

**Wigton Motor Club Ltd**

# **Start Line**

**Issue: 07/16**

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

**July 2016**

## **July Autotest Fun!**



John Holliday seeks expert advise on driving a Midget!

**Motor Sport for All**

# Diary

## Club events over the next month or so

### Pub Run Wednesday 6th July

Meet on old A66 between Braithwaite and Portinscale (Braithwaite end) from 7pm

Sandwiches and chips at finish - about £6

Steve Fishwick 07796 871899 or [fishywick@tiscali.co.uk](mailto:fishywick@tiscali.co.uk)

Robin Heslop 07745 873328 or [robin.heslop@gmail.com](mailto:robin.heslop@gmail.com)

### Grass Autotest

#### At Branthwaite

Wednesday, July 27th

Entries to: [angelajjones20@googlemail.com](mailto:angelajjones20@googlemail.com)

## WIGTON MOTOR CLUB LTD

### Officials

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<b>Vice Pres.</b>	Stan Glaister, Ron Palmer & David Turnbull,		
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# Talking Point

## Topical comment from the world of motoring

It seems very time we go for a run in the MG we come across a cycling event, they are obviously a current craze, Bradley Wiggins has a lot to answer for. It's a bit like 30 years ago when you could not go out on an evening without running over a jogger. Fortunately there are very few of them left. However the new breed of cyclist are a real menace! There have always been cycling clubs that enjoyed social cycling and enjoying the views and the fresh air and perhaps the odd drink. They are always looking where they are going.

However the new breed seem to be either competing in some event or trying to beat some target time for a route. Thus they seem to be completely oblivious of other traffic and also think that they do not need to obey the requirements of either the Highway Code or the Road Traffic Act.

On the Gallop we kept meeting some sort of timed event with groups of cyclists on the Sunday morning and on the narrow hilly roads it was difficult to get past them and few made any effort to give us room. On one occasion we passed a few going up a steep hill but on the down side they came hurtling past us, probably doing about 50 mph! Now if they had come off their bikes at that speed it would be an ambulance job!

I always wonder what happens if a cyclist causes an accident, or indeed if he/she scrapes your car as they don't have insurance. I wonder if there have been any claims?

The other thing that rather puzzles me is that the event marshals seem to think they have the right to control or stop traffic to allow the cyclists to go ahead or across a junction. Is there any legal reason to allow this. I have also been told at MSA meetings in the past that marshals should not try and control non rally traffic because if their actions caused a collision then the marshal would be liable.

It would seem that many of the events being run are run by commercial organisations that are jumping on the band wagon and may not be aware of the requirements of the RTA and insurance.

Competitive cyclists can be a real menace on country roads to pedestrian, animals and farms going about their normal business as they are going fast and are of course silent to you are often not aware of them until they are on you. Our village is on a long down hill stretch and I regularly see cyclists coming down at speeds far faster than any car does. Very dangerous and it's just a matter of time before there is an accident.

Back in my teaching days, I taught many hundreds of kids to pass their Cycling Proficiency qualification and I suspect that these modern cyclists would not have a hope in Hell of passing that test!

GTF



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# Classic Column

## News from the Classic Scene

It's perhaps topical to mention some EU directives that will affect motorists and particularly those with older cars.

The EU wants to have a universal "Road Worthiness" test - a sort of universal MoT, one cap fits all test. However this, so far, does not have the various exemptions for older cars that the FBHVC's has gained on the MoT Test. Of course many EU countries do not have strong historic vehicles interests and this don't care or don't understand.

A rather more serious one is the plan of E10 fuel, - petrol with 10% Ethanol added. This works well on modern cars but poses reputedly greater issues than unleaded fuel for older cars, particularly those not fitted with fuel injection. Ethanol will damage parts made from rubber; card, cork etc which obviously includes much of the fuel system and carbs of older cars.

If E10 fuel is left unused in the tank for any amount of time it tends to "unmix" and develop condensation which of course can lead to the fuel tank rusting from the inside but also the water droplets when pumped into the carbs when the car is eventually started will prevent the car from firing up.

A rather bizarre one from the EU Commission via the Rapporteur of the Internal Market Committee regarding the use of de activated weapons mounted on former military vehicles. The original plan was for these to be banned by a number of bodies including the FBHVC have objected and submitted papers on the subject. The original proposed legislation was so broad that even historic cannon at castles would have been banned!

The EU also wants to ban re-chroming, or indeed chroming on environmental grounds which will cause issues for restorations, although most of the remanufactures chrome bumpers now come from India.

### *Never mind Boris will save us!*

It's the season for classic car shows and every year there seems to be more of them! There are broadly three types, a) those run by clubs; B) Run by charities and C) Run for profit. They type also really determines how good a show is because the ones run by clubs or vintage societies are not chasing a profit and are thus happy to spend money on providing a good show. They can also rely on plenty of volunteer members to make the event run smoothly. If there is a profit at the end of the day then charities benefit but the main object is for everyone to have a good time.

Charity events are often seen by their organisers as a good way of making money for their good causes, but very often they don't know enough about cars and don't provide an infrastructure or have anything happening. They do have some volunteers to help marshal it though. They try and keep costs down of course and I recently attended an event where the toilet provision was minimal, fortunately there was not a huge turn out due to the weather. Portaloos are quite major parrot of our expenditure for our Show.

Commercial events are obviously profit based and of course keen to keep costs low and of course don't have the many volunteers marshals that club and charities do to make the event run smoothly. You won't get any passes or final instructions and these cost money and take time to send out. You do find they will spend more money on advertising.

There are also many non motoring events that invite classic vehicles, country shows and the like and worst of all carnivals and as we all know a carnival is a fete worse than death! Drunken adults and sticky fingered children!

## Motor club members and impressive vehicles



Its interesting when one looks around to see that some people are quite happy to just sit on their sofa, watch telly or read a book and not really do anything with their spare time that involves any more effort than they have to expend but are quite happy. Most people do a bit more, indulge in a hobby or two perhaps, tend a garden, wash their car at weekends put a bit more into life and have a generally much more interesting life.

Others it can be seen tackle life with a zest, fit in unbelievable amounts of work, do exciting things yet they still have only 24 hours in a day and 7

days in their week.

Wigton Motor Club members Kirk and Alanna Rylands certainly fall into this category.

Recently back from Ireland doing the Kilkenny ring in their beautiful vintage Bentley looking every part of the Bentley crowd with flying helmets and goggles as weather protection they just look correct and sophisticated. Alanna I have met only briefly but she is so nice and gentle, Kirk sounds every bit like a vintage Bentley owner, cultured, public school voice, great after dinner speaker, flamboyant in everything he does and a great character to be with.

As well as the Bentley they have an open Jag XK140, an E type Jag, a Porsche 911 and Alanna has a MG which I think is a TF although I may be wrong but she has had that for over 50 years. Its in wonderful condition having recently been “refreshed” as they say but was never let to deteriorate as many were.



This couple use their cars particularly the Bentley to do big European tours. They have competed in the Millie Miglia, Venasca Hill climb in Italy plus countless other events abroad.

Kirk was an ex racing driver competing in HWMs at all the famous circuits plus hill climbs at venues such as Prescott.

Now they are retired what do they do, sit and relax. No, they open their wonderful gardens for the National Gardens Scheme where they work twice as hard to make money for charity.

I expected to see quite a few motor club members at the NGS open day June 6th at Kirk and Alanna's home, Crookdake Farm near Aspatia,

what a fantastic day it was. Weather was superb and their gardens looked wonderful. It really made one feel like getting back home and getting stuck in to sort out the untidy areas in our own garden.

Lots of classic cars to look at and interesting people to talk to whilst partaking of lots of home made cakes and scones.

A big thank you to those that attended or helped in any way to make it the success it was. They raised a fantastic £1850 on the day for charity but everyone appreciated the hard work and effort that they and their helpers had obviously put in over a long period of time to get things so perfect.

Thank you on behalf of everyone.

David Rushton was there in his Vintage Bentley with his crew aboard and what a sight that was to see him bowling up behind Carol and I in our Buckler between Mealsgate and Crookdake Farm looming ever larger in the mirror as we approached Kirk's. Rather like toad of Toad Hall if you can imagine it.



It was even more impressive however last Tuesday night to see him arriving with an even bigger crew and an even bigger vehicle at our property at Branthwaite with flashing lights and siren signalling his arrival in a fire engine !!!

I lit our woodburning stove at about 9.30 pm and to ensure it got going well I opened up the door for the ash pan to ensure plenty of draft and oxygen to get it going well.

The only problem being I went for a bath leaving the door of the stove open, it was sure getting plenty of draft and oxygen !

I was alerted to the consequences of my actions firstly by my wife Carol who could smell soot. A phone call from a villager told me our village had disappeared. How true he was, the smoke was so thick I couldn't even see our rainwater spouts when standing outside in our garden with my bath towel wrapped around me !

Finally a very breathless neighbour sprinted across and appeared out of the thick smoke to see if we were ok. As a community first responder I thought I may have to use our defibulator, he looked as if he was about to have a heart attack.

Station commander Rushton and his crew from Cockermouth fire station did a fantastic job bringing the blaze under control and using thermal imaging cameras to take measurements in every room of our house, up in the loft and the chimney from outside.

They employed what looked like draining rods and a small bore hose with a water jet up the chimney. After two and a half hours they had the blaze under control, although had some draining rods burnt out, the fire was so hot, these were replaced by another fire engine from Workington giving villagers an even bigger spectacle.

This was achieved with very little mess to our house all things considered as red hot soot and hard lumps of what looked like red hot coke kept cascading into the opening in our kitchen where the wood burner had stood prior to their arrival. When they left we had a very heaped wheelbarrow full of this residue from our chimney in our garden, a stark reminder next day of how lucky we had been.

It didn't seem long since it was swept by a chimney sweep but on recommendation we have since had our chimney swept by WK (Keith) Campbell from Cleator Moor with what looks like a strimmer head powered by a big battery drill and similar draining rods, this arrangement has swept lots more clinker from all the chimneys in our house. Evidently ordinary brushes don't clear this residue well enough. Keith has a date with now 12 months hence on a yearly basis, we certainly do not want a recurrence of this scenario again

A big thank you to David Rushton and the lads on Cockermouth fire engine for a fantastic job and to Keith the sweep for very prompt efficient service.

Keith Thomas

# PG Tips

It appears we have now had summer and can look forward to rain and high winds for the rest of the year. It was a lovely summer though – almost 4 weeks of unbroken sunshine and warm weather, finishing the day before my 1<sup>st</sup> speed event on the mainland this year! Yes, Snotty is still working and other than washing the old Skoda and binning the carpets to save more weight I did nothing to interfere with it post Isle of Man. The Barbon national B event seems to be super popular these days with a full entry of 100 cars and a slant towards classic cars. They run a pre-1986 road car class with no tyre type limitations or engine capacity limit and that was the class I plumped for.



With Barbon being in Cumbria I decided not to bother faffing about with the trailer and just drive there. That was my first and only mistake of the day...the passage of time since I last drove Snotty a significant distance on the road had clearly blanked how noisy and relatively uncomfortable the experience was. I guess this is human nature and explains why my wife (and other women who have children) say how painful and terrible the experience is then go on to have more children some time later. Obviously driving Snotty 60 miles on the road is not the

same as giving birth – it's much worse because there is no amazing end result – just a headache!

Anyway.....to cut a long story short the day started with rain before 1<sup>st</sup> practice and then it rained all day with the exception of lunchtime!! That doesn't make for a particularly fun day, however it would appear I am something of a wet weather specialist....or possibly a bit foolhardy because I seemed to be the only person there who got faster all day and not only did I win my class I would have won quite a few other classes and beat a number of significantly faster cars such as a Lotus Elise. For me it's right up there with the day I posted my only ever fastest time of the day. A lot of people were very complimentary about the old Skoda and despite the rain it was a very sociable day. The burger was also excellent –being fairly meaty and the coffee wasn't too terrible either.

I spoke to quite a few Wigton members including Willie Jarman and Angela Jones who were in their usual battle for supremacy which seemingly ended with Willie getting the upper hand – as predicted to me my Angela earlier in the day! Keith Thomas was as ever present in his Buckler and set some decent times in the older classic car class. Ultimately it would have been nicer if the weather had been good but in terms of times comparative to everyone else wet weather suits me nicely. When the final results landed yesterday it turned out I'd come 29<sup>th</sup> overall! I don't suppose that will happen again soon so I am enjoying the 'underdog does good' feeling.

Next up is the Barbon National event in July. In the meantime I am planning on fitting a new plastic boot lid to save a few kgs and nothing else. I would imagine I will drive Snotty to the event because the memory of the journey to and from will have faded sufficiently by then!

In other news...the new nuclear power station at Moorside is in the early planning stages and whilst you might think this has nothing to do with you because you live miles away you may well be wrong. One of the brilliant schemes they are consulting on to help traffic flow down the West coast is a massive dual carriageway...only joking – it's a set of traffic lights on the A66/A595 roundabout at Cockermouth. Yep...you improve flow by adding traffic lights. The good news on this front is that it's still a consultation so you have time to try and influence this ridiculous proposal. I have already emailed them.

You can too on [haveyoursay@nugenconsultation.com](mailto:haveyoursay@nugenconsultation.com)

You can also ring them on – 0800 1577352

I don't want any more traffic lights anywhere ever....I'm sure a lot of you agree to a greater or lesser extent, particularly anyone who lives around Cockermouth and uses this normally free-flowing roundabout on a regular basis.

Next month my little column may be much shorter than usual following the Brexit vote! Seemingly everything is going to shrink or be broken if we vote to leave. I really hope that doesn't include Snotty!

Peter

#### **BONESS HILLCLIMB 3rd/4th September 2016.**

Entries are pouring in rapidly for this event and at time of writing 17th June already a total 76 definite entries have been received and paid for.

If you fancy having a go at a relatively cheap form of motorsport but competing in a top class event, send in an online entry soon as its expect to be oversubscribed although they have been granted a track licence for more cars this year.

There is a massive classic car show and other attractions, its a wonderfully friendly event for all the family.

Keith Thomas

**Wigton MC**  
**Cumbria Classic Weekend**  
**August 20th/21st**

**Rose & Thistle Tour**  
**Saturday 20th**

**Cumbria Classic & Motorsport Show**  
**Sunday 21st**

Entries are pouring in for both events! Have you sent in yours yet?

Entry forms on the website: [www,wigtonmc.co.uk](http://www.wigtonmc.co.uk)

## Club News

The Annual General Meeting saw some changes in the committee and officials. We are delighted to welcome Geoff and Maggy Bateman to the committee. They have been coming up from Suffolk to do our events for some years and have now made the move to Wigton permanently. They have a lot of experienced in competing and marshalling and will be a great asset to the Club.

Indeed Maggy has very willingly taken on the role of Membership Secretary, a position that has been causing some angst of late and out sourcing it proved to have some practical difficulties. As Maggy will be at most events I am sure all the issues will be now be a thing of the past.

Marian Sloan has taken over the position of Social Secretary which David Agnew had fulfilled so well for many years. Social events are vitally important for the future of the Club as they bring members together. I've hears rumours of Line Dancing Lessons at Lorton and Mud wrestling in Lamplugh Village Hall may be on the cards!

Susan Eastwood has taken on the role of Treasurer and will getting to grips with the books. Thanks to Paul Gilligan for doing the work in recent years and also his interesting innovations.

The Club I think is in a very strong position with an excellent committee all pulling in the same direction and also plenty of other members who run events or help in other ways.

We are always pleased to hear your ideas for new events or activities. The Club has never been afraid to change and move with the times and change the type of events that it runs to suit the members needs. So often I look at entry lists for other clubs' events and see no entries from the organising club, despite the huge amount of time and expertise that has gone in to putting the event on.



**A couple of unusual cars at the Blindcrake Garden Safari**

### **Memberships**

**All membership matters including membership cards and changes to emails addresses should be directed to:**

**Maggy Bateman 016973 49919    [wcmemsub@outlook.com](mailto:wcmemsub@outlook.com)**

## We went to the Mille Miglia 1000

Me – “We are going to the Mille Miglia this year”. Family/friends – “Oh that should be great”, “Wow I wish we could go”. Me – “Yes we are going in the TVR”. Family/ friends – short silence followed by “What? Are you mad?” “Have you got shares in Egertons?”

Several others were unable to contain themselves and openly laughed out loud, you know who you are. One wag even suggested taking a dose of chloroform for Heather when the inevitable happened.

Not to be defeated we booked the trip through a tour company and got a list of other travellers. The sight of a TVR Griffith on the list spurred me on no end. I thought what I don't have in tools, spares and knowledge perhaps he will? Never the less I did have a last minute panic buy of K Seal and pipe wrap. What was I doing the night before we left, looking for my sunglasses? No, actually I was in the garage trying to sort out the temperamental alarm that had never been right since I bought the car. Oh and negotiating the lack of space for shoes where the spare coil and fuel pump were now residing.

I realise many of you have been much further in much older cars but this was a first for us.



All this originated from Heathers suggestion to visit the Italian Lakes which developed to include a visit to the Mille Miglia. This is for cars built between 1927 and 1957. The race of 1000 miles was originally over two days from Brescia to Rome and back. Enzo Ferrari called it ‘The most beautiful race in the world’. It is now a regularity event and eligibility is if a specimen car took part in the original races. Needless to say many of these are multi million pound classics. The fun part for spectators is the build up in Brescia, following the ‘race’ and its finish back at Brescia.

We had two stops in France before reaching our destination in Desenzano, Italy. So – first stop was near Dijon, France. No issues, no problems, I was smiling slightly smugly to myself. I narrowly avoided texting my doubters of our joy so far. The next day, 250 miles to Chamonix, should be a doddle. The next bit was not altogether my idea, so I cannot be expected to take the blame for what followed.



We decided on a deviation over the Jura mountains to drop down into Geneva., lovely view of the lake and city all in one, what could be better. Well apparently Geneva rush hour starts at 4pm and doesn't end till 7pm. We drifted into this melee at 4.30pm. Three lanes of standing traffic as far as the eye could see plus another two lanes of scooters weaving between the cars. With one eye on the scooters and my precious wing mirrors and the other eye on the temperature gauge we were going nowhere fast. In fact we were going nowhere at all and eventually the temp gauge started rising and the first puff of steam rose from the bonnet. Now, where did I put that chloroform?

I nursed the Chimaera over and onto the pavement, much to the annoyance of another lane of cyclists, and lifted the bonnet. Neither radiator fan was working, the fuse had blown and it had burnt back into the house



ing. I'm still not sure whether to blame TVR or one of the nine previous owners for this. My mind was now working overtime to think of a solution – after all we had prepaid for dinner and accommodation in Chamonix (that sounds posher than it actually was). Ex teacher Heather was busy scouring the traffic queue ready to ambush any unsuspecting driver with a tow bar. This proved unsuccessful so teacher was put into action to stop the three lanes of traffic (which she seemed to relish a little too much) whilst I made a U turn and we retraced our steps to circumnavigate Geneva at a speed faster than walking. We

just made it to Chamonix for 8pm to hear a cheer from the other drivers.

The next morning I rewired one fan direct to the battery with a nice pair of crocodile clips that fell into the passengers lap to manually operate the fan. There were a few sparks of course on contact. She was fearful that I had set something up to electrocute her so I would never hear any further complaints. So off down to Desenzano for six nights, we took the train to Brescia to see the build up and start of the Mille Miglia.



We arrived after scrutineering and during the usual 2 – 3 hour lunch break, so plenty of time to walk around the cars all parked in the city streets. No tyre kicking here, no one even touches the cars, they are held in reverence like holy relics by the Italian public. After lunch the streets are lined with eager onlookers waiting for the church bells to ring the appointed hour. Suddenly the Italian version of the Red Arrows swooped over spewing out the red, yellow and green of the national flag. Dozens of police motorcycles and cars were lined up to escort the 400 + competitors. I was disappointed to see the cops using BMWs and Subarus when they

should riding Moto Guzzis and driving Alfas.

Now I do like a gull wing Mercedes and I lost count after fifteen! The cars made their way to the start line by barrelling down the narrow streets making spectators jump back to the pavement. No barriers, no tape, no marshals. We really enjoyed the sense of freedom here and the locals clearly enjoyed it, cheering each car and the crews beeping back and waving.

The only part we did miss was the huge flotilla of modern Ferraris which apparently tag onto the route a few miles down the road. Although we did not see this spectacular, we did spot lots of exotic cars in the area and were delighted to be a part of the atmosphere in Blackpools finest fibre-glass. We were too busy exploring the Lake and driving the various 'Bond' roads in the area, hairpin bends, cliff edges and narrow tunnels. Perhaps next visit we will take more time and follow the 'race' to get the full experience.

The return journey was through Switzerland (where we paid 4.5 euros for a small bottle of water),



and Luxembourg (where we made up for it and paid less than £1 per gallon for unleaded). Oh and as I pulled into the garage at home the second fan burst into life for no apparent reason!

Dear Reader – if I had known there was chloroform on board I would have asked for it rather than be forced to express my feelings of stress in explosive expletives. Needless to say I'm not keen on revisiting Geneva.

Steve and Heather Fishwick

## 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.**

Antony Lomas	from Ravenglass,
David, Judith, Louisa and Grace Bowman	from Ainstable,
Peter Halstead	from Nelson.

**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.**

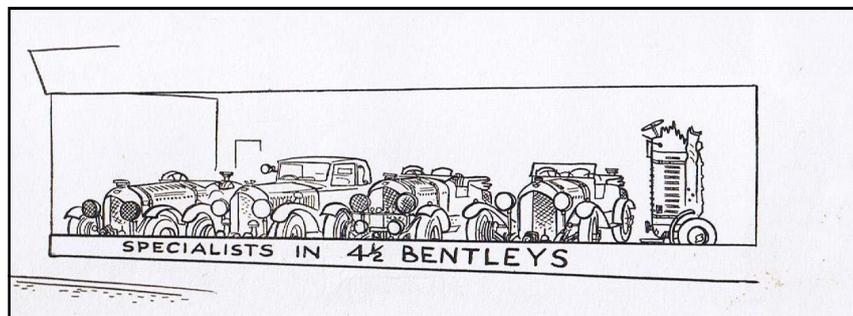
## Tyres on Speed events

There has been an ongoing concern re tyres for road going cars on speed events. The tyre list changed for this year. This is not the MSA's doing so don't blame them (for once). It is in fact the dreaded EU! It is to do with the carbon emission legislation and the rolling resistance of the tyres. The EU regulation runs to many thousands of words ( as it would!) but it does mean that many "grippy" tyres no longer comply with these rules and have to be phased out (those on list 1c) in two years. One effect of this is that some older road cars now have to run on the road with poorer quality tyres (in terms of grip) than the they had when they were supplied new. Is the world (or the EU) going mad?

# Elderly Utterances

The Voice of Experience!

Ron Palmer has his say



I'm no green fingered gardener, my skills being restricted to mowing the lawn and strimming the rough bits when shamed into doing something. Christine manages the hanging baskets and flower troughs so we do have some splashes of colour here and there. Alannah and Kirk on the other hand have a glorious garden

which they open to all in June each year for charity. The added incentives are an impromptu motor show in the paddock and an array of scrummy cakes and cups of tea. From a handful of cars some years ago the interesting cars section has grown enormously and typically we had six W.O. and Derby Bentleys this year plus pre war and vintage exotica such as Alfa Romeo, Delage, BMW and more recent 50s and 60s classics, GT40 recreation, Jaguar XKs, MG, Buckler, Healey etc. Kirk provides a separate parking area for 'Euroboxes' and I suspect he would have the whole population driving old cars if he ever achieved 'Home Rule for Cumberland'. Eddie and Sue Farrell arrived in their Bentley Derby complete with a goodly supply of champagne to celebrate their Ruby wedding anniversary – Eddie proclaiming that the first 40 years were the worst. So we had lots of nice cake, champagne, cups of tea and good company while tyre kicking our way through a most pleasant warm afternoon. Oh and there was a nice garden to wander through. Put this event in your diary as a must for next year.

The Rose and Thistle tour takes place on Saturday 20th August the day before the Dalemian Classic Show and entries are approaching the 60 mark as I write this. We start from the Houghton Hall Garden Centre and after a loop into the Bewcastle area and the debatable lands we cross Hadrian's Wall before a run through the Tyne Valley and lunch at Slaley Hall. The afternoon run includes Derwentdale, Weardale and Teesdale before a run over Hartside to the finish at Lowther Castle. These are wonderful driving roads with 60 miles before lunch and 65 in the afternoon. Only a few weeks before entries close – don't miss out, get yours in now.

Kendall Bruce and Bob Marshall put on a simple but splendid Lamplugh Run earlier in June. This took in Whinlatter Pass, Newlands Valley, Borrowdale, Honister, Buttermere, Crummock and Loweswater before the customary excellent pie and pea supper at Lamplugh Village Hall. Quiet roads and glorious views over 40 miles, what a nice way to spend a summers evening.

Christine and I have started organising the tenth running of the Gallop which in 2017 will head north to Scotland once again. The dates will be 19th, 20th, 21st May and the base will be Drymen in The Loch Lomond and Trossachs National Park. A block booking of hotel rooms has been secured and full details and entry forms will be published in a few weeks time. Put it in your 2017 diary.

Ron



## Whinns Autotest

A really great event put on by Chris Hunter on a very pleasant evening. Fiona laid on a great post event spread and with nearly 30 competitors we had around 50 folk at the event!

W. JARMAN	Peugeot 205	F	736	1st Over-all
R. Iveson	Fiesta	F	755	
S FISHWICK	Puma	F	757	1st FWD
. P.WRIGHT	Mini	F	794	
J PALMER	Rover 25	F	809	
P HODGESON	Peugeot 206	F	815	
J.RAINE	Fiesta	F	827	
M BREEN	Peugeot 106	F	836	
M HUMPHRIES	Polo	F	839	
B. BRADLEY	Corsa	F	848	
D ALECANDER	Citroen C2	F	848	
D AGNEW	Clio	F	854	
Meg. Iveson	Ka	F	858	
J. SLOAN	MG Midget	R	859	1st RWD
A.GRAHAM	Fiesta	F	861	
A. JONES	Peugeot 205	F	867	
R PALMER	Mazda MX5	R	867	
Brian Iveson	Escort	R	875	
J HOLIDAY	MG Midget	R	882	
M. MARLSAND	MG TF	R	894	
T. Hampson	Rover 25	F	910	
C. Alexander	Citroen C2	F	923	
S. PALMER	Citroen Van	F	936	
G FALCON	Punto	F	966	
R AGNEW	Clio	F	967	
J BROUGH	Rover 25	F	973	
S STEEL	Mazda MX5	R	994	



# GATES



# Auto Services

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## Wigton Motor Club

Rose and Thistle

### Our 28<sup>th</sup> Annual Classic Tour - Part of the Wigton Motor Club Classic Weekend



Saturday, 20th August 2016

Entries coming in fast – don't delay.

Regs from [ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com) or [wigtonmc.co.uk](http://wigtonmc.co.uk)

# BYGONES

## Anecdotes

It seems that maps are going out of fashion with 40% of motorists not having any in their car and around 25% admitting to not knowing how to read them. The sat nav is king!

It's very sad as there is so much information to be had from a good map and so much enjoyment from learning how to read one.

These days you can buy the AA UK Road Atlas for £1.99 from your local Aldi and get a new one each year. I was always fascinated by maps as a kid and I remember when I was about ten getting a full OS Great Britain Atlas, a hard back which was a really costly book in those days.

Then there were those little folding maps that the petrol companies all sold. I suppose mapping in those days was a slow and costly process with surveyors out taking readings by triangulation etc whereas now it's all done by satellite images to an accuracy of about 10cm! I think the Ordnance Survey is a much smaller organisation now but produces some wonderful maps. There is a move though to privatise it, whether that is good or bad I don't know!

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0844 824 1135 and don't forget to mention your  
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# Speed Hillclimb News

## CHATEAU IMPNEY

Chateau Impney have announced all the cars and drivers for this year's event on 9/10 July. The line up is stunning with lots of really famous cars and equally famous drivers competing, some of them for the first time.

One car that won't be there up to press is my Buckler which, although disappointing as it is for me, it's quite understandable. It's an invitation only event and applications far exceeded the available places. Never mind, hopefully next year

One unusual car/driver combination is Barry Whizzo Williams in an ERA. Barry of course is best known not just as a great after dinner speaker and a former karting champion but a fantastic saloon car driver.

Driving an ERA will be very different but Barry of course will be well up to it, he is as versatile as an egg as the advert used to say.

There is a full list of cars and drivers on the Chateau Impney website.

## BARBON 11th JUNE



This event, run by Liverpool MC but assisted greatly by the stalwarts of Kirby Lonsdale MC, was a superb event. Weather was mixed, dry for much of the day but every now and then a big downpour just when you thought the clouds were disappearing rather spoiled it for spectators and made conditions very tricky for drivers.

Mal MacKay had a very hairy adventure in his Silva Riot; it aquaplaned off to the left of the track just before the Armco on the hairpin where the field drops away steeply. It spun and bounced several times threatening to overturn at every change of direction according to spectators. Somehow it stayed upright, just missed a

great number of big rocks and the trees. This was heart stopping for everyone at the time.

Superb rescue unit soon picked up the relatively undamaged car and returned it to the paddock with Malcolm still grinning broadly I have to say.

Next car up had an equally action packed few seconds but was unfortunate enough to hit the Armco barrier and remove the suspension in a rather nasty unorthodox way. Fortunately this driver too suffered only injury to his wallet, a big sigh of relief all round.

I hope someone writes a comprehensive report of the event elsewhere as I spent so much time talking to the other drivers in my class I never got around the paddock to see what everyone else was doing. Our class had no less than 15 cars in it and some cars I had never even seen before.



It was a varied class to say the least, Classic and Racing cars manufactured before 1968 was a really unusual cut off date for some reason.

Usual dates are up to 1946, the next class up to 1960 then 1960 and above. It was really close fought class and I have never ever seen such narrow margins between the cars.

Easy winner was a beautiful works replica Healey 3000, a fantastic car that my wife was really desperate to take home driven by Julian Hindle with a time of 33.07. 2nd was the rapid pre war Alvis 12/70 of David

Smith who managed a brilliant 37.71 in this car dating from the early 1930s.

wonderful Lotus 20/22 exactly like Jim Clark used to drive and in Team Lotus colours driven by Barbon resident Peter Anstiss did a 38.50 and was 3rd in class. I did a 38.59, only nine hundredths of a second slower than the Lotus yet when I looked I was 6th in class!

Unbelievably, George Cooper, the 82 year old driver who competes in some fantastic ex Stirling Moss's cars which he own and races all over Europe, beat me by just one hundredth of a second in the ex works Cooper MG doing a 38.58 and was 5th. Jon Mellor beat him with a 38.53 and took 4th in class, Mike Garstang in the 1293 Cooper S was just behind me in 7th with a 38.88. I have never seen such a close competition in any class of dissimilar cars.

I really regretted having that pie for lunch after I saw those times I can tell you.

Ours as I said was a really varied and by far the biggest class this year. It was brilliant to see the differences in engineering over a wide span of time. A 1920 Napier which was probably taller than me had a 6220cc engine, looks like a vintage Bentley and in fact many parts are from the Bentley stable. This lovely monster had no front brakes at all the brave guy piloting the beast was Maurice Gleeson. Its discovery and history of the restoration as told to me was every bit as interesting as the car looked.

Jane Corner well known VSCC driver had her lovely Talbot 65 special, Geoff Purnell had his fantastic supercharged Singer which looks very similar to an ERA but unfortunately broke a half shaft so sidelined Geoff which was a great shame. John Hunter was in the gleaming Riley TT special and VSCC purveyor of vintage parts Stuart Cook was in a highly polished Morris Keen special.

An Anglia 105E, the one with the reverse sloped rear window, had a 1700cc motor, an MG Magna from the 1930s had 1087cc supercharged and a Riley 9 had 1087 was without a blower adding to the great variety of vehicles in class 6A

The Austin 7 class for those entered in the Bert Hadley challenge comp had a fantastic 11 entries with cars from as far away as Bristol. Some of these cars sound more like the motor bike engine cars than what one imagines an Austin 7 sounds like. Someone once told me "revs cost money", I am sure this is very true bearing in mind how sophisticated these race engines are.

Wigton MC members did very well with class wins for Wayne Gregory in the 1293cc Mini and a 3rd for Michael Huddleston also Mini mounted.

Class 2A had a second for Phil Hallington, for some reason this class was a small one this year. David Garrner in the 5litre GT40 replica had a 3rd in class, he was unable to use the immense 5 litres of power of this beast as the track conditions were slippery to say the least.



Angela Jones frightened the pants off Willie Jarman by posting a quicker time than Willie but on his last run he pipped her by 1 sec so he will probably loan her the car again for the next event !

We missed Willies banter this year as we were parked in different areas, there were so many cars entered. No doubt other drivers will have had great enjoyment and a little bit of drumming in their ears during the day having the privilege to be parked near to Willies circus. That luxurious car hotel the Jarman Transporter covered trailer would have been very nice in those showers I bet.

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Mark Purdham in the MJ Hossan Boulter won his class but was also last in class I suppose as he was the only one entered. He posted a fast 32.03 on his first run but retired on the 2nd.

Chris Spencer had a great 2nd in class getting quicker and quicker with each event and really enjoying motorsport. He was telling me he taught Willie Jarman how to drive but I haven't ascertained as yet from Willie if that's true.

Star performer in class 6B was Peter Garforth, his Skoda Estelle was quickest beating a Jag D type replica, the rapid MG TC of Keith Beningfield, Lotus Elan and other cars. Great drive Peter, his long hours in the garage and on the phone to the Warsaw or wherever obtaining parts for the Skoda paid off but a great time of 34.18 shows the car & driver combination was really quick.

I hope I haven't missed out any Wigton members but if I have I am very sorry. Do let me know so that I can try to check on you at next event.

Barbon once again is a “must do” event and Liverpool motor club and Kirby Lonsdale of course deserve all the accolades heaped on them by competitors and spectators alike.

Special mention must go to commentator Bob Milloy whose wit and knowledge keeps everyone entertained and informed. He even apologised for the rain as if it was his responsibility to organise a dry day.

Great event, thanks to all concerned especially the hardworking marshals, and don't forget the next event is very soon being on July 2nd which is a British Championship event

Keith Thomas.

# Autojumble

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Built on new chassis for off roading by Land Rover main dealer technicians, Range Rover axles, Rover 820 engine, almost new R380 gearbox, competition seats and belts, ALRC log book, ALRC approved roll cage, 8 spoke wheels with 235x85 grizzly claw tyres (less than 500 miles use)

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Ring Graeme Forrester on 01900 825642

# Inside the Industry

**Paul Gilligan keeps us up to date**

## Pre Registrations Continue

Were we to be visited by aliens from another planet who were interested in the motor industry one thing that would baffle them is the widespread habit of dealers and manufacturers registering unsold cars and commercial vehicles. This is done simply to make the manufacturer's sales figures better than they actually are, or to enable the dealer to achieve lucrative bonuses for meeting their monthly or quarterly target from the manufacturer. Once this was only done by volume manufacturers but now it covers pretty well all with BMW being one of the biggest players.

A recent survey showed 20% of dealers reporting they didn't do any pre Reg business, but a third of dealers said that this represented more than a third of their new car business, and 16% said approaching half of their new car "sales" weren't actually sold at all! Which means lots of bargains for the canny buyer.

## Personal Contract Purchase

Most readers will be familiar with PCP, but for those who don't a brief explanation may help. PCP is a form of hire purchase finance whereby the customer pays a deposit, normally small, can be zero, then a monthly payment for typically 3 years. At the end of the 3 years the customer can pay a pre determined "balloon" figure and own the car outright, return it to the finance company if it's worth less than the balloon, or sell/part exchange it and keep any money received in excess of the balloon.

The benefit to the customer is that over the 3 years they repay only the difference between new price and the balloon rather than the full cost, so monthly payments are reduced compared to conventional hire purchase by as much as 40%. No wonder then that about 80% of new cars sold to retail customers in the UK are now financed on a PCP. Manufacturers and dealers love it because they know when the car is likely to be worth more than the outstanding finance, so can tempt the customer into changing to a new model without a big increase in monthly payment. Even if the customer keeps the car for the full 3 years, at the end they have to do something and few will have to spare cash just to pay the balloon in full. So PCP is one of the principal reasons for the growth in new car sales in recent years. Now however two problems are emerging.

The first is that as I've warned before with new car sales now running at more than 2.5M a year, and many on PCP agreements that virtually force them to be sold after 3 years or less, a vast number of used cars will be hitting the market in the next few years. Many observers fear that this will result in very significant drops in used car values, which means the cars will often be worth less than the balloon figure. Then the customer simply returns the car to the finance company, but is left with no equity which he would have expected to get from the car being worth more than the balloon. If the manufacturers and finance companies are then left with a few hundred thousand returned cars every year which they have to sell at a loss they will quickly move to reduce balloon payments on new business. Which means the customer who now has no equity to pay the deposit on a new car is also facing a dramatically increased payment on that car. One finance industry heavyweight recently said "I fear a large number of customers will move from the end of their PCP to the bus stop over the next few years." So approach with caution would be my advice!

The second problem facing the industry is that the claims lawyers who've more or less finished claims for mis-sold PPI are now turning their attention to PCP. After all they have to earn a living don't they? Their point is that if the dealer salesman didn't properly explain to the customer that they could well end up with no equity there may be grounds for a claim. A claim these kind hearted lawyers will of course be happy to pursue for them for a "reasonable" percentage. With over a million

Contract purchase agreements being sold every year to private individuals and businesses the total claims could dwarf PPI.

### **Motoring Gets Cheaper**

Sainsbury's Bank recently produced "research" showing motoring costs were now on average 225 less than 3 years ago due in the main to reduced fuel costs, with servicing costs also down due to increased mileages between services. Amazingly their "research" totally ignored depreciation, which is by far the highest cost of running a car in the vast majority of cases. But you wouldn't expect sound advice for a bank then would you?

### **Which New Car Extras Should You Buy**

When buying a new car it's all too easy to be tempted by the long list of options available. With prestige cars in particular these can run into thousands of pounds. One of my customers recently turned an £89k Mercedes into £110k by the time he'd chosen all the extras he wanted, £21k that would have bought most people a very nice new car.

Problem is that most of this money is written off immediately as few options add to the value of the car when sold in a few years time. Glass's Guide recently said that only Sat Nav, Upgraded Alloys, Panoramic Sun Roof, Bluetooth and Air Conditioning added value. With the last two standard on almost every new car now that leaves only 3 worthwhile options.

Also don't forget body colour. That pink or yellow that looked so good in the showroom just won't sell as easily as others in three years time.

### **The End of Cheap Used Cars**

Consumer protection laws can sometimes have effects that the well intentioned people behind them failed to predict. One example is the recent Consumer Rights Act which guarantees anyone buying goods a full refund if a fault is found within 30 days of purchase. If the fault is found after 30 days but within 6 months the supplier has one chance to put that fault right. If the first attempt is not successful the buyer again can claim a full refund. The fault must be something that renders the product as not of satisfactory quality, not fit for purpose, or not as described.

The result of this in the motor trade is that many dealers have simply stopped selling cheaper used cars because they cannot economically prepare the cars to the standard now required to guarantee avoiding a refund situation. So buyers seeking a car for less than £2500 will increasingly be forced to buy from private individuals, or those posing as such. Then they will have no consumer protection at all of course.....

### **Electric Cars**

While I continue to believe hydrogen is a better bet than electric in the long term, many manufacturers are investing heavily in the former. None more so than VW who have announced more than 30 all electric cars in the next 8 years. By that time they estimate more than 20% of cars sold in the World will be electric, up to 3 million a year. VW will invest an eye watering 10 Billion Euros between electric and self driving cars.

Meanwhile Norway has the highest penetration of electric cars in the World with 100,000 of them on the roads there, and the intention to ban petrol and diesel sales by 2025. Norway has already introduce heavy taxes on high polluting cars and used the money to subsidise electric cars, even supplying the required electricity free from public charging points. 30% of cars sold in Oslo are now electric, although they are less popular in rural areas due to concerns about the available range. Nevertheless Tesla have just opened a dealership in Tromso on the fringe of the Artic Circle. Learning from Norway Germany has just announced a Billion euro incentive scheme to boost sales of electric cars.

### **Bentley and Rolls Royce Suffer**

Makers of all kinds of luxury goods are very reliant on China and the Middle East these days, and cars are no exception. China's economic growth has slowed dramatically and there is now a strong crackdown on corruption and showing off wealth is less acceptable.

Meanwhile in the Gulf States it's spare cash that's in short supply after the oil price has dropped so dramatically.

These factors have hit both Bentley and Rolls hard, with sales this year 23% and 29% down respectively. Rolls have cut production by over 25% while Bentley are making less saloons, coupes, and convertibles, but now also making the new Bentayga luxury 4x4. Rolls have their own 4x4 coming but it's a while away yet.

### **Brexit**

I'm typing this just a few hours after waking to learn that we are Brexiting. Nobody knows the effects this will have on the motor industry, but they could be very significant. In particular if we don't get a sensible trade agreement with Europe then all the cars made there and sold here will suffer import duties, some say of 10%, some expect more, which charge goes straight onto the price of course. So that covers most of the cars currently sold in the UK.

Those who manufacture here will gain, but that is only Honda, Land Rover, Jaguar, Nissan and Toyota plus small luxury and sports makers. Also many economists are forecasting a recession now, perhaps only brief.

Personally I think the import duty problem will be sorted. UK is just too important a market for German manufacturers in particular, I'm sure they will have already told Frau Merkel what to do! I know a few dealers who represent BMW, Audi etc who have just spent a good few million between them on the new showrooms the manufacturers insist on. These dealers are NOT happy people this morning.

### **Are There No Bad Cars Anymore?**

Often customers say to me that they have great difficulty choosing a new car because there are so many available now, and they're all reliable and good to drive. Used to be that choice was far more limited if you wanted those two qualities! And basically the customers are right.

However I recently experienced a new car that wasn't bad, but absolutely awful. When on holiday in France recently we had carefully planned our week travelling only by train. Then the locals indulged in their favourite hobby and all went on strike for a few days. So a hire car was needed. After a bit of internet research I booked a Fiat 500, but when I collected it the girl behind the desk told me that they had none available so I was being upgraded to its big brother the 500L. I'd never driven one before so was interested.

I find it difficult to say anything good! The steering was dreadful, the air conditioning inadequate, handling almost frightening. The engine only produced remotely adequate power in a very narrow rev band, which meant frequent gearchanging. This was a problem as the gearchange was one of the car's worst features. In a part of the World where there are many roulette wheels the Fiat had similarities. When you moved the lever you knew you'd get a number, just little idea which one it would be. I've rarely been as happy to see the back of a car, but increasingly I had the feeling it reminded me of something I drove a long time ago. Eventually it clicked, anyone remember the early Austin Maxis?

Paul Gilligan

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



# Andy's Armchair

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

After umpteen years of threatening to go I eventually got round to visiting Cadwell Park for a BARC meeting on 14<sup>th</sup> of May and I was blown away by what a superb little track it is. From a spectating view it's excellent with good long views from "Charlies" taking in a huge chunk of the track. A short walk over the newish bridge takes you into the bottom of the valley where cars negotiate a string of savage 90's before hoofing round Hall Bends and re-appearing seconds later to finish the lap. At this stage they're only a few yards away from cars coming in the opposite direction towards the Mountain after leaving the very difficult left hand down hill at Mansfield. Brilliant, I'll certainly be back, and while I'm at it, well done to MSV, because it's obvious they've sunk a lot of money into upgrading the place and not just taken their profits and ran.

Continuing the subject of the Palmer family who run MSV, let's move on Jolyon who seems to be struggling to settle into F1 with the Renault team. I've no doubt he could do well enough but history seems to show that he takes a while to adapt in to a new formula, a luxury he's unlikely to be given if what happened to Kyvat is anything to go by.

After the Spanish GP of course Verstappen, who won and won by a fluke if we're honest, was being hailed as the greatest, winning before being allowed to decide his own bed time etc. Sadly it didn't work out quite so well in Monaco when he looked pretty much of a par with young Mr. Palmer as both their cars appeared to develop a love of ramming into the Armco. Maybe they both need a bit more time, but I bet I can guess which one of them will be given it.

I was saddened to see that the Bianchi family were taking legal action about the death of Jules their son. I appreciate their loss must be terrible and admire them for saying any compensation they receive will go to a charitable trust established in their son's name. But motorsport is dangerous and everyone must surely realise this. As I write this we are at the end of the TT week and there have been 5 fatalities but I very much doubt that any action will be taken by the families of those who lost their lives. It is a personal choice to compete and as such you must accept the challenge which can demand the ultimate price, which brings us to the ghastly cockpit haloes bound for F1 cars in 2017, surely these should be optional and left to driver choice.

And finally, why do the BBC constantly refer to Dominic Chappel, erstwhile purchaser of BHS for £1, as an ex racing driver? Is the implication that all racing drivers are crooks, playboys or idiots? Do all competition licence holders have a case against them for defamation of character?

Ends

AA

# What's On

## WMC events and other events of interest

### July

3rd	Sun	WMC	Lake District Classic Rally
6th	Wed	WMC	Pub Run
10th	Sun	MGC	Reivers' Raid Tour
16/17		MAC	Shelsley Classic Hill Climb
27th	Wed	WMC	Grass Autotest at Branthwaite
29/31		HSCC	Silverstone Classic

### August

3rd	Wed	WMC	Pub Run
6/7		H&DMC	Loton Park Hill Climb
6/7		HSCC	Croft Nostalgia Festival
20th	Sat	WMC	Rose & Thistle Tour
21st	Sun	WMC	Cumbria Classic & Motorsport Show

Visit the website for all the latest news

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

[Catch up on Face Book](#)

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

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