

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

March 2017

Peter Takes His First Win!



Peter Wright took his first outright win on an autotest at the Jack Frost event at Maryport.

Motor Sport For All

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Wigton Motor Club Ltd Officials

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Visit the Facebook page for the latest news or the webpage at
www.wigtonmc.co.uk

Talking Point

Topical Comment from the world of motoring

We recently spent a very pleasant few days in the Tweed Valley, waling and views the many places of interest. For those of you who can remember the great days of rallying, the Tweed Valley stage like Cardrona, Elibank and Glentress featured on most of the top events at some point. They were flowing and fast, a bit too fast in the end as chicanes had to be built on the later events. Now the forests are a major centre of mountain biking, walking and horse riding which have become a major part of the local economy judging by the bike shops, cafes and hotels that seem to be involved. The Forestry Commission have certainly invested a lot in paths, tracks, car parks and facilities.

Nearer home similar developments are taking place in Whinlatter and Grizedale and of course cycling and walking take place 365 days a year unlike rallying which is usually once a year and leaves a great deal of work to be done in it's wake. Add to that that the new slimmed down Forest Enterprise now longer have a local base and no affinity with car sports as they just cause extra work, I really do wonder how long the few remaining local events like the Malcolm Wilson and the two "classic" trials have got. Perhaps two to three years? This year the Malcolm Wilson Rally has to be clear of Whinlatter by 10.00 which means a very early start to the event.

Each year there are fewer forest events nationally, in the 80s clubs used to fight for the right to one of the then 64 forest allocations allowed. I would suspect that this year the figure must be nearer 20 as fewer and fewer forests are available. Many of the English forests have gone as they were on sandy ground and cut up badly and there is an increasing use for quiet recreation. The forests in Wales are now owned by "Natural Wales" who are not well disposed to rallying and demand that clubs pay the full cost of restoring the tracks after an event. This has meant that some clubs are just not prepared to take the financial risk. Indeed only one of the rounds of the British Rally Championship is in Wales. The good news is that three of the rounds are in the Kielder and Borders.

Of course venue loss has been even more serious for non forest single venue events with the many airfields, quarries and parks that we and many other clubs used to use are all no longer available to us.

GTF



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

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CLASSIC NOSTALGIA

22nd & 23rd July at Shelsley Walsh

GROUP A RALLYING & 20TH ANNIVERSARY OF THE WORLD RALLY CAR SPEED RECORDS – THE CAMPBELLS

This year's we are celebrating two highlights in motorsport and paying tribute to a record breaking family.

After the huge success of last year with Group B, we are looking forward to welcoming Group A rally cars which took over from 1987 and then the World Rally Car from 1997. This was the era of the Ford Sierra Cosworth, Lancia Delta Integrale before the rise of the iconic Ford Escort Cosworth, Ford Focus, the 555 Subaru Impreza, the ever faster editions of the Mitsubishi Evolutions, the Toyota Celica GT-Four and then Corolla WRC.

It was also the era of Jimmy McRae, Russell Brookes, Mark Lovell, Malcolm Wilson and David Llewellyn and gave rise to Tommi Makinen in the Mitsubishi Evolution who won the World Rally Championship four times on the bounce from 1996 to 1999. It was also the era of the Brits as Colin McRae who had become world champion in 1995 and Richard Burns battled for titles with 'Burnsie' emotionally winning on the RAC Rally in 2001.

We will also be paying tribute to The Campbells. Shelsley Walsh has always had a connection with speed records. On the 50th anniversary of his death Donald Campbell's daughter Gina and his nephew Don Wales will be joining us to mark the occasion with a very special unveiling of a car dedicated to Bluebird. An amazing sight and sound will be the Napier Bluebird replica with the W12 aero engine which will do demonstration runs on the hill, it will be an amazing sight. Don and Gina will be interviewed by David Tremayne, an authority on speed records, on the main stage in The Courtyard as well as book signings on the Peter James & Stewart Miller Insurance stand during the weekend. There will also be a selection of Campbell memorabilia and cars on display.

Both Malcolm and Donald were involved with the MAC and Shelsley Walsh, Malcolm actually competed on the hill in 1935 and Donald gave a talk to the club in 1950 about his father's land and water speed record achievements.

On the Sunday there will be a street Concours sponsored by Classic and Sports Car Magazine for the first 100 cars to arrive. The top 15 will then have a parade run up the hill during the lunch break. Judging will be carried out by motorsport commentator Simon Taylor.

Alongside our highlights will be a weekend full of competition with a wide variety of cars tackling the famous hill.

Off track, The Courtyard is where you will find the main stage hosting music and dancing for those who wish to relax and soak up the atmosphere. The main stage will also be the place to be to hear from our guests chat about their time in motorsport.

There will also be trade stands leading you up the track to the spectator areas which can be visited via the food court which will overlook the classic car and car club area.

Forthcoming Club Events

White Heather Tests

Saturday, March 4th

Entry forms have been circulated

(Full entry!)

Novice Autotest

Sunday, March 19th

Maryport Business Centre.

Open to complete newcomers, Novices,
teenagers from 14 years upwards, girls welcome!

Entry forms on the website.

Rowrah Test Day

Sunday, April 16th

10.00 until 13.00

Entries limited to 20 cars

Entries to Graeme Forrester on gtfmg@yahoo.co.uk

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844
824 1135 and don't forget to mention your club
when you do!

Jack Frost Autotest

Results

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1	Peter Wright	Mini	AT F	741	1st Overall
2	Stuart Moffat	Nissan Micra	AT S	808	1st in class
3	Craig Stamper	Rover 25	PCA F	815	1st in class
4	Rob Iveson	Fiesta	AT S	833	
5	Martin Breen	Peugeot 106	AT F	867	1st in class
6	John Holliday	MG Midget	AT R	902	1st in class
7	Angus Cowan	Ford Escort	PCA R	904	1st in class
8	Ron Palmer	Mazda MX5	PCA R	937	
9	Philip Hodgson	MINI	PCA F	939	
10	Geoff Rae	Rover 25	PCA F	945	
11	John Sloan	MG Midget	AT R	954	
12	David Agnew	Clio	AT F	968	
13	Michael Cowling	Mazda MX5	PCA R	902	
14	Jacqui Raine	Fiesta	AT S	1013	
15	Sarah Steel	Mazda MX5	PCA R	1031	
16	Graeme Mactavish	Mazda MX5	PCA R	1042	
17	Dave Garner	Clio	PCA F	1125	
18	Ian Cowan	Ford Escort	PCA R	1153	
19	Geoff Bateman	MG F	AT R	1224	



Crossley

Crossley Motors Ltd was first registered on 11 April 1906 (and re-registered with a different company number in 1910) as the vehicle manufacturing arm of Crossley Brothers. The first car was actually built in 1903 to a design by J.S. Critchley who had been with Daimler and exhibited at the Society of Motor Manufacturers' Exhibition at Crystal Palace in February 1904,^[4] but the parent company saw a future for these new machines and decided a separate company was required.



In 1920 Crossley Motors bought 34,283 (68.5%) of the 50,000 issued shares of the nearby A V Roe and Company – better known as Avro. Crossley took over Avro's car manufacturing business but Avro continued its aircraft manufacturing operations independently. Crossley had to sell their shares in Avro to Armstrong Siddeley in 1928 to pay for the losses incurred in Willys Overland Crossley.

After the Second World War the directors decided that the company was not large enough to prosper and looked for a partner. This resulted in a take over by Associated Equipment Company (AEC) in 1948.^[5] AEC's parent company changed its name to Associated Commercial Vehicles Ltd and Crossley became a division of this. Production of the Crossley range of vehicles continued at the Stockport plant until 1952. After that date the production was of badge-engineered AEC designs and bus bodywork, until the factory was closed in 1958 and sold in 1959.^[1]

Although no longer trading, the company was never formally wound up. In 1969 AEC's new owner, British Leyland, restarted the company with a new name – Leyland National – and production of single-decker buses recommenced



Production of the first cars was on a small scale but from 1909 when a new range was introduced it rapidly built up. In that year the 20 hp was introduced (later called the 20/25) and this was taken up by the British War Office and from 1913 it was ordered for the new Royal Flying Corps (RFC). The outbreak of the First World War resulted in a rapid expansion of the RFC, and by 1918 they had over 6,000 of the vehicles with staff car, tender (light truck), and ambulance bodies.

Crossley 25/30 hp Tenders were utilised by the British Army in Ireland from 1919 until their withdrawal in 1922. The Irish Army continued to use them for troop transport throughout the Civil War period, but they were

worked hard and appeared to have received little care: of 454 originally supplied, only 57 were in service by 1926 with a further 66 being overhauled or repaired. The 20/25 model was also the first vehicle to be supplied to London's Metropolitan Police Flying Squad in 1920, some of which were fitted with radio equipment.^[6]

Car production resumed after the First World War and a new model, the 19.6, was launched in 1921 and joined in 1922 by the smaller 2.4 litre 14 hp model that would become the company's best seller. The 19.6 was replaced by the 2.7 litre 18/50 in 1925 fitted with Crossley's first six-cylinder engine and this was enlarged in 1927 to 3.2 litres in the 20.9. Crossley were the first British car company to offer a factory fitted car radio in 1933.^[6] Although the large cars would continue to be available, a range of small models fitted with Coventry Climax engines was announced in 1931 but sales of the cars slowly declined and the last ones were made in 1937.



By the late 1920s the market for hand-made cars began to disappear and the company moved into the bus market and launched its first model, the Eagle single decker in 1928. Although some double deck bodies were fitted to the Eagle, the Condor launched in 1930 was the first chassis to be designed for double decker bodies. The Condor could also be ordered with a diesel engine, made by Gardner at first, and became the first British double deck bus to be offered with diesel power.

The big selling pre-war bus was the Mancunian with first deliveries in 1933. This was available as both a double and single decker.

In addition to cars and buses the company also made goods and military vehicles. At first these were conversions of the car models but starting with the BGT1 in 1923 specialised chassis designs were produced. Two Crossley trucks based on the 25/30 car chassis were from 1924 to 1926 the first vehicles to be driven from Cape Town to Cairo by the Court Treatt expedition.^{[6][7]} A range of heavy goods vehicles starting with the 1931 diesel-powered 12-ton payload Atlas was announced but only a few were made as the factory was by then gearing up to concentrate on buses and military orders. From 1936 military production was rapidly ramped up with British re-armament at first with "IGL" models but from 1940 with a four-wheel drive "FWD" chassis in both tractor unit and truck form. By 1945 over 10,000 FWDs had been made.



After the Second World War there was a boom in the bus industry as wartime losses needed to be replaced. Crossley won what was then the largest ever British export order for buses with a contract with the Dutch government. By the late 1940s bus orders were decreasing and it became clear that the company was too small to continue as an independent manufacturer and in 1948 they were sold to AEC. The last Crossley chassis was made in 1952, but body production continued at Erwood Park until 1958.

GTF

Major Events 2017

Goodwood Members Meeting	March	18/19 th
Flying Scotsman Rally	March	31 st /Apr 2 nd
Ingliston Revival Sprint	May	13/14 th
Prescott Hill Climb (French & Italian)	May	28/29 th
Harewood Classic/Vintage HC	June	3 rd
MG Live!	June	17/18 th
Goodwood Revival	June	29 th -July 2 nd
Chateau Impney Hill Climb	July	8/9 th (Cancelled)
Shelsley Walsh Classic Nostalgia	July	22/23 rd
Silverstone Classic	July	28 th -30 th
Croft Nostalgia Weekend	August	5 th /6 th
Bo'ness Hill Climb Revival	September	2 nd /3 rd
Circuit des Remparts d'Angoulême	September	15-17 th
Spa 6 hours	September	15-17 th
Goodwood Revival	September	8-10 th
Prescott Autumn Classic	September	10 th /Oct 1 st
Malta Grand Prix	October	5-8 th
Rally of the Tests	November	8/9 th
RAC Rally	November	10-12 th

Nostalgia

Rallycross is one of the newer forms of motorsport being just over 50 years old. There are various versions of when the first event was actually held but it was essentially a sport designed for television to fill the Saturday afternoon sports programmes in the winter.



Funnily enough event Motor Sport got the date of the first event wrong in a recent article. The first event was at Brands Hatch as a post Monte Carlo Rally event in February 1963 with most of the British works teams taking part. There were subsequent events including one at Prescott that sued the hill and the return road.

The first of the events, in the form that has continued, was at Lydden in March 1967 run by the 750 MC It attracted several works entries and top British clubmen in what were genuine rally cars. The track was similar to the current one but the non tarmac was mainly on grass (or rather mud). The mud spread onto the tarmac and made for very slippery conditions so it was not surprising that Peter Harper won in the Rallye Imp three seconds up on Paddy Hopkirk's Mini Cooper S and Roy Edwards' Cooper S who would have one except for a 5 second penalty.

Rosemary Smith was a close fourth in another Imp while the best of the rear wheel drive cars was the works Lotus Cortina of Brian Melia. Minis and Cortinas made up most of the entry but there were three MG Midgets (of which John Sprinzel's did not start) and two Turners and a Lotus 7 which did not disgrace itself and a Toyota 1600S which must have been a rare sight then.

John Sprinzel is credited with coming up with the title "Rallycross" as it was a the time a mix of rallying and autocross.



For a number of years it was hugely popular on TV and as a spectator sport with both ITV and BBC having series. There were never that many venues as when race circuits were getting more and more use on weekdays the amount of time and cost of cleaning the tarmac after an event became a major obstacle. Lydden is the main UK centre of rallycross and there are events at Croft, Knockhill and Blyton as well. John Button (Jenson's Dad) was a regular winner in a Porsche engine VW

In the 80s and 90s Rallycross became a home for Group B rally cars that could no longer be rallied. It was then that the sport was at it's peak with showmen like Norway's Martin Schanche and The UL's Will Gollop. It became big in Europe with purpose built tracks but gradually waned in the UK with falling spectator attendances and entries.



International rallycross now attracts works teams and is very much about the show with usually two grids of 8 cars doing battle for the TV audience all over the world. Like may forms of professional motorsport it's being messed about with for the sake of the "show", the current version features a joker lap where your take a short cut that saves you about 50 metres which can be used once per car in each race. Ace showman Ken Block runs a Fiesta WRC and Petter Solberg has a Citroen and Seb Loeb in a Peugeot.

PG Tips

Ok let's get it out of the way – no I didn't have anything to do with the car that got blown up outside Workington police station, I wasn't even at work! I should also add it didn't get blow up either (contrary to popular legend), the bomb disposal people fired a high pressure water jet through the window, thus breaking it and triggering the bomb...or in this case absolutely nothing because sat navs, dash cams and extra electrical gubbins on your dashboard don't explode.....now if I had been at work it might have been a different story.

So, with that out of the way I can now confirm my plan to have Snotty fully operational in lots of time for the start of the season has gone exactly as expected...Snotty is in bits in the garage with 2 months to go! Nothing too serious – the spring platforms on the new works replica suspension sit about 2” higher than the standard ones so I am having the springs re-sized by the manufacturer in Sheffield. I am also fitting the new roll cage and then it should be all systems go for the Isle of Man. Whilst doing this I also spotted some soundproofing underseal on the inside of the floor pan and decided it would be another couple of kilos removed once I'd got it off. The top coat chipped off nicely and then I was left with a thick back sticky layer of the stuff which needs removed with a heat gun and a scraper/elbow grease. I kind of wish I hadn't started it now!!!

I recently hosted club night at Gilcrux village hall, showing the documentary – The man and Le Mans about Steve McQueen and the making of the film Le Mans. The sound was a bit difficult (and I think I may have a way to improve it now!) but it was a good night otherwise and having not seen the DVD before we showed it, I quite enjoyed the film too. The most incredible thing for me was that several months into filming they still had no script to work from, despite having recorded hundreds of hours of film and paid a vast array of actors and staff. I may be persuaded to put the film Le Mans on if there is any interest (feel free to email me if you feel strongly about it).

I've got relatives visiting from abroad this month and their hire car experience at Manchester airport sounded like a real endurance test. They had booked a car described as “Vauxhall Astra or similar” but on arriving at the desk the operative told them they were entitled to an upgrade and showed them a Merc B class – excellent they thought, how lucky are we?! With the next breath the woman announced it was only £40. But after some more questions it turned out to be £40 a day. They politely declined and said they were expecting to get an Astra. The Astra turned out to be a Peugeot 2008 mini SUV thing and after telling them this the woman said that of course they could have a Vauxhall if they wanted and then went on to offer them an Insignia.....as extra cost. When that was declined they asked if it had sat nav and were again offered the Merc (which had it built in) and when that was declined they were offered a separate sat nav for £12.....a day!!! I think it's fair to say the sales pressure was pretty heavy and everything was an extra at extortionate cost. After 40 minutes they managed to successfully leave with just the 2008 for the original price but reckoned they overheard another couple undergoing the same upgrade treatment and intend to complain. In terms of the Peugeot 2008, I haven't driven it so I can't do one of my mini reviews but it's basic, fairly workman-like inside and unmemorable on the outside. Kevin (who is driving it) says it's ok but the engine is a bit gutless unless revved (I am guessing it's a 1.2 turbo petrol with about 90bhp) and it is returning 40mpg.

Peter

Club News

Welcome to the following new members and we hope that you will enjoy our events and social activities.

Hugh Price and Tatyana Voykova	of Keswick
Simon, Jacqui, Benjamin and Jacob Sjenitzer	of Brampton
Malcolm Capstick	of Kirkby Lonsdale
Tom Hampson	of High Harrington
Mark and Lisa Thornton	of Darlington
Stuart Egglestone	of Long Marton

For most of you this will be your first magazine and we really hope that you will enjoy reading it.

For any changes or queries about membership please contact Maggie Bateman on 01697349919
or by email at wmcmemsub@outlook.com

Marshal Force

Marshals are the life blood of our activities

March	4th	Sat	White Heather Tests at Kirkbride
March	19th	Sun	Novice Autotest at Maryport
March	31st	Mon	Flying Scotsman (N.Cumbria) - contact Ron Palmer

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Ed Glaister took a handful of tolerance pills and sat in with me for the Jack Frost Autotest on Sunday 12th February at Maryport which attracted nineteen entries. Although the southern part of the test site was out of bounds due to industrial use, organiser Nigel Moffat managed to put on three tests which were attempted three times in the morning and then again after the lunch break. So everyone managed 18 tests and we managed to get off home back to Carlisle in time to see the 6 Nations Rugby. The weather was foul but somehow Nigel had managed to coerce a good team of marshals with Chris, Fiona, Mary and all managing to smile despite the conditions. Our marshals are made of sterner stuff and thanks to them all for going above and beyond the call of duty. Although all the industrial units are now occupied Wiggy managed to get us access to one into which we all managed to fit although it was a bit chummy but much appreciated and most welcome that day.

Continuing the foul weather theme Chris Leece headed up a team of Wigton MC marshals who ran a section on the Fellside Auto Clubs Northern Classic Trial on Saturday 18th February. Section 12 Routen Romp is an old friend which is again useable after clearance of fallen trees in recent years. It's located in the northern part of Wythop Woods behind the Pheasant Inn next to Sale Fell. This upper part of the forest has been well harvested in recent years and was bleak and unsheltered with driving rain for much of the day. Nevertheless we counted through 23 motorcycles and 24 cars during the day and all seemed to be enjoying themselves. The team worked well with Stephen having had the presence of mind to bring the club radios as those issued by the organisers were useless on that site and the test would have been virtually unworkable without ours. Otherwise I think it was a well organised event with one section of the Final Instructions devoted to 'Danger of Exposure to Cold Condition' which brought a smile to my face. This urged the competitors to wear waterproof clothing and anyone who has marshalled the Fellside Trial over the years would heartily agree with that. Safety instructions were also included after the tragic fatality which occurred on the Exeter trial when a car overturned whilst reversing down a section. We had an enjoyable day and Charles and I were lucky to have our car parked at a point at the section finish where we could retreat from the weather between runs. Hopefully Myke Pocock and his colleagues will bring us better weather next year.

Sixteen ? crews joined us for the Midweek Meander on 22nd February, the first social run of the year. With a convenient start and finish at the Dobbies Garden Centre at Orton Grange the 65 mile route took an anticlockwise circuit of Carlisle, an area not often used on club runs. After passing the Airport and Aviation museum we crossed the Border at Gretna before approaching Eastriggs and the Devils Porridge museum from the east. Some of us will have visited this museum in its old venue at the industrial shed in Eastriggs but the new building is splendid and has only this month been further improved with the new 'Solway Military Coast Exhibition' – highly recommended. The Meander continued via the NW relief road and some yellows to the west of Carlisle before finishing back where we started. Thanks for your support.

We now have the White Heather Tests to look forward to and the organising team seems to have pulled well together to make this Kirkbride event a success. Have you volunteered to marshal on Saturday 4th? Anyone who would like to marshal on the Flying Scotsman on Friday 31st March please get in touch with me on 01228 575153 ronpalmer777@hotmail.com Ron.

Wigton MC members make Northern Trial a success

Fellside Auto Club, one of the smallest clubs there is, put on one of the best trials in the country thanks to the help and co-operation of numerous other clubs and individuals including many from Wigton Motor Club.

Based in north Cumbria and the western Lake district forests the event starts and finishes using the superb facilities at Wigton cattle auction. Here the cheery staff put on great breakfasts to fuel up competitors before the start and excellent meals at the finish that would satisfy the hungriest competitor.

The compact road mileage of 57 miles contained no less than 16 sections in total although some classes of machinery didn't have to tackle the more severe tests. "Carlisle Gate Lane" was a stony track with muddy patches plus some deep ruts to catch the unwary before proceeding to the meat of the event in the well known forests, Setmurthy, Wythop, Whinlatter and Hobcarton which surround Bassenthwaite Lake. Carlisle Gate was a popular rally track in the 1970s but it's very rough and overgrown in places these days.

Jonathan Toulmin the well known Midland Automobile Club race and hillclimb competitor plus his helpers were marshalling Setmurthy, no mean feat this as it's 250 miles from home. A big thank you to all those who travelled long distances to officiate, very much appreciated.

Oddie Danaan the custom bike and Hot Rod builder bought a motor bike on E bay to do the trial but it was reported broken down about 4 miles from Setmurthy forest with a suspected seized engine on the two stroke bike.

I was spectating at Setmurthy so on hearing this I re traced the route to his last reported location but couldn't find him so I continued on towards Wigton checking lay bys and possible areas in case I passed him trying to fix the bike. On reaching Wigton auction I checked all the vehicles parked there but none looked suitable transport for the eccentric Oddie. Previously he has turned up in strange vehicles with "Anthill Mob" scrawled on the sides, flames or other equally attractive distinguishing features indicating his creativity skills. He'd obviously gone home and had in fact left a note pinned to the venue door explaining his actions which was very thoughtful of him indeed.

It turned out the bike had been running weak, had a partially blocked jet and had seized up. When it cooled down it freed off so Oddie found an old beer can in a hedge, poured petrol down the plug hole, started it up and rode it flat out along the main road towards Wigton until it stopped again. His plan was to continue doing this until he reached Wigton. A guy witnessed his attempts to get back for his van so kindly gave him a lift which allowed the intrepid Oddie to recover his bike, then drive the hundred miles back home to Leyland before setting off again to Scunthorpe where he was flat track racing another bike on Sunday. Last year he was up against Guy Martin in a final and Oddie won, what a pair of characters those two are.

Saturday was pretty cold and with some rain at times it was tough on competitors as well as machines, no sitting about getting a suntan this year I'm afraid. Everyone remained very cheery including several girls riding trials bikes. In particular I must mention one of the girls Kathy Martin who is a really bubbly person. I was speaking to her very briefly when some walkers stopped and passed the time of day, her attitude and friendliness to those people and others was so nice it was great PR for the trial and motorsport in general.

After a tour around some of the sections I stopped at one where I stepped out behind Dean Partingtons car to get a photo of him trickling very nicely his way through the mud towards the top for the only “clean” so far, the section was named “Cheshire Cat” . However just as I popped out behind the car it momentarily halted whereupon Dean blasted it. I was most definitely not “clean” after that squirt of the throttle although Dean and Bill Rhodes his passenger were

grinning like Cheshire cats when they saw the state of me whilst returning down the hill.

Very kindly Dean lent me a brand new yellow duster to clean up my face, he seemed very proud of having a brand new yellow duster as he mentioned it several times! Still thank you Dean it was appreciated.

Chris Hunter and Fiona had a very good climb here but as passengers in open cars have to walk down the sections whilst their cars are reversing out Chris found it very amusing that Fiona had to pick her way through some deep mud before climbing back into the car. I wouldn't be surprised if he had to do some grovelling later or he could have been making his own supper.

Dave and Pauline Nicholson were out in their little Austin 7 but the very arduous conditions and the shortcomings of a bog standard car forced them to retire. These little Austin 7s do so well but most are “tweaked” in various ways to make it easier for the occupants to “bounce” them up the hills. A bit of a black art this.

I had to leave shortly after this as I was marshalling on a new section not far from the finish, this was Carlisle Gate in reverse direction. Here only the toughest of the cars and competitors arrived to attempt it. The most unfortunate guy here was Richard Parker who's little Austin 7 was climbing effortlessly when suddenly it stopped. Investigation revealed the main HT lead had jumped off after hitting a deep pothole, this landed him 10 penalty points more than he deserved, after restarting he cleaned the section easily, what a shame. Many cars slid into a ditch after the section end board so didn't get penalised.

At the start of the section I was talking to Nicola Butcher who had been going like a train all day as usual in her VW Beetle. Husband Ben was checking and resetting tyre pressures whilst their two small children, Thomas and Barnaby were fast asleep in their child seats in the back and continued to do so in the sections. This certainly solves the babysitting problem, it would be some dash back to Cirencester otherwise I guess.

The old MG J2 of Bill Bennett was immaculate as usual yet this elderly couple do all the big events all over the country. Bill fastidiously checks and alters tyre pressures at each section and the penultimate section he treated just as thoroughly as the first. Needless to say his great skill as a driver made the section look easy and the car sounding lovely.

Adrian Tucker Peake was in an MG-F with a very neat modification indeed. His car had two spare wheels set into the boot lid/ engine cover behind the driver to put more weight over the rear wheels. I didn't get a close look as to how it was done but it was neat.

Andrew Wright was out in his little Austin 7 and doing really well, one has to marvel at these cars as the very last ones were built as long ago as 1939.

Another great trial, thanks to the organisers, marshals, competitors and Hopes Auction Company at Wigton it just shows what can be achieved when everyone pulls together and helps each other out.

Keith Thomas.

Northern Trial Photos



Championship News

Club Championship

- | | | |
|----|---------------|--------|
| 1. | Peter Wright | 42 pts |
| 2. | Rob Iveson | 41 pts |
| 3. | Stuart Moffat | 40 pts |
| 4. | Craig Stamper | 34 pts |
| 5. | John Sloan | 33 pts |

Autotest Championship Overall

- | | | |
|----|---------------|--------|
| 1. | Peter Wright | 42 pts |
| 2. | Rob Iveson | 41 pts |
| 3. | Stuart Moffat | 40 pts |

FWD Autotest Championship

- | | | |
|----|---------------|--------|
| 1. | Stephen Dixon | 25 pts |
| 2. | Peter Wright | 25 pts |
| 3. | Jack Palmer | 24 pts |

RWD Autotest Championships

- | | | |
|----|---------------|--------|
| 1. | John Sloan | 48 pts |
| 2. | John Holliday | 47 pts |
| 3. | Geoff Bateman | 44 pts |

FWD PCA Championships

- | | | |
|----|---------------|--------|
| 1. | Phil Hodgson | 46 pts |
| 2. | Peter Wright | 25 pts |
| 3. | Craig Stamper | 25 pts |

RWD PCA Championship

- | | | |
|----|-------------|--------|
| 1. | Angus Cowan | 50 pts |
| 2. | Ron Palmer | 48 pts |
| 3. | Ian Cowan | 42 pts |

More Championship News

Specials Autotest Championships

1. Murray Walker 25 pts
2. Stuart Moffat 25 pts
3. Gordon Glendinning 24 pts

Marshals Championships

1. Maggy Bateman 20 pts
2. Marian Sloan 20 pts
3. Graeme Forrester 20 pts

2016 Awards

We have a few awards left from the Awards Presentation. If requested these can be taken to the White Heather Tests. Otherwise please arrange for their collection ASAP or we will have to recycle them. They are mounted wine glasses so cannot be posted.

A. Leaske, Ian Dixon, David Heirs, Dave Charleson, Doreen Sumpter,
Jai Wall,

MG Cumbria

Roof of England Challenge

Sunday, March 26th

120 mile in Cumbria & Northumbria

Open to all MGs and other fine cars of any age!

A few places left

Regs on the MG Cumbria Face Book page or from gfnfng@yahoo.co.uk

Classic Clips

When it comes to oil did you know that S.A.E stands for the Society of Automotive Engineers who created a scale of viscosity. Until the 1950s it was advisable to change the thickness of the oil depending on the seasons as thicker oil made the engine harder to turnover when the oil was cold. Places like Halfords would sell small paraffin heaters to place under the sump at night to keep the oil warm to aid early morning starts on winter days.

Silkolene 20/50 oil is made to the same formula as Duckhams 20/50. BP withdrew the Duckhams brand back in 2009.

Motorsport has only once featured in the Olympics , the 1936 version in Berlin which had a nine day 2,500 mile rally which was won by British driver Betty Haig in her Singer Le Mans. She of course got a gold medal.

Some recent cars have 24 volt electrical systems while the latest Bentley has a 48 volt DC system which could give you a nasty kick!

Valvolene Oils are the oldest oil company having just hit 150 years.

A quote,” In life you only need two things, WD40 and duct tape; if it does not move but should use Duct tape; if it moves but should not, use the duct tape!

A newly built Allard JR is being built by the Allard Sports Cars works in Gloucester.

With the strict laws re using a mobile phones when driving, here si a quote from Albert Einstein “Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves!”

It looks as though historic cars (i.e. Those who do not pay tax) will be exempt from the Low Emission Zones planned for various UK cities.

At the moment fuel companies have no plans to introduce E10 fuels which could have a major impact on older car users. They have also agreed that if and when it is introduced, E5 will continue to be available.

Lord (David) Steele of Aikwood has bene elected president of the Federation of British Historic Vehicle Clubs to succeed Lord Montagu. He drivers a Morris Minor and a Jaguar F-Pace.



Dream Garage—Ron Palmer

I was considering over the Christmas period who next to invite to make their choice; and in conversation with Graeme Forrester, I was urged to contact Ron Palmer, experienced navigator, and Vice President of the Club. This was quite easy, as, by chance, I was in communication with Ron about matters navigational at the time!

And what a selection Ron has made; I'd gladly own any one of the cars he mentions, never mind his 'final 6'.....

So without further ado, In Rons own words, is the mouth watering selection.....

Although there was no silver spoon in my mouth my father was a petrol head and I had lots of encouragement in matters automotive. From the 1950s he and mum took me to places like Earls Court Motor Show in London and race meetings at Oulton Park, Silverstone, Aintree and other northern circuits from the 1950s.

No year passed by without watching the Glasgow starters on the Monte Carlo Rally pass through Carlisle – no M6 in those days and the RAC if it passed through Cumberland. Before I was old enough for a licence I was navigating on minor rallies as a member of the 750 Motor Club and it was only later in life that I fully appreciated how much I owed to my folks and fellow club members who tolerated this youngster and his appetite for cars. Inevitably I ended up in the motor trade and started at County Garage in Carlisle in July 1965.

Forty years later at the end of July 2005 I retired from the Jaguar division of that company having enjoyed it all. Fortunately my colleagues, management and friends at CG, in particular Paul and Mike Gilligan and Dougie Watson Clark were passionate about our sport and very well connected with Ford. We enjoyed those halcyon days of the Lotus Cortina, Escort Twin Cam, RS Escorts, Sierra Cosworth and all the derivatives those cars spawned.

A significant work benefit was the provision of a company car the first of which was a Corsair 2000E in 1970 which I remember was very thirsty. Motor club memberships over the years included the previously mentioned 750 MC, CSCC, the two West Cumbria clubs, Furness and District MC and of course Wigton MC.

The use of a company car enabled me to buy and use various classic cars usually inexpensive ones and judicious buying and selling over many years enabled me to work my way up from the £50 banger to the Jaguars and Healey of recent years. Several of the cars I have owned I would gladly include in my dream garage once again and include :-

1959. Jaguar XK150 FHC White. / 1960. Chevy powered Austin Healey 3000. /1965. Jaguar E-Type 4.2 FHC Indigo Blue / 1964. Lotus Cortina White and Green. / 1978. Datsun 260Z Metallic blue. / 1972. Lancia Fulvia Zagato Sport 1600 Red./ 1973. Escort Mexico Daytona yellow./ 1964. Lotus Elan 1500 Red.

By the time this appears I should have collected a 1936 Alvis Speed 20 SD which will require recommissioning and perhaps total restoration.

I have owned many other cars mostly with a degree of affection including our current (5th) Mazda MX5 and no longer lust after many other cars. The only ones that come to mind are :-

1953. Jaguar 'C-Type' ex works '53 Le Mans winner.



1953. Aston Martin DB3S a nice ex works racer would fit the bill.



1960. Porsche 356 Carrera GTL Abarth Zagato



1960 Austin Healey 3000 works car (complete with Timo Makinen as tutor).



1960 Aston Martin DB4 GT Zagato



1960 Bristol 406 SZ Zagato (on front cover of February's 'Automobile').



So, there we are!

I'm so pleased that listed is probably one of the most attractive cars ever made, the Aston Martin DB4GT Zagato.....I fully agree with what Ron has to say about Zagato.

That's it for this month; let's see what next month's contributor comes up with!

Michael



Another Race Retro photo of Nigel Hepburn's ex Simmonite Escort F2

Drive It Day

**For vintage, veteran, classic and interesting cars of
all ages.**

Sunday, April 23rd

At Dalemain

From 11 until 2pm

Food and drink available at the Mansion

Gardens and House will be open.

Donations welcome in aid of our nominated charities for 2017.

Autojumble

Members sales and swaps

Silkolene 20/50 oil, in 5 litre containers. £16.00 each

Fuchs 10/40 Semi synthetic oil for modern cars. 5 litres for £12 or 2 for £20. Red rotor arms £6

Contact Graeme Forrester on gtfmg@yahoo.co.uk

Barn storage: 1 place available at £50 per quarter.

Contact Graeme Forrester on gtfmg@yahoo.co.uk

WANTED: 1, possibly 2, open face rally helmets, both size 55 - 56 cm. HANS fixing points not required but should be eligible for international events to Snell SA2005 (expiry 2018) as a minimum.

Telephone John on 07808 924859

Inside The Industry

Paul Gilligan has his say

Peugeot/Citroen (PSA) To Buy GM Europe (GME)?

No doubt about the lead story this month! News broke around the middle of February that PSA were in advanced discussions to buy GME, or Vauxhall/Opel to you and I. Of course GM have been keen to see the back of their European business for a long time now. It hasn't turned a profit this century. Last year's loss was \$300M, but the average loss since 1999 has been about \$1.25 Billion a year, over \$20 Billion in total. I wrote a few years ago that the only thing stopping GM closing all its European operations was that a massive financial loss would mean no bonuses for the top management team for about 5 years, by which time they'd be retired on much reduced pensions. Cynical but true I believe.

So why would PSA be interested? That's a hard one. It's only a few years since PSA themselves were rescued from bankruptcy by both the French Government and a Chinese conglomerate taking shareholdings and injecting capita. As one industry analyst said this week: "Two drowning men don't make a swimmer". PSA has global ambitions but Vauxhall/Opel only operate in Europe? GME currently have around 6.7% of European car sales, PSA have 9.9%. The trick, if they can pull it off, is to maintain around the combined 16.6% of sales whilst dramatically cutting costs.

Cutting costs means closing factories. GME employ 38000 people, 19000 in Germany and 3500 in the UK. UK plants are most in danger because of the weakness of the £, because nobody is sure if it's a good place to make cars after Brexit, and because bluntly UK redundancy costs are about one third of those in Germany. And German unions have the legal power to veto the deal. With the French Government being a 14% shareholder in PSA French plants are unlikely to be the ones to close.

So it looks like very bad news for those employed to make Astras in Ellesmere Port and Vivaro vans in Luton, plus the thousands more employed in the supply chain and dealerships.

New Car Price Increases Make Used Cars Better Value

UK new car buyers have shelled out an extra £2 Billion because of average price increases of over 5% since the Brexit vote last June. This partly because of the fall in the value of the £, partly because manufacturers are trying to reduce discounts so they don't go the same way as Vauxhall/Opel.

New car depreciation in the UK is on % terms the second highest in the World. On average a new UK car will be worth 48% of new retail price after 3 years and 35000 miles. In China the same car will be worth over 70% of new price.

As ever you have to take these things with a pinch of salt. The figures are based on depreciation from retail price. With discounts of 15-20% and often more being commonplace, true depreciation is nothing like that bad. However with modern standards of reliability a 35000 mile car is hardly a risky purchase. So last year over 8 million used cars were sold in the UK. And there's plenty more to supply the requirements. Record sales of new cars over the last 3 years mean record numbers of 1-3 year old cars coming back into the market this year.

It was thought this could cause severe problems of oversupply, but these fears are now easing. With new car prices continuing to rise a reduction in new car sales means that more buyers will turn to used. Certainly Pendragon, UK's largest used car seller through its Evans Halshaw and Stratstone brands thinks so. Currently they sell 5% of the used cars in the UK, about 400.000 a year. They've announced plans to open 40 new used car centres in the next year. Rumour has it one in Carlisle.

Insurance Costs Put The Brakes On Driverless Cars.

I was recently told by a senior Audi executive that they expected to be selling fully autonomous cars in the UK by 2020 “if the insurance problem can be solved”. The “insurance problem” is the question of who is responsible if a driverless car has an accident? Is it the driver (who probably wasn't driving), the other driver if there is one, the manufacturer, or the authority maintaining the road layout. It seems likely that the owner of the driverless car will be required to take out insurance that covers all four possibilities, which will be costly. As more autonomous cars come on the roads these costs will almost certainly fall, but unless a solution is found there seems no doubt this difficulty will slow things down for a while.

Early 2017 New Car Sales Start Strongly

Whilst it's widely expected that UK new car sales will slow after March the industry got off to a good start in January. Total sales were 3% up on last year and private sales 5%. Petrol cars outsold diesels for the first time for a long time, evidence of how this change is gathering pace I think?

Amongst the German prestige manufacturers BMW as expected after their massive December pre registrations did badly with 8500 sales whilst Audi achieved 11700. Both were soundly beaten by Mercedes at just over 13000, 10% ahead of last year. Can Merc keep it up? - time will tell.

European sales were even stronger, almost 10% up on 2016. Mercedes now leads Audi and BMW across Europe for the first time for a very long time.

Manufacturers Move Away From Diesel?

As I said last month this will be a slow process, but it seems that manufacturers are accepting there is no point in throwing millions at trying to develop diesel car engines to meet what are now the environmental requirements. Many (myself included) thought that as so often happens necessity would be the mother of invention, but there now seems a growing belief that this won't happen.

In fact the development funds are going into electric and hybrid power. In 2009 there were only 6000 electric cars in the whole World, these spread across 40 countries. By 2015 there were 1.2 million. And this growth in spite of barriers of cost and range. BP recently forecast there will be 100 million electric cars on the roads of the world by about 2030 as costs come down and range improves. At which time the problem becomes generating the enormous amounts of electricity required to recharge all these cars.

Costs are coming down principally because battery prices are dropping. Batteries account for a third of the cost of an electric car, so £8-10000 for a small one. Or of course you can buy a small petrol or diesel car for that!

Battery prices fell by 35% in 2015 and a further 22% in 2016, and these reductions are predicted to accelerate. It's expected that within 5 years electric cars will be the same price as internal combustion ones WITHOUT any Government subsidy. With all the environmental pressure there now is it's likely these subsidies will continue making electric cars cheaper than petrol or diesel to buy, and of course cheaper to fuel and maintain.

Range is still a problem for all but Tesla, but it is improving. And it's a question of horses for courses as well. In big cities electric cars and vans are pretty practical now for most users. Where I live in the Lakes they are not currently (forgive the pun!). It's those hill things that are the problem. A neighbour who runs a Mitsubishi Hybrid reckons he gets less than 20 miles range before having to switch to the petrol engine. But technology can advance at a fantastic rate. I see that Toyota are experimenting with solar panels on the roof now, and why not?

It's Official – 2017 WRC Cars ARE Too Fast!

Sorry to stray into sporting matters again, but I couldn't resist a follow up to the article I wrote a couple of months ago expressing concern that the 2017 WRC cars would be too fast for the roads they travel on, leading possibly to a major accident that could have dreadful consequences for the sport.

In the recent Swedish Rally Ott Tanak steered his M Sport Fiesta to fastest on one stage at an AVERAGE speed of 86 mph. This threw the FIA observer on the event into a panic, and he insisted that the second running of that stage be cancelled. So what did the FIA do next? Admit they should have known that if they allowed the cars to have more power, better traction, and improved aero they would be faster, and promise to do something quickly to sort the problem?

Not a bit of it! They blamed the organisers for choosing roads that were too fast and issued an instruction to all WRC events to select slower roads or risk dire consequences. Nice to know the governance of our sport is in good hands!

_Paul Gilligan

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WMC Club Charities for 2017

These are the charities we will be supporting with you collections at events and donations from our major rallies and show like Drive It Day.

West House: <http://www.westhouse.org.uk> West Cumbria's leading care and support provider for adults and children with learning disabilities; at home, in the community and in the workplace, hundreds of people are supported to live meaningful, rewarding lives.

Jigsaw: <http://www.jigsawhospice.org/> . Cumbria's Children's Hospice. We provide support to children and young adults with life limiting conditions throughout the county.

We have already made a donation to the **Penny Jones Animal Hospice** www.pennyjonesanimalhospice.org ; a family run retirement home for abused and neglected animals.



Photo from the Race Retro Rally Stage Demo

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

Well it's happened at last and we're now living in a post Bernie world which seems strange to be honest. Much of what I've read has been very complimentary to the little fella but from where I'm sitting there are plenty of negative outcomes of his long tenure at the top of the motorsport tree.

First and foremost is the way that F1 has more or less divorced itself from the rest of the motorsport world and created a club where the small team can't hope to take part. Look back at the likes of Rob Walker, Ken Tyrrell, Osella, Lotus, BRM, Penske, March, Minardi etc. etc. their like will never be seen again. Look at circuits we've lost Zandvoort, Imola, Kyalami, Brands Hatch etc. all replaced by Tilke creations with not an ounce of character, run off areas which place the spectator hundreds of yards from the action and all built in places where the locals care not a jot about racing.

Look at the pay drivers padding out the grid and all the truly potential greats who never get a look in. Look at the ridiculous races we have where tyres last a few laps and no-one, often including the team strategists, can work out what's going on but do know their best chance of doing well is down to timing a pit stop correctly. There are more areas I could mention but the list above probably makes my point, so I'll move on.

The future.

Well we've got Ross Brawn involved so hopefully that's a plus. There's talk of "ring fencing" the classic events, those with a history and not pricing them out of existence, another good idea. There's talk of internet involvement for spectators which I don't understand so can't really comment on, and there's plans to make the show appeal to a wider audience. It's the word show that worries me here, dear me it's a sport, but I suspect it'll turn into something resembling a cross between Glastonbury and the Royal Garden Party with a motor race tagged on to the end and a lot of the "must be seen to be there set" simply considering it a noisy inconvenience they could well do without. - We'll just have to wait and see.

Changing the subject. I see us diesel drivers are getting it in the neck again, but most of the reported problems are in big cities with those making the headlines being restricted to small areas of London. It's all reminiscent of the "smogs" of yore which were responsible for the countrywide "clean air act", even though vast swathes of our green and pleasant land had no problems. My diesel is very rarely used in a city, I walk everywhere, but a near neighbour's petrol on the other hand is driven in and out of the city at least twice and often three times a day, so which causes the more problems? I rest my case.

And finally, I couldn't help noticing the following fact in recent copy of Auto Express. In 2012 there were 2254 EV/PHEV vehicles in Britain and 2883 chargers giving 0.78 vehicles per charger. Last year there were 85983 vehicles and 11736 chargers making it 7.32 vehicles per charger so that's progress for you. -We can all rest peacefully now! -

Ends

AA

What's On

WMC events and other events of interest

March

4th	Sa	White Heather Tests (Gates round 1)
11th	Sa	Malcolm Wilson Rally
19th	Su	Novice Autotest
26th	Su	MG Cumbria, Roof of England Tour3
31st	M	ERA Flying Scotsman Trial (marshals needed)

April

9th	Su	Seagull Autotest
16th	Su	Rowrah Speed Test Day
17th	Mon	DDMC Sprint at Croft
23rd	Su	Drive It Day
29/30		BDMC Berwick Classic (Gates round 2)

Visit the Facebook page for the latest news or the webpage at
www.wigtonmc.co.uk

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ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

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