure of close competition with so many closely matched cars. The clerk of the course in fact gave all drivers a severe warning at one stage as some people were getting very wild. One driver was told his entry would be refused in future, he was an accident looking for somewhere to happen which it did, not a Porsche driver though I must add. Safety is taken very seriously here and drivers behaviour is monitored closely, quite rightly so.

Bugattis get special treatment which is not surprising as they own the place. They take both their practise runs immediately after one another in the middle of the morning; they then take the runs for class



**Brockbanks
Solicitors**

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

positions in the event proper also in the middle of the afternoon. This means they don't have to get out of bed too early to get to practise and similarly don't have to wait to the end of the event before loading their cars. It also allows them to watch other competitors on the big screens in the bar whilst having a drink and can wander down to prize giving all spruced up having had lots of time for a shower. Very civilised indeed and I don't blame them in any way. I am of course saving up to buy a Type 35B with a blower but presently I only have a 1/43 scale one although it's in the colour I really like, that being French racing blue. A real one unfortunately is rather more than 43 times the price of my model.



The two, one day events over the weekend saw a great variety of cars including classes for the ever popular Morgan which is always well supported and of course not a million miles from the Morgan factory at Malvern. Other classes were for Reli-

ants, i.e. Scimitars and Sabres not three wheelers, Aston Martins, 500cc Owners Association with cars such as the Cooper Norton, Cooper JAP, Staride, Keift JAP and others. These cars were previously F3 cars and Stirling Moss, Bernie Ecclestone and many other famous people started their careers driving them. Austin Healeys & TRs also had classes of their own. Pre 1952 sports cars had a very varied entry list, cars such as John Hunter's wonderful 1936 Riley TT Special, a 1918 Picard-Pictet with its 9062cc Aero engine, 1929 MG M Type and a 1951 Allard of 3528cc were just a few of the entries in this class. Most classes run on a handicap system just as the Bugattis do and with very accurate handicapping it makes competition very close indeed. In fact this system is much tighter and closely fought than normal as your fastest time ever in any condition is your target time. To beat it you have to try very hard indeed. The handicapper checks with you to see if you have modified the car in any way and if for instance you have given it more power your handicap is altered to allow for this.



Numerous stalls sell everything to look after cars, inner man or even inner ladies, clothing, books, memberships to Bugatti Owners Club and anything else you could wish for. A lunchtime cavalcade of steam cars, American cars, bikes, plus other vehicles not competing even demo runs by ex Le Mans cars such a Chapparral and others keeps up interest. A burn out by one car left the start area obliterated by tyre smoke, 900 horse power certainly can be hard on tyres. Certainly two full on motoring days with plenty spectator interest. Tickets bought in advance even just a day before cost only £10 per adult each day and

allowed free access to everything including the wall of death so excellent value indeed.



With a finish about 5.30pm on Sunday and prize giving at 6pm it was rather later than normal owing to the numerous excursions thus requiring medical checks and subsequent recovery operations; these being very well managed indeed. All that remained was to load up and set off home our journey being just over 250 miles but well worth the trip I can assure you. We have already booked accommodation for two events at Prescott next year and as soon as regs. are out I will be filling in my entry form and looking forward to visiting this fabulous venue again where friendships seem to form easily and everyone is

so helpful. We are doing one event in May which is run as a charity day when for £50 you can tackle the hill twice, with passengers if you wish, as fast as you like but the event is untimed. This gives people the chance to drive up this famous hill on the long course, no helmets or special equipment is required with ordinary road cars eligible but, be aware, don't get too carried away as last year several cars did go off, it's not as easy as it looks. Why not try it for yourself, go to Prescott Hill, the website is great and all the information is available for you to see. My wife loves it hence the reason we are going again.



This year's event was really special for me, I read the book "*Hill climbing and Sprinting*" by Phil Short and Steve Wilkinson once more and tried to follow the advice and correct lines they give for each venue and it paid off. I beat my previous fastest ever time by 2.07 seconds giving me a class win in a very well supported class of twelve cars. After reading the book I spectated on Saturday and watched various cars tackle this very technical course which is very much about getting corners correct rather than massive power for a good time. It was really interesting seeing how the correct line allowed faster exit speed

on each bend and not always the line you initially thought was the fastest way. I tried to follow the advice exactly on Sunday and it worked. However next time if I lift off any later trying to better my time I may just visit the Armco so getting any better time may not be achievable for me personally. Thanks to Phil and Steve I now have some really nice crystal glassware engraved with "Prescott Class Winner" and memories of a fabulous event, a big thank you to them both. I thoroughly recommend this book; it's well worth buying I have to say and full of information for drivers and spectators alike with full details of every sprint and hillclimb venue listed.

Keith Thomas.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Sometimes lady luck doesn't smile on you in motorsport and for no one reason you can go through a barren spell, and so it was for a while for me fifty years ago. In 1965 our mid-summer results had not been too bad with a 4th place navigating for Robin Murray on the 750 MC John Peel Rally run on maps 82 and 83 on July 3rd/4th, a month after being part of the winning Treadfast Team on the Scottish International Rally again with Robin and Alf Sewell/Tony B and Irving Oglanby/John Taylor.

As we moved into August I entered the Bolton National Rally with Mike Telford in his Mini Cooper BHH127B (later owned by Stuart Leitch). This tough well organised event organised by Bolton le Moors Car Club was run over nine OS maps in North Wales. Retirement was our fate after the brakes faded away to nothing on the hills and we drove gently home. September started with an entry on the Liverpool Motor Club Jeans Gold Cup with Robin Murray in his Cooper 997 (849GRM) and the first half was going well with us lying fourth at half way. Alas in the second half the gearbox failed (nut came off?) and we retired home. The following weekend I had an entry on the Motoring News Stoctonian Rally organised by Stockton and district Motor Club with Brian Mitton in the SAAB but an engine blow up during the preceding week meant a non start.

Seven days afterwards 'Telf' and I entered the Furness and District RL Brown Trophy half nighter but the Cooper again let us down with collapsed suspension and another retreat home. The next week end had been intended to be a start on the Airdale and Pennine Motor Club 'White Horse Rally', another Motoring News Championship event, again with Mike in the Cooper. This time the gearbox failed a couple of days beforehand and without time to repair it we non started.

On the 10th October I had a change of driver and entered the Cumberland Sporting Car Club 'Tyril Trophy' navigating for Steve Pratt from Penrith in his Cooper. This was a rare outing with Steve who was an able tests driver and resulted in a second place behind Alf Sewell and Ray Heaton in the SAAB. My competitive year finished with an entry with Brian Mitton in the SAAB in the CSCC Farrar Trophy where we finished second behind Steve Pratt and Ray Heaton.

So in the second half of 1965 I had entered eight rallies, with four different drivers, in two car types – Mini Cooper and SAAB – non started on two, retired with various car related issues on three events and recorded two second places and one fourth.

My career with County Garage began at Hardwicke Circus in July 1965. At this time the mid range Ford van was the 400E which was a rather dreary creation. It had a forward control driving position and was powered by a 1703cc Consul engine and three speed column change gearbox. It had been introduced in 1957 and was built for eight years before being displaced by the all new Transit which was launched in October 1965 only three months after I had joined the Ford world. The Transit was a revelation being developed by the same design thinking that made the MK1 Cortina such a success, back to basics. Beam axle, cart springs, normal driving position, V4 1700 petrol to start with, four speed g/box and conventional rear drive. It was good-looking, drove like a car, capable of carrying more than ever before and was reliable and very popular. As we know the rest is history, the name Transit became the generic for a medium van and it is still leader of the pack half a century later.

As I write this Charles and I are preparing for the Rally of the Tests in early November. It is still the British historic road rally by which all others are measured and taking place for the 14th time.



Ron.

2015 NESCR0 Challenges

Historic Driver's Challenge

Total			
1	John Bertram	Escort Mk1 1600	567.2
2	Colin Rose	MG Midget 1293	422.5
3	Ian Dixon	MG BGT 1800	403.3
4	Darell Staniforth	Mini Cooper S	382.3
5	David Short	Escort Mk2 1993	348.4
6	David Marsden	Escort Mk1 1998	327.3
7	Howard Warren	Porsche 911	304.2
8	Mike Dent	Hillman Imp	279.2
9	Matt Warren	Escort Mk1 1998	272.2
10	Peter Williams	Volvo 131 1800	238.3

Historic Navigator's Challenge

Total			
1	Andrew Fish	Escort Mk1 1600	496.4
2	Bob Shearer	MG Midget 1293	422.5
3	Ali Proctor	Various	379.0
4	Roy Heath	Escort Mk2 1993	348.4
5	Mike Garstang	Escort Mk1 1998	327.3
6	Les Mcguffog	Various	284.3
7	Andrew Pullan	Various	272.2
8	Bob Hargreaves	Various	247.0
9	Mark Gilmour	Hillman Imp	244.3
10	Andy Darlington	Volvo 131 1800	238.3

Targa Driver's Challenge

			Total
1	Andrew Graham	Ford Puma 1700	278.0
2	Joe Harwood	Ford Puma 1700	265.2
3	David Lewis	BMW 318is E36	228.0
4	Chris Hunter	Mazda MX5 1600	192.2
5	Steven Place	309GTi 1900	177.7
6	Andrew Roughead	BMW Mini	176.0
7	Jon Hill	Corsa 1600	169.5
8	Stephen Palmer	Rover 25 1400	148.3
9	Stephen Short	Proton Coupe	136.2
10	Angela Jones	309GTi 1900	121.4

Targa Navigators Challenge

1	Michael Holmes	Ford Puma 1700	204.4
2	Fiona Tyson	Mazda MX5 1600	201.2
3	Mick Pears	Corsa 1600	197.7
4	Daniel Place	309GTi 1900	195.9
5	Andy Pullan	Escort Mk1 1993	192.3
6	Jai Wall	Ford Puma 1700	157.8
7	Daniel Lewis	BMW 318is E36	156.9
8	Sally Winter	Ford Fiesta 1700	127.7
9	William Jarman	309GTi 1900	121.4
10	Kevin Fagan	Escort Mk1 1993	108.3



The NESCR0 Challenge is a class based 'Challenge' that is run on Index of Performance and is done 'just for fun'. Points are scored as a calculation of "the number of competitors beaten in the class expressed as a percentage, plus 5 points for starting and 5 points for finishing".

The Historic Challenge has been run for over 10 years with fourteen events counting for the 2015 Challenge. Two of these events we cancelled, but many

are changing to Targa Rallies and as the years go by there are less and less of the Historic cars around. A re-think is required for the Historic scene.

This year was the inaugural year of the Targa Challenge and there were a total of 10 events eligible, but as the year progressed, two events were cancelled and one event turned out to only include Historic cars. In 2016 I know of another four Targa events that are supposed to be running (two have run this year and there should another two new events next year), keeping the total of 10 rounds, with the best 6 scores to count, (half plus one).

Bob Hargreaves
Challenge Co-Ordinator

Gates Tyres Northern Historic Rally Awards

Round 8, Solway Historic and Targa Rallies, October 18th.

Sixty three crews (41 Historic and 22 Targa) assembled at Energus on the Lillyhall Industrial Estate near Workington for the final round of this year's WMC/Gates Challenge. The event attracted many of the North's leading Historic and Targa crews and there was strong representation from NESCR0.

Scrutineering and Noise were completed on a neighbouring site and then it was into the Energus dining facility for bacon butties and coffee. Start, Finish and documentation were all handled smoothly in the spacious hall and dining room and after a briefing by the Clerk of the Course crews moved outside to the car park for the first of the day's twelve varied tests. Gordon Craigs retired his MGB with mechanical maladies before the start of T1 leaving well travelled navigator Maurice (Moz) Ellison without a ride.

Test 1 was a traditional "autotest" on smooth tarmac and John Bertram (Mexico) opened his account with a quick 45s followed by Colin Rose (Midget), N. Ireland's Noel Cochrane (Frogeye Sprite) and Tot Dixon all on 46s - Archie Simmonds (Midget) was sitting back and keeping an eye on the scrapping foursome with a 49s test. The day's leading crews got off to a good start and there was plenty of quick crews within 10 seconds of the leader. The Targa competitors were in for a very competitive day and Jon Hill (Corsa) took an early lead with 45s, Andrew Graham (Puma) on 46s with Stephen Place (Peugeot 309) and David Winter (Fiesta) 47s. As with the Historics there was plenty of quick Targa crews within a handful of seconds as they headed off to Kirkbride.

Tests 2, 3, 4 and 5 made full use of the excellent airfield at Kirkbride. T2 was a short loose test and Colin Rose was quickest on 28s with Archie Simmonds, Noel Cochrane, Stephen Byrne (Lancia Fulvia) and Brian Hodgson (Imp) all tied on 29s. Jon Hill was again quickest of the Targa crews on 29s with Andrew Graham and Ian Maxwell (Saxo) on 30s and David Winter (Fiesta) Stephen Place and Rob Jones (MG ZR) on 31s.

The next three tests were long, on good tarmac and they involved numerous manoeuvres. Archie Simmonds was quickest Historic on T3 with 78s but Ryan Pickering's Targa Escort was outright quickest with 74s. Test 4 saw Archie and Noel Cochrane tie on 56s - this was Noel's first outing in his Frogeye and apart from being a bit cammy it has all the potential to put Noel and navigator Oly McCollum back at the top of Historic rallying. Ryan Pickering's Escort tied with Paul Whyte (Clio) on 56s, Stephen Place had 57s and three crews tied on 58s - Paul Whyte set some impressive times throughout the day but his overall result was spoiled by a WT on T1.

The next two tests at Kirkbride kept the pressure on. We were chasing Dave Agnew in his 911 and putting in a few competitive times in the Escort. Mike Dent (Imp) suffered from the red mist on T1 and was clawing back time with help from his freshly rebuilt engine.



We then completed the traditional loose and flowing gravel test at Wigton Auction Mart before heading to Rowrah for a lap of the kart track. Both tests are quick and the lunch time results showed Archie Simmonds leading the Historics by 9s from John Bertram who was on 378s with Colin Rose on 381s, Noel Cochrane on 391s, Tot Dixon on 398s and David Short (Mk2 Escort) on 400s. We were tied with Mike Dent on 407s and Stephen Byrne and David Agnew were tied on 410s. Jon Hill had pulled out a 15s lead over the Targa class with 370s, Andrew Graham was on 385s with Ryan Pickering on 390s, David Winter going well on 395s and Stephen Place on 397s.



After a light lunch and with times still very close we started the afternoon with a tarmac/gravel test on the Rowrah car park followed by two laps of the excellent kart track. A short run to Fulton's for a longish unsurfaced test with plenty of cones to keep us on our toes. David Short blitzed this test with 96s, Stephen Byrne showed how competitive the Fulvia can be with 99s and we tied with Archie on 101s - we are beginning to get the hang of this Escort. Ryan Pickering set the Targa pace with 95s, Jon Hill shared 99s with Drew McLean, Stephen Place was on 101s and Andrew Graham was pressing on with 102s.

Back to Energus for a second go at Test "1" before a run out to Maryport for a classic "autotest" on smooth concrete. Archie Simmonds wasn't backing off and recorded 57s, Mike Dent now free of the morning's red mist was on 58s and Tot Dixon pushed them both with 59s. Brian Iveson had a mixed day but popped in a 60s run as did John Sloan and David Agnew - all those club autotests are paying off. We changed up a gear for this final test and cruised round in 63s - honest ! Stephen Place took Targa honours with 58s from Ryan Pickering on 59s with Jon Hill, Andrew Graham, Angela Jones and Chris Hunter all on 60s. Angela had put in some competitive times all day and was yet another competitor to show the benefit of competing in the Club's autotests.

After a simple run back to the finish, we chomped our way through a pleasant meal and chatted with other crews. The results team were working hard while we relaxed and in no time at all Results were finalised. Archie Simmonds took 1st Historic from John Bertram and Colin Rose. Jon Hill/Mick Pears took a convincing win in the Targa rally and they were chased home by 2nd O/A Andrew Graham and 3rd O/A Stephen Place.



The WMC organising team had delivered an excellent event with varied tests and a reasonably compact route. Our thanks go to them and all those who worked so hard to bring us a great day's sport.

The Solway also brought to an end this year's WMC/Gates Tyres Rally Awards Challenge. It has been a good year for the Challenge with a variety of events and a growing number of crews taking part. We are particularly indebted to Gates Tyres for their continued sponsorship in 2015. Hopefully, the Chal-

lenge will run a gain in 2016 and if you have any feedback or suggestions for 2016 please don't hesitate to let me know (garstang1948@gmail.com).

Mike Garstang.

More Solway Photos

Courtesy of Tony North



Noel Cochraine/Olly McCollum

Brian & Rob Iveson



Simon Goldsworthy/Edwin Cook

Classic Column

News from the Classic Scene

It's worth reminding members of the special agreement we have with **Hagerty Classic Car Insurance**. If you take out insurance with them then they will pay your WMC membership fee for the following year(s). This of course amounts to a £160 discount on the insurance fee which is already very competitive. Hagerty also deal personally with each enquiry rather than using an online system so this means that you get exactly the right cover for your needs. Invariably the staff members are themselves classic car owners and enthusiasts. When you apply you have to quote your membership number.

When it comes renewing your membership all you have to do is to complete the usual membership form and state "**paid by Hagerty**" and email or post it to Jaime. She has a list of all the members who are on the Hagerty list.

Looking forward to next year's **Cumbria Classic and Motorsport Show** in August we would like suggestions for themes, featured marques and clubs. If you have any connection with any club that could be interested in putting on a large display please let us know. We would also be interested in an event sponsor if anyone has any suggestions.

Jottings

The WMC committee were able to have a two hour meeting with Rob Jones the Chief Executive of the MSA and Ian Davies, MSA Rallies Executive a few days ago. This was very useful and we also raised questions from our members. I think we understand some of the issues the MSA has to deal with and also suggested that they could look at better ways of explaining and justifying rules changes to competition licence holders and club members.

We came away feeling more positive about the future and the MSA will certainly change in the forthcoming years to suit the new challenges ahead. We suggested better communications for example with the monthly bulletins having less about the MSA Academy and Elite and more about the grass roots and the excellent work of the Regional Development Officers. We pressed the need for more help with venues and ways of reducing paperwork. More details in the future.

I have been appointed to the MSA Hill Climb and Sprint sub committee. There will be three meetings a year and I hope to take forward matters of concern from all competitors in our regions and will report back to the relevant regional associations. I am particularly keen to look at ways of increasing participation, getting more younger drivers able to take part and looking at how we can get more venues for events. I am happy to hear the views of any of our members of course.

GTF

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RACING LINES

Eddie in the USA!



When the Sat Nav Calmly announces “In five hundred and twenty two miles, make a left turn” You know it is going to be a long day.

We are back in the USA and that particular Sat-Nav snippet heralds our crossing the Memphis City Bridge (Chuck Berry fans please note) on our way to California. Following our visit to the Daytona 24 Hour Classic we were surprised to receive an invitation to take part in what is considered by many to be Americas Goodwood, so once again the E Type was loaded into its trailer and shipped from Southampton to Brunswick in Georgia. It was from Brunswick our marathon tow across the USA to California had commenced a day earlier

The Monterey Reunion race meeting is a major part of The Monterey Car Week. Which is actually more like ten days, of every imaginable type of motoring event all based on the Monterey Peninsula.

There is everything from “The Rick Cole Auctions Jets and Cars Champagne Reception” at \$800 a ticket to the fabulously unconventional Concours Lemons which includes classes for such cars as “Needlessly Complex Italian” all set up in a local park with the minimum of formalities.

Demand for entries at the Reunion meeting is so great that the organisers, Sports Car Racing Association of Monterey Peninsula, SCRAMP, now run a Pre-Reunion meeting the weekend prior to the Reunion meeting. Having been accepted for both of these events(“Well you guys have come a long way”) our schedule involved us racing from 5th to 9th August in the Pre-Reunion with a short break before the Reunion meeting itself commenced formalities on 12th with the final days racing on 16th August. Ten days of motor racing with guaranteed sunshine, what could possibly go wrong?

Six days after crossing the Mississippi we arrived in Monterey. The first job was to collect Steven and Mike from the local airport. They had flown from Glasgow via Philadelphia and Phoenix. Having left home in Wasdale at 05.00hrs and travelled for twenty three hours they arrived at 22.00 hrs the same day they set off! Mike’s normally infallible “Its Opening Time” sixth sense was becoming unreliable so we gave them a beer and sent them to bed.

On arrival at the circuit we were met by a sea of friendly faces all wanting to help.

The paddock is enormous. Whilst there are none of the facilities such as the electrical, timing and water connections to be found at the major European circuits, we had nothing to plug in anyway, and most American “Race Car Rigs” are equipped with generators that would run a small hamlet. The lack of services did not detract from the event.

With American events you always get lots of track time. In both the reunion and the pre-reunion with free practice and qualifying together with 2 races we were on track for around 2 hours each weekend.



Fuel available at the track was 110 octane Hi Lead. The locals thought it was “Kinda Pricey” at the equivalent of 88 pence per litre!!

In the USA they have a lot of rules and regulations in motor racing. However, particularly in California, the deeply ingrained Hot Rodder culture, combined with the fact that the Beach Boys generations’ golden locks have all turned grey, means

they have developed a wonderful approach which dictates that you should obey the rules, unless, of course they are “Dumb Rules”. In which case it is generally accepted they can be ignored.

FIA appendix K is considered to consist almost entirely of “Dumb Rules”.

We originally entered the race for 1955 to 1962 Sports and GT cars. However, the organisers decided that we should be moved to the race for Sports and GT cars 1962 to 1968. With the exception of one other E Type the grid consisted of a fleet of Cobras and various other American V8s.

It was with some trepidation I ventured out for the first free practice. This trepidation, inspired by the Californian interpretation of “FIA Compliant” together with the apparent need to supply fuel suitable for 4.7 Liter V8s Redlined at 8000 RPM running 14 to 1 compression ratios was well founded. Laguna Seca is a great circuit to drive, it is everything a racing circuit should be, featuring every sort of challenge from the very technical to the truly terrifying. The infamous Corkscrew is only a worry the first time. Once you get the hang of turning left then right and flooring the throttle pedal when all you can see is bonnet and sky, it is slow enough not to cause any further anxiety.

The greatest frustration was that the corner leading on to the “Front Straightaway” is a 90 degree, 2nd gear left hander which means any advantage gained over the lap until that point is negated in the ¾ mile drag race down the “Front Straightaway”.

Half way down the “Front Straightaway” they have a maximum speed display: the best the E Type could manage was 110 mph whilst the winning Cobra was regularly clocking 140+ mph.

We eventually achieved our only realistic target of being quickest of the 6 cylinder cars. Unfortunately this modest achievement left us finishing in the early 20’s out of a grid of 48.

The car ran faultlessly and following an oil change we were about to park it up to await the start of the reunion itself 4 days later, when we were asked to report for the Race Car Parade.

About forty cars were assembled to drive from the circuit to downtown Monterey where four blocks of the main street had been closed for the purposes of a display, TV interviews and general conviviality. My concerns over the legality of the E Type being driven on the Highway disappeared when it became apparent that the event was escorted and sponsored by the California Highway Patrol and that, the car in front of me was the ex-Mario Andretti Lola T332 F5000 car on enormous slicks and open exhausts. Enthusiastically egged on by the police escorts this rapidly turned into one of the best events of the weekend. The spectacle of real racing cars being driven by a group of senile delinquents on the public road was worth the trip alone. Sue even got a lift in the parade safety car.



The time between the two race meetings was taken up by visits to The Carmel Classic and several other rallies and displays which, without exception, eventually involved sitting in a vineyard somewhere with a large glass of California's best red wine surrounded by classics cars and people with similar interests, there were even people unrecognisable when dressed in 60's gear! Motor Racing at its best. The reunion meeting itself ran to form. The main difference being the weather. The ambient temperatures were now in excess of 100 deg. F.

With 2 laps left in the first race the rear brakes failed completely. Fortunately this didn't affect the results.

The E Type has inboard rear discs which despite all the cooling ducting had boiled the brake fluid.

Steven and Mike changed the brake fluid (Gingerly, it was still scalding 90 minutes later) and we rigged the boot lid so it was slightly open in order to help ventilate the brakes.

The second race was due to start at 15.30 hrs and with the temperature at 109 deg.F. The Jag refused to start. The electric fan had been running and flattened the battery. We jump started the car and I left for the assembly area with instructions. "Don't turn it off". Twenty minutes idling in those conditions had the temperature gauge setting world records, even with the fan running. However, the engine ran faultlessly and the rear brakes went again with two laps to go, we finished in 21st position.

We loaded up the trailer and went for a beer. The only thing left now was to tow whole thing the 2720 miles back to Port Brunswick in Georgia. That's another story.

Eddie Farrell

2016 - What do you want?

The committee are already planning next year's events. At the moment we have the same programme of events as we have run this year but please let us know if you have suggestions for anything different or new. We always need new organisers and new recruits to help on our existing events. For example we would like someone to be chief marshal on the Solway and we could do with another person in the Penrith area to help with the LDC.

The search for a venue continues. For obvious reasons we have to keep these ideas and searches under wraps until, if and when, something materialises. Finding land available at the right price and where we could develop a track is not easy but we continue to look. Again anyone who may be able to help is asked to contact any committee member. We would also be pleased to hear of any land where are already roads what we could use.

Rally Torque

News from Road & Stage

So it's Rally GB in a couple of weeks but realistically I wonder how many folk know, or even care? It is really remarkable how the event has dropped off the public radar over the past 30 years or so. It's difficult to say why, perhaps it's really a combination of several factors. In the days when it was a country wide event huge number of folk would go out to see the event in their local forests and in the various spectator stages dotted around the route - in fact the rally came to you and thousands of folk, many non enthusiasts went out to see it annually. This of course had the knock on effect of getting more people interested in motorsport and joining local clubs. Local clubs each ran a stage and there was great rivalry in trying to win the "stage of the day" award. Running an RAC stage was seen as an honour and there was no problem in getting plenty of marshals out even when it was on a weekday.

The lack of British star drivers may be an issue as well. Colin McRae was charismatic, whatever you might think of him, and got lots of national publicity. Perhaps there were more star drivers in the past and more UK drivers at least in with a chance of getting in the top 10 or so?

The MSA/IMS have re-invested the Rally GB in the last couple of years under new leader Ben Taylor and addressed many of the problems but confining it to a compact area of North Wales may be great for the teams who want to erect their corporate villages but not good at spreading the message to the nation.



At least we have two great UK drivers in Elfyn Evans and Kris Meeke who should be in there fighting in the top six but how many people know them?

I also blame the manufacturers who are involved - how much promotion do they do of their rallying? How often do you see rallying mentioned in adverts for Citroën, VW or Hyundai etc or for the various tyre manufacturers/ When you go in a showroom for one of these makes do you see any rally photos, replica cars, promotions with their drivers etc? Basically no.

While there is TV coverage on ITV4 of the WRC it somehow lacks atmosphere with a lot of film shot from drones or helicopters and then a detached commentary added later. Plus the fact that certain teams get the bulk of the coverage.

Let's hope things improve and we wish good luck to Paul Benn and Richard Cooke in the clubman's event in their 02 Focus while Andrew and John Graham will be doing recovery on a couple of stages.



Autojumble

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For Sale:1996 Subaru Legacy Estate. 2 litre naturally aspirated engine. 4WD. 190k miles. Tow bar. Needs some tidying, but good runner. Same owner since 2006. Used daily until May this year. Reason for sale - arthritic knee means I can't drive it any more. Reasonable offers. Contact Jeremy Wickins, 0785 551 3921 or j.wickins@gmail.com

Riley Elf 1967 Parts:

Engine and gear box 24468 miles from new plus: Dynamo; Starter; Distributor; Carburettor; Front sub frame – wet; Hydro elastic suspension units; 2 front and 2 back. Fuel tank, strap and locking cap with key. Front offside mudguard (Never used). Front bumper bar with fitted over riders. Back bumper bar with fitted over riders and number plate light. Sliding windows for doors with catches. Front and rear windscreen. Rear side windows with catches and chrome surround. Front sidelight grills with lights fitted. Rear light with fittings and bulbs. Grill with Riley badge. All chrome strips. 2 front seat – red very good condition, recently recovered. Rear seat – red poor condition-original. Walnut dashboard. All mats-red as new. Drive shafts with drums and brakes. Hardy Spicers – 2 of. Steering box. Steering column. Bonnet. Boot lid which needs some attention. Spring mechanism for boot lid. rosemary.v@virgin.net and tel no 017687 79326 - evenings only.



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Inside the Industry

Paul Gilligan keeps us up to date

VW Saga Rumbles On

Looks like this one will go on for months if not years. To add to VW's woes it's now emerged that Porsche have been fitting a device that reduces dramatically acceleration from slow speeds so that the car doesn't fail noise tests. At least two UK drivers claim to have narrowly avoided very serious accidents caused by unexpected lack of power at a critical moment. The new boss of VW Group was of course previously top man at Porsche....

Then the Lamborghini factory in Italy was raided by the authorities concerned about suspected tax irregularities. Lambo has of course been part of VW Group for many years.

You would have thought that with all this going on VW would be being very careful, but apparently not. I mentioned last month that the Swiss authorities banned the sale of new VW Group diesel cars very soon after the story broke. Swiss VW, Audi, Seat, and Skoda dealers were understandably upset. "Don't worry" said VW bosses. "Keep selling, we'll register the cars in Germany, bring them in by transporter on German plates, then you can re-register them onto Swiss plates and deliver." Clever move? Not really, it took the Swiss very little time to ban the sales of used VW Group cars under a year old, so the dealers are suffering even more now.

UK dealers are still selling cars, but most are very worried by the situation, particularly the "owner drivers" who've invested their own family money in the expensive showrooms the manufacturer has demanded. And this is serious money. About 8 years ago I visited an Audi dealer who was just finishing his new Audi dealership buildings. £3M that cost him. 8 years isn't long but he's this year finishing the replacement building. £9M this time!

VW Group dealers seem to be starved of information. So they cannot properly inform their customers, many of whom are pretty upset about all this. While it was the manufacturer who cheated it was the dealer and his sales staff who looked the customer in the eye and sold them the car that is now proven to be not what the customer thought they were buying. So inevitably the dealer's reputation suffers as well, even though he was entirely innocent. And the dealer is likely to suffer more than the customer. The majority of retail customers will have bought on a PCP of some sort, so they have a guarantee of the value of their car at the end of the period. The dealer who's just invested £9M has no guarantees.

Meanwhile VW Group staff are beginning the annual process of negotiating sales targets for the New Year. This is always a pretty contentious process. It used to be (I've been at this a LONG time!) that you tried to sign up for as many cars as possible so you got more when there were usually waiting lists. Now you seek to get the numbers as low as possible so your bonus earnings kick in earlier. Manufacturers' target related bonuses are vital to dealers making a profit. No doubt VW will be telling their dealers that this emissions issue will all be forgotten soon so they will sell more cars next year than this. Unlikely I would say, and I know most dealers are currently refusing to sign their 2016 contracts.

What the dealers do know is that they will have a gigantic task performing the required modifications to the affected cars that are out there. VW GB have set a target of completing this work by the end of 2016. The numbers are vast, 508000 VWs, 393000 Audis, 131000 Skodas, and 77000 SEATs. That's over 1.1M cars in total. 400000 need a software update and new injectors fitted, the remainder software only. I understand these software fixes are not yet fully developed, but my mole suggests that both performance and economy will be about 25% worse once the work is carried out! That will result in lots of unhappy customers if true, and a significant drop in the values of these cars on the used market.

The task for the dealers is immense. Nobody knows how long each car will take to fix yet, but each Audi dealer has to do an average of 67 cars a week, VW dealers 40 a week each, Skoda 20 and SEAT 12. VW GB have already admitted there is “some risk” the target of completing all this by the end of next year will be missed. I’d replace “some risk” with “no chance” personally.

Dealers haven’t yet been told how they will be paid for carrying out all this work. It is normal that dealers are paid significantly less per hour for warranty work than they would charge a retail customer for servicing or non-warranty repairs. However VW dealers are already saying they will not be happy to carry out all the recall work at warranty rates. One said to me last week “If they think they’re going to pay us warranty rate for this they need to think again. We have limited workshop capacity and the recall means we’ll have less labour hours to sell at retail rates. Why should we suffer financially because they have been dishonest?”

Fighting talk but I can’t disagree with him. He is certainly facing lower sales than he’d expected for months, maybe years to come, why should he suffer further?

A recent survey of VW dealers showed that since the scandal broke the number of prospective customers visiting their showrooms had dropped by 10-15%. Industry bible Glass’s Guide reports used VW diesels had dropped in value by 3% more than market average in September. Another survey showed 25% of UK fleet operators “reconsidering” ordering VW Group diesel cars, and major leasing companies are marking down the forecast future used value of VW products, resulting in an increase in monthly rentals for the customer and encouraging him to look at other makes.

Rebuilding VW’s reputation will take a very long time, and the dealers as innocent parties will suffer for as long as it takes.

GM Europe Sense an Opportunity

If customers decide to look away from a VW Golf, in Europe Ford Focus or Vauxhall/Opel Astra are the likely first choices. By sheer good fortune GM have just launched a new Astra range, and very well received it’s been. GM are expecting a significant benefit from VW’s problems. Gm Europe have reduced their losses in the first half of 2015 from \$976M last year to \$515M this year. So they are half way to break even. They now believe they will get to that break even position next year, and although they whisper it, wouldn’t have got near without the VW scandal. So it’s an ill wind that only blows emissions?

Drivers Don’t Understand Their Cars

A recent customer survey showed that almost three quarters of drivers don’t understand how to use the high tech features on their new car, even though over half say it was those very features that encouraged them to buy the car in the first place! Most don’t ever use their cruise control, because they don’t know how to. Tyre pressure monitoring systems, Bluetooth, parking cameras are also very often left unused for lack of driver knowledge.

May sound ridiculous but I’m sure I’m not alone in using about 10% of the capabilities of my smartphone? A lot of the blame lies with the dealers who don’t hand a car over properly, and of course many fleet drivers simply receive their car from a delivery driver who has as much knowledge of the car as the driver receiving it.

Of course you can always read the Hand Book, but that to the male of the species is a sign of weakness that can’t be accepted under any circumstances.

Surprise! – September Sales a Record

Over 460000 new cars were registered in the UK in September, over 8% up on last year. Big winners were Mercedes and BMW, Jaguar were over 50% up on last year as new XEs come through, Porsche almost September 2014, and GTF will be delighted to see MG 43% up, even if that only took them to 500 cars. And even if they’re not really MGs of course.

All VW Group members except Porsche were below average, SEAT were in fact almost 10% behind last year, and most of the cars sold would have been ordered before the emissions news broke. BMW are fighting back against Audi and actually outsold them in September. If VW’s bad news affects

Audi sales badly BM will be ahead by year end. Certainly BMW are being very aggressive for the rest of the year in the fleet and retail markets, so I think they smell blood.

As ever pre-registration of unsold cars was a major factor. On the second of October an Audi dealer offered me about 35 cars at discounts of 20-25%, all pre-registered on September 30th. I was petty impressed by that until on the 5th another Audi dealer offered me about 70 more!

A Little Bird Tells Me

That McLaren are currently taking delivery of about 15 Audi A4s on a one year lease deal as management company cars. Shouldn't they be taking Hondas?

Paul Gilligan
pg@gvcontracts.co.uk

More Solway Photos

By Keith Thomas





Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

Considering everyone on the planet including my daughter's cats (aka the grandchildren), knew that the fuel consumption figures given out by our government were a work of fiction why are we all meant to be surprised, nay mortified, that VW have been massaging their diesel emission readings. Let's be honest we'd be more surprised if some skulduggery hadn't been involved. We also have every right to expect they're not the only ones at it so watch this space. Do you believe unemployment figures, the wonder of wind turbines, government savings, MP's pensions, the cost of a new Trident, 'course you don't so why are we creating such a song and dance?

Let's get on with something relevant and truthful. What do Alf Francis, Jo Ramirez, Bob Dance, Wilkie Wilkinson and Cedric Selzer all have in common? A lot of you will no doubt know, but for those who don't they're all famous motor racing mechanics. They were men who spent much of their lives covered in oil, drove decrepit vans pulling home made trailers throughout the roads of Europe, slept underneath them on a regular basis and then worked 48 hours without sleep re-building a race car after it had been wrecked in practice. They could then at least make the start of an event and glean enough appearance money for fuel and food to drag themselves and said car to next week-end's meeting, surviving by all account on little more than what they could cook over a and camping stove. They were men who knew how to re-build engines, gear-boxes, weld, tune, set up, codge, bodge, sort electrics, paint and also act as psychologists when it came to getting their driver in the right frame of mind to make a decent stab at racing.

So what you might ask, well I got to thinking about these characters after young Kvyat made a pretty comprehensive job of totalling an F1 car during Q1 at Suzuka. From all accounts the mechanics had to re-build it overnight and to listen to the commentary the following day you'd think their travails were only exceeded by Sisyphus himself. No doubt they got their hands dirty and spoilt their beautiful crisp team clothing not to mention missing their beauty sleep.

I always remember Dickie Milne telling me a story when he came in from work one night and his father had the "twin cam" out of his Elan with umpteen bits which were usually inside the engine spread across the garage floor. He wasn't best pleased but got put in his place when dad pointed out he'd taken Merlins out of Spitfires and re-built them and by comparison the little Ford was a piece of cake. Maybe that's a similar background to lots of those mentioned previously. When you think about it many of them worked in a time where shortages were the norm and it was very much a case of "needs must". The irony of the whole thing is of course that in those long gone days there was probably as much of interest reading about what the mechanics got up to as there often was in the race itself. I suppose it's yet another example of the way things have become so sanitised in the modern world. Mind you if you venture to 750 MC meeting it almost amounts to time travel, all the fancy transporters, tented workshops etc. melt away and there you are back in the 50's and 60's with mechanics aplenty and not a lap-top in sight.

Ends
AA

What's On

WMC events and other events of interest

November

5-8		HERO	Rally of the Test (Slaley, Dumfries, Darlington, Blackpool)
7th		VSCC	Lakeland Trial
8th		WMC	Autotest at Maryport (Regs on the website)
12-15		MSA	Rally GB in north Wales
28th	Sa	FDMC	Grizedale Stages

December

5-8		HERO	LE JOG
6th	Sun	MGC	Famous Christmas Cracker Run
28th	Tu	WMC	Festive Autotest (Regs on the website)

Visit the website for all the latest news

[Catch up on Face Book](#)

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

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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