

Wigton Motor Club Ltd

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Start Line

Issue 07/17

www.wigtonmc.co.uk

July 2017

Fun in the Sun!

LDC proves to be highly popular



Full report next month

Motor Sport For All

Club Officials

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Wigton Motor Club Ltd Officials

<i>President:</i>	<i>Charles Graves</i>		
<i>Vice Pres.</i>	<i>Stan Glaister, Ron Palmer & David Turnbull,</i>		
<i>Chairman</i>	<i>Peter Garforth</i>	<i>`016973 21762</i>	<i>petergarforth@btinternet.com</i>
<i>Vice Chair</i>	<i>Jim O'Neill</i>	<i>01768 870236 j</i>	<i>imoneill023027@gmail.com</i>
<i>Sec/Editor</i>	<i>Graeme Forrester</i>	<i>01900 825642</i>	<i>gtfmg@yahoo.co.uk</i>
<i>Treasurer</i>	<i>Susan Eastwood</i>	<i>01697 323693</i>	<i>sweezyeast@gmail.com</i>
<i>Membership Sec</i>	<i>Maggy Bateman</i>	<i>016973 49919</i>	<i>wmcmembersub@outlook.com</i>
<i>Social Sec.:</i>	<i>Marian Sloan</i>	<i>01900 85833</i>	<i>mazsloan1@outlook.com</i>
<i>Child Protect.</i>	<i>Alan Jackson</i>	<i>01900 828428</i>	<i>bigwalk1@gmail.com</i>
<i>Equipment Officer</i>	<i>Graeme Mactavish</i>	<i>016973 44542</i>	<i>gmact123@gmail.com</i>

COMMITTEE MEMBERS

John Graham	01228 534483	jlg86mpa@hotmail.co.uk
Lynda Graham.	01228 534483	jlg86mpa@hotmail.co.uk
Andrew Graham	01228 534483	andy-lake3rec@hotmail.co.uk
Charles Graves	01768 776551	charles.graves@armathwaite-hall.com
David Wiggins	016973 49488	michellewiggins137@btinternet.com
Chris Leece	01768 867576	chris_1lowtherview@yahoo.co.uk
Paul Eastwood	01697 323693	paul.eastwood@carrsgroup.com
John Sloan	1900 85833	johnsloan02@outlook.com
Ron Palmer	01228 575153	ronpalmer777@hotmail.com
David Agnew	01946 841455	DAVIDWAGNEW@aol.com
Geoff Bateman	016973 49919	geoffbateman@hotmail.com

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Talking Point

Topical Comment from the world of motoring

We have a wealth of knowledge in the Club which is wonderful, as we get at least one query a week about cars in general or aspects of motorsport regulations. Usually if we can't answer the question we know someone who can. However last month we got a query about restoring a Sunbeam motorcycle so Maggie sent out a query via the emailer and we are really surprised by the number of helpful replies and contacts that came back that we were able to pass on.

Our Club is a community of motoring and motorsport enthusiasts who, by and large, are able and willing to help each other. Our hobby does rely hugely on volunteers to take place, whether it be for pub runs, autotests, rallies or the Show. That is where club run events score over those run by commercial organisations.

The more informal get togethers are proving popular such as the Drive It Day at Dalemain and our summer pub runs. We are trying a "breakfast" meet up this month and the lovely venue of Lingholm by Derwentwater. A number of breakfast meets take place in other parts of the UK so we hope there will be a good turnout but do let Ron know if you are coming so we have some idea of the numbers.

Next month of course we have our biggest public event of the years, the Classic and Motorsport Show at Dalemain. It's a great day out for car enthusiasts and a showcase for the club. There is a special rally car class this year so we want all types and ages of rally car to enter— entry forms are on the website, while we also want a variety of competition cars for the actual WMC stand.

At the time of writing we are just tidying up the paperwork after the LDC. It was very successful this year and all credit to David Agnew and the team. David put in a huge number of miles going over to Penrith from Egremont over the past few months. He would be delighted if we could get some more helpers from that area please. Many hands make light work!

Richard Hammond's crash in an electric super car raises many questions about the safety of electric cars in competition and it's something the MSA is looking at. However some of the stories about the crash do seem a bit far fetched. For example if it burned so fiercely for so long why had the tyres not melted?

GTF



Editor: Graeme Forrester

Email: gtfmg@yahoo.co.uk

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

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PDF Compressor Free Version Forthcoming Club Events

“Breakfast Meet”

July 9th

0900 until 1100

The Lingholm Kitchen, Portinscale, Keswick, map ref 89 or 90 /254223 approach through
Portinscale

There is no charge or entry fee. Good food and coffee available. Please let us know if you intend to come and we can advise the enthusiastic owner of Lingholm. ronpalmer777@hotmail.com

July Pub Run

Wednesday, July 12th

Starts east of 90/301241 signposted Burns it's 300 yards after the Keswick junction
a tour before a visit to G & D Classic's private collection of vehicles ,
please book your place so I know how many people to cater for £6 a head
07788510194 dak50@my-inbox.net and for more info. Brian Hodgson

July Autotest

Wednesday, July 26th

Brow Top, Branthwaite

Sign on 6.30 pm for 7pm start.

Entry by phone 07850392954 or email angelajjones20@googlemail.com .

Please state clearly AT/PCA and class entered to ensure the entry list is correct.

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!

Cumbria Classic Weekend

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August 19th/20th

"The Jim Clark" Rose and Thistle

Saturday, 19th August



Our 29th Annual Classic Tour

Entry forms on the website

Cumbria Classic & Motorsport Show

Sunday, 20th August

11 am until 4.30 pm

Dalemain

Super, Performance & Rally Car

Feature Display

Around 700 Classic Cars and One Make Clubs,

Autotesting and Motorsport displays

Entry forms for vehicles , clubs and trade stands are now on the website

PDF Compressor Free Version **PG** Tips

First up Barbon hill climb or the Barbon uphill water challenge as it should be known this year. I arrived at 8.15 am with Snotty on the trailer because I'd seen the weather forecast and the rain was torrential – I barely made it round the paddock and back out because the grass was so slippy and the paddock entrance was already starting to rut. I made the wise decision to park in the trailer park with the Yeti pointing downhill so that I could roll out of that area later in the day as required. The rain did stop...twice – for 10 minutes each time! To cut a long story short the track wasn't too bad because Liverpool MC who were running the event had found a culvert at the hairpin and cleared it so the customary stream across the track was diverted. It was very slippy though and more than a little scary trying to go flat out with barely treaded soft tyres into the hairpin.

Martin Breen who beat me in the July event on the last run of the day came a cropper in his V8 MGB colliding with the Armco at the hairpin (backwards) and then a Sylva kit car put a rod through its block before the hairpin and finished the course spreading oil on the track. The marshals were heroes and after an hour or so had cleared it up with a lot of fairy liquid and brushing, which allowed everyone to get a timed run in. Snotty was so full of water that most of the windows were steamed up – thank god I decided not to remove the fan and heater in my weight saving regime over the winter. By then the paddock entrance was so badly cut up every car trying to get to the course had to be pushed and the organisers threw in the towel, although not before I managed a re-run after being red flagged. Sadly I was robbed of 1st place by a Morgan V8 (no shame there) although I did get a nice dust collector tumbler glass for the collection, and Snotty still works! I will be back for the July 1st meeting...please god let it be dry!

As you may recall (or not) in last month's column I was awaiting the arrival of my VW Eos from Car Time in bury...the good news is that I have it! The bad news is, dodgy salesman Jamie Hollywood failed to have any of the things I had pointed out done to the car prior to it being delivered. No mats, no full tank of diesel, no repair to the rear inside trim panel, no cam belt replacement and no stamp in the service book. The guy delivering said the car had had work done because he'd seen it on the ramps but didn't know what, and he knew nothing about the rest of it. Several weeks on I am now involved in a heated dialogue with Car Time's complaint department and Jamie Hollywood is lying through his teeth saying he agreed none of the things I listed! The car has had some new tyres, a clutch and a new EGR valve so the time I waited was not totally wasted but the fact they haven't done the clutch is my main dispute with them. Delivery guy pretty much admitted Jamie was useless but the complaints people aren't giving anything away and seem to believe him over me – so much for the customer always being right. So far they have sent me mats and a touch up stick but no movement on the clutch...I am now threatening them with small claims court.

The fact they've given me the mats and touch up pen helps prove they realise he isn't reliable and I have various other bits of evidence to assist me including last month's PG Tips in which I listed the clutch as needing done. I also have an assessment sheet of the car by their own service department after it was traded in (that they inadvertently included in my welcome pack) and includes the cam belt as needing changed. They are supposedly checking their phone system to see if I mention it in the many calls I made. The problem being I mostly didn't get through to Jamie because he was too busy selling cars to new punters to speak to someone who had already paid! Grrrrrrr.

The car itself is rather good – the roof is mesmerising and very slick and thankfully also waterproof. The kids both love it to the point that even when it's raining Heidi insists on having the roof down...no I don't give in, I just have to live with her asking to open it every minute during the journey until she finds something else to think about. I now await the cambelt snapping to completely ruin everything about the whole saga!

Peter

Autojumble

Sales, swaps and wants!

Triumph TR4 1963



Fully restored in late 1990's. Also had in excess of £30,000 of work carried out by Revington TR and Sigma Engineering in early 2000's. Comprehensively uprated for road use, classic rallies, hillclimbs and circuits. 12 month MOT.

Big valve head with racing valve springs and fast road cam, balanced, tufttrided, crack tested crankshaft, 87mm Omega forged pistons and high grade liners, balanced aluminium flywheel, uprated timing chain, alloy radiator, Pacet electric fan, oil cooler, Facet fuel pump, thinbelt conversion/65 amp alternator, iridium plugs. Uprated clutch & gearbox with overdrive in 2nd, 3rd & 4th.

Chassis fully restored and strengthened, firewall, TR6 fuel tank. Revington rally suspension package with uprated front and rear springs, Koni Classic shocks, front and rear anti-roll bars. Surrey top with perspex rear

window and canvas detachable roof, rollbar, Corbeau Revington TR leather bucket seats, 4pt TRS harnesses, cut out switch, 15in 3 spoke wood-rim steering wheel. Competition front pads, servo assistance, stainless steel brake hoses. Original Minilites with 185/70/15 Hankooks.

Extensive paper history file. £23,000 call David Scott Aiton on 01573 410274

MG B Rally prepared



June 1974 MGB GT. 1.8 overdrive. Tax exempt. Colour is Ford's 'Radiant Red'. Sebring bodywork front and rear with fibreglass MGC bonnet skin. Full respray in 2014. Very solid shell. Competition anti-roll bar. Big valve head. Full length stainless exhaust. New minilite style wheels on snow tyres that have done 1000 miles. There are also 5 new road pattern tyres also with around 1000 miles on them. Gaz adjustable suspension all round with 18 settings. New Coil. New oil cooler. New electronic ignition. New fuel sender & pump. New windscreen. New electric fan. Interior is original but fresh and clean. New

MOT on June 5th 2017. Drives nicely. £4,495 ONO. 07824 847383.

Oils etc.

Silkolene 20/50 classic oil 5 litres for £16. 10/40 semi synthetic 5 litres for just £12 to clear.

Red rotor arms £6. Competition numbers 50p each

Barn storage: £50 per quarter.

MG ZR Express van, 2 litre turbo with big intercooler. Taxed and tested £500

MG ZR car without engine £50

Loads of new and pre owned MG B parts.

Ring Graeme on 01900 825642 or email gtfmg@yahoo.co.uk

The 10th Anniversary Gallop 2017 – The road to Ecclefechan and beyond!

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Question: How long does it take to put a Surrey top on a TR4? **Answer:** Eternity

Question: In the interests of marital harmony, how wise is it to run the gauntlet of a trip to Scotland with the top down? (You know - Scotland – the country with two seasons - June and winter.)

Answer: Not worth the hassle or the destruction of fingernails. Or the Chuckle Brothers impression for the benefit of the neighbours: “to me, to you – that’ll never fit on there..... no, back this waywhich bit of ‘back this way’ do you not understand? ”

So off we set for Gretna with the top well and truly “up” in blistering heat and a surprisingly good mood considering. On the way we were overtaken by a Bentley driven by Butch Cassidy and the Sundance Kid – aka Kirk and Alannah in matching cowboy masks – yeehah!

The usual formalities were quickly completed and final instructions received from our hosts and organisers, Ron and Christine, and the countdown began. Two coach loads of teenagers arrived in pursuit of Krispy Kreme doughnuts and effectively drowned us out as the decibel level rose to deafening – perfect time to leave.

Being experts in the art of reading tulip road books, we (that’s the royal ‘we’) hoyed a wobbler on the first instruction. What the book said was “Do not **join** the motorway”. What ‘Third in the Gates navigator championship 2016’ read (that’s me) was “Do not **cross** the motorway”. Awkward silence, followed by a bit of dithering Fortunately Geoff and Maggy in the Porsche executed a similar manoeuvre thereby saving me quite a lot of pointless excuses. Then we finally escaped the confines of the service area to the glories of the Scottish countryside.



First up was the village of Ae – officially the shortest named village in the UK, population 200, one blink and you missed it. Not so the 15,000 acres of forest which followed complete with potholes the size of meteor craters to torture the unwary. Drumlanrig Castle and its spectacular setting was our first port of call where we parked around the green and posed for photos and the consumption of that Gallop staple – the SCONE. The Schraiders in the TR4A sadly became the first casualty of the weekend with a damaged rear suspension, courtesy of the Ae potholes no doubt, and had to return to base to swap vehicles. Picturesque villages followed in quick succession as we sauntered through the likes of Sorn

and Moscow on our way to more sustenance at the Fenwick Hotel before moving to the delights of Dunlop and New Cumnock.

New Cumnock has the dubious distinction of being voted the “most dismal town” in Scotland -not by us, I hasten to add. The residents had put out red and white chequered flags and bunting everywhere and no amount of searching on Mr Google could shed further light on the reasons behind it so we can only assume it was for our benefit.....obviously. The Crocketts in the MGBGT V8 tried to get a chap on a mobility scooter on the bonnet at this point but both eventually emerged unscathed after handfuls of opposite lock and lots of evasive action.

Our headquarters at Drymen was reached without further notifiable incident – a quick turn around and back out for a tour of the Glengoyne Distillery. Of course, this is where the navigator wins out over the driver, the Scottish drink driving laws being as they are. So 50% of us knocked back a very pleasant dram of 12 year old malt and immediately became giggly and unsafe on the stairs.

Now, there are those who believe that Scottish food comes with its own defibrillator and is mostly based on a dare. Hardly surprising really when you take, for example, haggis (sheep’s innards nicely parcelled up in a stomach lining) or a calorie laden deep fried Mars bar or even the winning combination of macaroni cheese and haggis, together, in a pie. Not for the faint hearted or those of a delicate constitution – the husband loves it. But our evening meal at the Winnock Hotel was most enjoyable although the “kilted sausage” mentioned on the menu probably referred to the waiter wearing a skirt

rather than the promise of yet another culinary delight.

After dinner a presentation was made to Ron and Christine by the three couples who have completed all ten Gallops alongside our hosts: Hamish Macleod and Irene Minto, Ken and Glynis Rudkin and Malcolm and Ruth Moorhouse and also from past and present Gallopers in recognition and appreciation of their gallant efforts over the past decade – there wasn't a dry eye in the house.

The next morning dawned grey and wet and Hamish disappeared outside to rid the Bentley of the fishpond which had formed in the roof canvas while Kirk regaled us with a story over breakfast of how he had once been helped out by the RAC mopping up 2 inches of water in his driver's seat with incontinence pants. I didn't ask for further explanation and none, thankfully, was offered. We set off for Garelochhead and the unexpected and surreal appearance of a massive ocean going oil tanker lurking in the trees was rather disturbing amongst the stunning backdrop of Loch Long. Graeme told me later that there is enough oil stored in underground bunkers in nearby Glen Douglas to last the UK for 100 days should Mr Trump finally lose it. Not many people know that - always thought Mr Forrester had the look of a Cold War spy



Next on the agenda was a highlight of the trip - the Rest and Be Thankful hill climb. The adrenaline was pumping.....

Now, the husband is an excellent driver but has a few, shall we say, idiosyncrasies. Driving the “day” car he has the habit of smashing the hazards button to a pulp every time the driver in front looks like they might be even remotely thinking of braking. In the TR4 he has a similar preoccupation with overdrive, present, as it is, on three out of four forward gears. Of course, he generally forgets whether it's in or out until the revs drop unexpectedly and then there's a bit of flapping goes on.

So, we formed an orderly queue at the start line and were relieved to hear from Stephen, the land owner, that the cows and sheep had been removed and the road brushed free of the brown stuff ready for our “spirited but safe” ascent. Away we went, bent on a course record, tyres screeching, into second and the revs died. “B*locks” – his words not mine. My contribution was marginally more successful and involved taking 40 close up photographs of the dashboard. So the whole thing went rather well on reflection.

Everyone arrived intact at the top grinning like Cheshire cats – Duncan and Carol Kellett in the Gilburn mentioned that their Perspex windows opened outwards at the top when the car was driven at speed and the ever modest Clive Kennedy with his manager, Penny, gave it a bit of welly in the MGC and gave us a glimpse of how it could be done in the hands of an expert. What a great experience – our thanks to Diane and Stephen for allowing us to drive this road and undoubtedly making everyone's day.



Loch Awe and the Falls of Glen Orchy provided the first midge bites of the season before moving on to lunch in the midst of a monsoon. The journey back to Drymen via the spectacular scenery of the Trossachs provided the opportunity for a few mechanical niggles to surface. Jim and Anne in the MGBGT needed a push start, Tom and Barbara Atkinson in the Healey 3000 had an intermittent oil pressure warning light to distract them and, not wanting to be outdone, we acquired a stone in the brake disc. Fortunately nothing proved terminal.

Day three and we were on our way to Edinburgh via the Carron Valley to the Royal Yacht Britannia. The husband did his utmost to display his knowledge of nautical terms in an overly loud voice as soon as we boarded. Shouting “Ahoy in front and Avast behind” whilst innocently following a large American lady upstairs was probably unwise and the occasional “landlubber”, “poop deck”

and “futtock” were all thrown in at random intervals to add to the sense of occasion. The engine room was my favourite bit – all gleaming brass and copper with lots of what appeared to be plaster cast limbs hanging around the place. It was immaculate and reminded me of Malcolm Wilson’s workshop. There was a 1960 Rolls Royce standing on deck behind glass in desperate need of a paint job and even the placemats in the tearoom referred to “a Royal Escort” – not sure if it was a Mk I or Mk II – wonder if HRH does a spot of historic rallying in her spare time.....? Sadly she wasn’t available for comment as she was apparently down in the galley with a pan of chips on.

The final leg to Cardrona for a much deserved lunch took us across the “Black barren land that bears the name of Xanadu” (I’ve been singing that for three days so I expect you will be, too) and then it was all over for another year. Thank you to so many friends old and new for a superb weekend in great company.

And an even bigger thank you, again, to Ron and Christine for all their hard work giving us so much fun and memorable experiences. We’re still new to the Gallop so we hope there will be many more to come. We’ve got everything crossed!

Marian Sloan (aka Maz)



Championship News

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Club Championship Overall

1.	Rob Iveson	128 pts
2.	Craig Stamper	118 pts
3.	Peter Wright	114 pts
4.	John Holliday	101 pts
5.	Angus Cowan	96 pts
6.	Phil Hodgson	92 pts
7.	Jacqui Raine	86 pts
8.	Ron Palmer	68 pts
9.	Geoff Rae	68 pts
10.	Chris Hunter	65 pts

Ladies Club Championship

1.	Jacqui Raine	86 pts
2.	Fiona Tyson	46 pts
3.	Maggy Bateman	31 pts
4.	Lisa Thornton	24 pts
5.	Esther Bowness	22 pts

Autotest Championship Overall

1.	Peter Wright	114 pts
2.	Rob Iveson	108 pts
3.	Craig Stamper	103 pts
4.	John Holliday	91 pts
5.	Phil Hodgson	74 pts

FWD Autotest Championship

1.	Peter Wright	99 pts
2.	Craig Stamper	90 pts
3.	Jack Palmer	71 pts

RWD Autotest Championships

1.	John Holliday	121 pts
2.	Stephen Douglas	49 pts
3.	John Sloan	48 pts

FWD PCA Championships

1.	Geoff Rae	48 pts
2.	Phil Hodgson	46 pts
3.	Dave Garner	45 pts

RWD PCA Championship

1.	Angus Cowan	100 pts
2.	Ron Palmer	96 pts
3.	Ian Cowan	88 pts

Specials Autotest Championships

1.	Rob Iveson	120 pts
2.	Jacqui Raine	116 pts
3=.	Murray Walker	25 pts
3=.	Stuart Moffat	25 pts

Marshals Championships

1.	Graeme Forrester	95 pts
2.	Mary Parsons	70 pts
3.	Maggy Bateman	65 pts
4.	Eddie Parsons	60 pts
5.	Geoff Bateman	50 pts
6.	Steve Palmer	45 pts
7.	Fiona Tyson	30 pts
8.	David Wiggins	25 pts
9.	Marian Sloan	20 pts
10.	Nancy Moffat	20 pts

Club News

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

Gordon and Maureen Hind of Bitterlees

Alistair Murray of West Woodburn

Stuart Granger of Hexham

Katie Sutton of Silloth

Brian Robertshaw of Skipton

Bruce and Julie Reid of Rangiora NZ

Alex Willan of Sandside

Martin Taylor of Haverigg

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 wcmemsub@outlook.com

Marshal Force

Marshals are the life blood of our activities

The next one is the “biggy”

Cumbria Classic & Motorsport Show

August 20th

At Dalemain

We need around 70 marshals to make this run smoothly.

Please email Graeme on gtfmg@yahoo.co.uk

to offer to help.

Elderly Utterances

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The Voice of Experience!

Ron Palmer has his say

I don't care much for Donald Trump and his views on others and life in general but we must not judge all our friends across the water in the same way. An aunt of mine from Berkshire married a GI and moved to Atlanta Ga. at the end of WW11 and I met here frequently on her visits to the UK and indeed stayed at her family home at Stone Mountain. I was also privileged to visit the United States on a number of occasions in connection with both business and pleasure and enjoyed almost all of the experiences and the people I met. Some interesting motor related items which I thought sensible, and these were over twenty years ago, were:-

School children were transported in the rural areas in large yellow buses such as the ones you will have seen in some movies. When stopping to drop off or collect children the bus hazard lights are switched on and all other traffic stops and does not pass the bus in either direction until the lights are switched off. Sounds simple doesn't it and yet this has probably saved lives of many school children tempted to run across the roads. Only this week I was following a bus on the B5307 in our village which stopped opposite a sizeable group of children and parents waiting to cross the road and board said bus. This took some time as a constant stream of cars inbound to Carlisle drove past without a thought to stop for the group to cross. Narrow roads, very narrow pavements and inconsiderate motorists are a recipe for an accident.

The US postal delivery vans were right hand drive unlike the other vehicles over there. These were the equivalent of a Suzuki Jimny and enabled the posties to deliver mail to those cute domestic letter boxes without leaving the driving seat and risking the dangers of passing traffic. I did contemplate buying some of these used vans and importing them to the UK but it was not to be as straightforward as I wished and so that thought was abandoned.

Once in New Orleans and out with some pals taking in the night life and street scene we observed a female police officer (something about ladies in uniform especially packing a side arm) handling a traffic violation. This was a car having been parked the 'wrong way' at the kerbside, you know the way all taxis do here at home. This lady officer had summonsed a tow truck which arrived and proceed to remove the offending vehicle. Presumably the owner/driver would be reporting it stolen on his return but apparently parking thus was a violation. These are just three items which I think we could sensibly adopt over here. I'm sure there are several of our views on life which our friends in the States could adopt to their benefit i.e. gun law etc.

Having read this far you may wish to have a drive out early Sunday morning 9th July for a breakfast meet. Following the successful turn out for Drive it Day at Dalemmain the committee thought a repeat get together would be worth a try.

Venue – The Lingholm Kitchen, Portinscale, Keswick, map ref 89 or 90 /254223 approach through Portinscale. Timing 9am to 11am. Date Sunday 9th July.

There is no charge or entry fee. Good food and coffee available. Please let us know if you intend to come and we can advise the enthusiastic owner of Lingholm. ronpalmer777@hotmail.com 01228 575153.

Ron

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A new event for your diary!

Breakfast Club Drive-In Meet

Date - Sunday 9th July

**Venue – The Lingholm Kitchen Cafe, Lingholm Estate,
Portinscale, Keswick, CA12 5TZ**

Timing – 9am to 11am

Bring your Classic and kick tyres and talk for a couple of hours

There is no entry charge (pay for your own coffee and food) but please advise Ron Palmer in advance, by email, so that we are aware of how many cars to expect. Parking will be in front of The House and possible on the lawn if there is an excess – not in the usual car park used by visitors. Please treat this new venue with respect.

e-mail - ronpalmer777@hotmail.com or call 01228 575153



Dream Garage

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This month: Chris Spencer

The irony of writing this article while listening to Desert Island Discs on the radio is not lost on me. I grew up on our family farm, my father was an incredibly practical man. The farm workshop was where it all began for me. While other kids were nailing together pieces of wood to make their carts, I was welding mine together from reclaimed light weight tubing. I recall my father being instrumental in the conversion of a large ,cast framed, Atco lawnmower into a three wheeled buggy that we would ride on around the farm. I had a series of old motor bikes that I would fettle and ride around the fields. Looking back I had a comprehensive understanding of engines and most things mechanical from a surprisingly early age. Throughout it all my father's encouragement was a constant theme, little wonder then that my early experiences would lead to a life long love of cars.

I started an apprenticeship as a joiner in 1973 and in order to make the daily journey, from Lampugh to Cockermouth, I took delivery of a brand new 50cc Honda motorbike. Although this gave me a degree of independence it didn't really do a lot for my social life. I passed my driving test at the first attempt in 1973, my first set of four wheels was a 1969 Mini Van, it cost the princely sum of £180. Now in possession of my very own set of wheels, and my real independence, I did what a lot of lads did and smashed it up, twice in fact, but crucially, I repaired it myself. This experience was my introduction to body and panel work. Armed with a newly found confidence I then bought an accident damaged Mini Saloon and repaired it, followed by a MG Midget which I aquired from fellow Lampludlian and club member John Sloan, after he decided to take a closer look at the underside of a lorry in it.

Around this time I met my now wife, Barbara, we were married in 1980. Like the majority of couples starting out, life was then about a series of house purchases and renovations. Money was always tight and we ran a series of older cars which I kept on the road through my own efforts. It was around this time that one of our neighbours was selling his Volkswagen Beetle, I bought it and this really started something. I soon learned the mechanics of this car and with this came a real love and respect of its simple yet robust engineering. What followed over the next few years was a whole series of Beetles, some I kept for a while and some I simply did up and sold on. The love of these cars has stayed with me ever since. Classic Cars may be fuelled by petrol or such, but the Classic Car movement is fuelled entirely by nostalgia. So it is, that over the years, I have amassed quite a collection of historic VW restoration projects. What has largely evaded me is the time to undertake these restorations, with the exception of the Karmann Ghia that I currently use on many of the club runs. I am now very close to retirement and plan to spend as much time as possible in my large purpose built workshop.

I have only included one VW in my list of six cars. In truth, I probably own most of my dream VW's these include a 1949 Beetle, 1954 Beetle, 1956 Beetle, 1960 Karmann Convertible Beetle, 1960 23 window Samba Van.

Part of the dream might extend to a team of restorers taking up residence in my workshop!

1) VW worded an early Beetle advertisement by stating that "Ugly is only skin deep" Although I don't think of the Beetle as ugly, I have chosen my first dream car as an example of beautiful styling. There could have been others, 'E Type' for example, but I have opted for a

Ferrari Dino 246 GTS.





2) A natural crossover from my love of VW's, is the Porsche Marque. I have a particular liking for early models but I have chosen just one of these that I think epitomises their romantic thoroughbred styling.

Porsche 550 Spyder



VW Type 14A Hebmuller Cabriolet

3) Hebmuller & Sohn, coach building factory in Wuppertal Germany, was chosen by the VW plant at Wolfsburg to build its Cabriolet version of the Beetle. Production started in June 1949. Unfortunately the factory burned to the ground shortly after. A fire had started in the paint store and spread to the main production area. After a rebuild, production continued for a limited time but never really recovered. Finally the factory closed in 1953, production then passed to the Karmann factory. Only 696 Hebmuller cabriolets were ever built and only about 100 are known to survive. Hebmullers rarely come on to the open market, I recently saw one advertised for the equivalent of £150,000.



4) A few years ago I bought a single seat Formula Vee to compete with in the hill Climb arena. To me, the experience of driving a single seater in anger has a purity about it. My next choice is, in my opinion, one of the most stylish single seaters ever built, it is from my schoolboy era when formula one drivers were equally at home in Saloon, Indy or Rally Cars. A poster of this car, with my hero Jim Clark at the wheel adorned my bedroom wall. It would be a real bonus if my dream version was that car, an ex Jim Clark

Lotus 25



5) I have always been swept up in the romance of the golden age of motor racing, the Brooklands, cloth helmet era. I visited Brooklands a few years ago and was amazed at how steep that banking really is! I could have chosen a Blower Bentley or any one of the many marks that rose to prominence during this time. I am opting for an MG Q Type. There is something so pleasing to the eye when looking at a nicely proportioned light weight special such as this. This car would be my ticket into the historic classes in the Hill Climbing world, it couldn't fail to turn heads.

MG TA Q Type



6) One of my earliest memories is, as a small boy, standing outside my Godfather's home in Loweswater watching him wheel out and start up his Morgan Aero Super Sport. This memory has stuck with me. I remember thinking that I could actually see the engine working. I didn't know what the components were, but I watched the open rockers at work on the valve stems with a real sense of childhood awe. The whole car seemed to dance to the rhythm of the engine's thump. I still love these idiosyncratic little cars.
Morgan Aero Super sport

Article facilitated by Michael Marsland

Adverts

For Sale: CLARKE INSTANT GARAGE (re-advertised)

16 ft long by 12ft 3inches wide by 8ft 6inches high . 4.9m L x 3.7m W x 2.6m H)

Bought new and never used. Still in box has never been opened.

Cost new: £322.80 Asking for £100

Can be seen on Machine Mart website.

Can deliver free up to 50 miles or cost of fuel over 50 miles

Some Photos from MG Live!



Jottings

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In his column this month Andy Armstrong poses the questions to whether to have another diesel car or not. I had the same quandary earlier this year when I was updating the day car. A few years ago we were told that diesel cars were less polluting than petrol ones, now it seems “expert” opinion has changed, which perhaps says something about “experts”?

I’ve had two Mondeos in recent years, more or less the same car, but the first one had a Ford diesel engine and the second had a Peugeot diesel. The first one was very economical, on the regular run to Newport Pagnel it would do over 60 mpg, the second one was low emission so the tax was much cheaper but on the same run did about 52 mpg. So we had one car that had higher emissions but used less of the Earth’s resources or a low emission one that used more fuel. So while I paid little car tax on the second one I did pay more in fuel duty!

Anyway I opted for diesel again. I know various cities want to ban or charge us for visiting but in my view none of those cities are worth visiting anyway! I am very pleased with my Skoda Octavia Estate. Very nimble and does 64 mpg on the run south.

It does come with lots of “gizmos”, many I could do without. I do find “proximity warning alarms” annoying, they can be distracting and if someone walk past you at a junction it set it off. When you are maneuvering or reversing it turns the radio down and on a long run it tells you “Time to take a break”, or “would you like to know the location of the nearest fuel”. That’s quite apart from the many controls for your phone which I don’t need or the chilled glove box (I always though gloves were to keep your hands warm). It does lack a CD player, apparently now you are supposed to download music to some devise and then plug it in to a socket in the car. CDs are a lot simpler in my view.

As you all know a Skoda is an Audi without the stigma. Given my Skoda is so well equipped I did a check to see how different the equivalent Audi was. There is virtually no different except for one thing. Back in the 1930s there were a huge number of road accidents and manufacturers started to fit “trafficators” to cars to show when they were turning left or right. In the late fifties there were replaced with flashing direction indicators. In the twenty-first century Audi discovered that drivers of their cars did not use them so they stopped fitting them. Now they have had a change of heart and all 2018 models with haver indicators fitted but all Audi drivers will now have to go on a course to learn how to use them!

In other news, the next model BMWs will be fitted with audible warning devices that activate if the car leaves the outer lane of a motorway for more then ten seconds while 2018 Range Rovers will have a satellite positioning system to allow them to exactly straddle while lines and to drive down the middle of country roads without getting their wheels dirty.

I see that Amazon will be selling cars in the UK by the end of the year. That must strike fear into all the dealers who have those huge glass palaces around our towns and cities and all those who work there. Amazon also reckon that within ten years they will be supplying autonomous cars that will deliver themselves to your door.

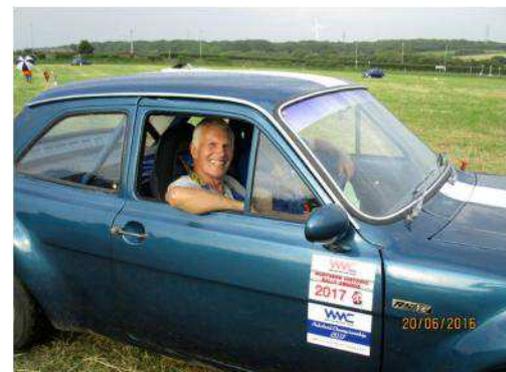
GTF

Hunter Autotest

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A very enjoyable night with twelve tests being run in under two hours. Excellent refreshments by Fiona.

Pos	Driver	Class	TOTAL
1	Jack Palmer	PCF	561
2	Rob Iveson	ATF	587
3	P. Wright	ATF	602
4	Chris Stamper	ATF	605
5	John Holiday	ATR	613
6	Angus. Cowan	PCR	621
7	Tom	PCF	623
8	Phil Hodgson	PCR	632
9	J. Rae	ATF	635
10	Roger Pope	ATF	639
11	David Agnew	PCF	647
12	C. Douglas	ATR	647
13	Jacqui Raine	ATF	654
14	Steve Fishwick	ATF	666
15	Ron Palmer	PCR	675
16	Brian Bradley	ATF	677
17	Steve Palmer	ATF	682
18	Megan Iveson	ATF	682
19	Drew McLean	ATR	690
20	G. Falcon	PCF	696
21	Edwin Cook	ATF	698
22	Sam Trotter	PCF	708
23	Ian Cowan	PCR	726
25	J. Purdham	ATF	740
24	Michael Cowling	PCF	742
26	Abby. Palmer	PCF	886



PDF Compressor Free Version *Navigators Wanted!*

In the run up to the LDC we got quite a number of drivers looking for navigators. Navigating can be great fun so it's worth just going through what the duties of a navigator are.

The role of a navigator is often said to be as an "office manager" for the car, while the driver looks after all things mechanical the navigator looks after the paperwork.

This starts with filling in the entry form. Now ask any entries secretary and they will tell you that about half of all forms are not completed fully, making more work for the admin team and in some cases the results team. Please check the form and the payment that you have made are correct before sending them.

When you get the final instructions, read through them carefully, ensure you have the right maps and navigation equipment. Ensure that you, the driver and the car reach the start at the correct time for the noise test and documentation.

Once you have received your rally pack, plot the route (with or without the help of the driver) and then go through the tests with the driver and agree what words you will use to describe each manoeuvre. You may wish to use highlighter pens to help you. Then check the time schedule and mark your due times at each test. Ensure you reach the first MTC on time.

When you complete a test always check the time with what the marshal puts down on the card. It's worth keeping your own record as well so you can compare times during the event.

At the lunch halt ensure that you hand in your time card and that you know your due "out" time at the next MTC. Many events are able to post interim results at lunch time and it's worth checking your times with those displayed.

At the conclusion of the event ensure you hand in your time card and your signed damage declaration card. Within the time allowed.

Provisional results will be displayed and signed as provisional. There is then thirty minutes for any queries to be made after which the results are then final and can't be altered. It's always worth checking your times and those of your rivals at this point in case of any errors. Once the results are final then the awards are presented.

After the event it's worth doing a debrief with the driver or even asking an experienced navigator or organiser for further advice.



It's great fun so why not give it a go?

GTF

Inside The Industry

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Paul Gilligan has his say

Brexit Dominates Industry

As I write formal Brexit negotiations are starting. Not surprisingly this subject is THE topic of discussion between manufacturers and dealers just now, and probably will be for a long time. The leading industry association the Society of Motor Manufacturers and Traders (SMMT) has called on the Government to reach an interim agreement with the EU “to prevent businesses collapsing after Brexit”. The motor sector faces “falling off a cliff edge” says the society.

56% of UK produced cars go to the EU. And it’s not just complete cars that are involved. Components shuttle between the UK and Europe, and vice versa, so cars can be manufactured. The Honda plant in Swindon, far from the biggest UK car producer, receives 350 truck loads of European sourced components EVERY DAY. Unless these components can be moved around a tariff free trade area without significant border checks the problems are obvious.

Meanwhile Brexit is cited as the most important reason in dealers becoming more pessimistic about their profits in the next 12 months, with 76% believing that Brexit will have an adverse impact. On top of that they have to cope with the rise of internet sales and continuing demands for manufacturers for investment in new showrooms etc, so a lot of furrowed brows around just now.

Now Apple AND Amazon Get Involved

Rumours that had long been circulating were confirmed recently, neither of which will improve the sleep patterns of manufacturer and dealer bosses.

First Apple finally confirmed that it is developing self-driving vehicle technology. Whilst not denying this previously they have simply dodged the question despite sighting of Apple test vehicles on California roads. Apparently Apple already have 1000 staff working on the project with more being recruited.

Then Amazon announced they intended to launch a pilot scheme selling cars in the UK “shortly” and admitted they were already recruiting car sales executives. As one industry observer said “From books to consumer electronics, Amazon has completely transformed the market wherever and whatever it has launched. Major motor dealers will be very worried, and if they’re not they certainly should be”.

Electric Cars To Be The Cheapest?

Well that’s what they think in California. One major study recently published there believes we are close to the “tipping point” where electric cars become genuinely cheaper and more attractive to the consumer than the internal combustion product. That tipping point they say is when electric car real world range is over 200 miles and the prices drop to \$20000 for a new car. Currently Tesla have that range but at a much higher price. Others are getting close on range but prices start at \$30000. Reduced battery costs are forecast to close that gap “quickly”.

Once purchased of course electric cars are much cheaper to operate. The fuel saving is obvious, but maintenance savings will be significant, and bring more bad news to dealerships. In the power train of an internal combustion car there are around 2000 components. In an electric car about 20! A friend of mine recently visited Paris on business. He’s a car nut so was interested that the taxi from the airport was a Tesla. He asked and the driver expressed himself very pleased so far with about 60000 kilometres covered since purchase. “How often has it been back to the dealer for service or repair?” my

friend asked. “Never” the driver replied, then proceeded to grumble that he expected to have to buy new tyres in the next week or two. Dealers who rely on service and repair work for most of their profits have something else to worry about!

Clean Air Zones Coming to UK Cities?

As I reported last month the Government has neatly passed the clean air problem to local authorities. Already the “Metro Mayors” covering West Midlands, Liverpool, Greater Manchester, and the West of England have come out in favour of the introduction of Clean Air Zones (CAZs) in their regions. London has already committed to a CAZ by 2020. Whilst not confirmed it is likely that a CAZ would set as minimum standards for cars and light commercials Euro 4 petrol and Euro 6 diesel. Congestion charges are also being considered, but outside of London there doesn’t seem to be much support for these.

The Mayor of London has just announced that by 2025 the minimum Congestion Charge for central London will be £25 and that this will apply to all but pure electric cars. The intention he said was for London to move to a future free of fossil fuels, conveniently forgetting that now and for the foreseeable future a considerable amount of the energy needed to recharge electric cars is produced from fossil fuels. All new taxis will need to be electric or hybrid from 2020.

Meanwhile the National Franchised Dealers Association has appealed for the authorities not to focus purely on diesel in these discussions. They rightly point out that diesel car emissions account for only 11% of the Nitrogen Dioxide in London and only 18% of roadside NOx across the UK. All the NFDA have asked is that the authorities look at the 89/82% of NOx emissions that come from other sources. Seems perfectly reasonable but that doesn’t guarantee success with politicians does it?

Vauxhall/Opel Forecasting Return to Profit – Again!

I think I’ve lost count of the number of times over the years that I’ve read a press release from Vauxhall/Opel (or GM Europe as it used to be) announcing the appointment of a new Chief Executive and his commitment to bring the company back into profit within a year or two.

Fact is they were all wrong – this company hasn’t made a profit since 1999! Now it’s been taken over by Peugeot Citroen the previous boss has left and been replaced by his number two. Who’s been given the task of making a 2% profit on turnover by 2020 and 6% by 2026. Some task for a business that hasn’t been in the black for nearly 20 years. I can visualise the 2019 press release now.....

Change At The Top For Ford

Last month I discussed the pressure Ford boss Mark Fields was under, and the two mags that have slightly later deadlines got a stop press from me to say he had in fact been shown the exit door on May 22nd. As mentioned last month Ford shareholders were VERY unhappy that the stock price had declined by around 40% in the three years since Mr. Fields took over. Ford has an unusual shareholding structure. There are two classes of shares a situation that enables the Ford family to have 40% of the votes even though they actually own less than 2% of the shares in issue.

Whilst unusual that’s the way this particular family operates. When Henry Ford II retired he remained as Chairman of the Company’s all powerful Finance Committee. As a friend of mine then senior in Ford of Britain said “That’s like leaving the building but taking the safe keys with you!”

Of course other Ford shareholders aren’t happy about this voting situation. Like all company shareholders they tend to be pretty quiet when everything’s going well, dividends are rolling in and the share price is steadily rising. However with the opposite being the case they came out in open revolt with almost 60% of non family shareholders voting for one share one vote irrespective of what your surname happened to be. Something radical had to be done and Mark Fields dutifully walked **the**

plank, the pain sweetened no doubt by a multi million dollar severance package. Now Jim Hackett (shades of Yes Minister) has been promoted to put things right.

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UK New Car Sales Continue To Decline

Everyone expected April sales to be lower after the rush in March to beat the road tax increases, but it disappointed many that May registrations were 8.55 down on May last year. Diesel car sales were down a whopping 20%, although diesel demand in the used car market remains strong.

From what I hear the showrooms are pretty quiet in June as well, so the industry is now very much looking to the next new registration plate in September to stop the rot. Whether this will happen or not depends very much on the how much coal (i.e. discounts) the manufacturers are willing to throw on the fire. Once September has gone we enter the always quiet months of the last quarter, so those missing sales targets or carrying too much stock must catch up before October.

Which means I think there will be lots of great deals flying around in September. I'm certainly advising our customers thinking of a new car to wait a little while.

What Price Originality?

Anyone involved with classic cars know that originality is very important and can make a big difference to a car's value. Even I know that but I was shocked about a couple of examples I came across recently.

Firstly I was chatting to a friend who used to run a Ferrari dealership and now supplies these and other prestige makes new and used. He'd come across what he described as "What could have been one of the very best Ferrari Dinos in the UK. Low miles, few owners, fully restored etc etc."

Problem was that all Dinos were originally supplied with black vinyl seat trim. The current owner has had that replaced with light tan leather (Crema in Italian). The car being of course red is now Rosso/Crema widely regarded as the best colour and trim combination for a Ferrari. Whilst I would have regarded this trim change as an improvement (PVC to Leather?) of course the originality has been destroyed.

This particular Dino my friend tells me could have been worth £400k with that cheap and nasty Black PVC trim (no longer available). With the "upgrade" to Crema leather it's now worth £300k. OUCH!!!

Then I was reading about an early E Type convertible. One of the very first released to dealers as demonstrators. This one was allocated to Rossleigh of Edinburgh. Who never registered it as a demonstrator? They may have offered test drives on trade plates of course, but after they'd had it about a month it was sold to a customer in Sussex who registered it as its first owner. Of course the waiting list was by then years long and people were paying 25% or more over list for a quick delivery, but the fine people in Rossleigh wouldn't have been tempted by that surely? Ron Palmer will understand.

The first 478 E Type Convertibles were fitted with external body latches. Then Jaguar deleted these in favour of twin internal releases. So the early cars are now very rare and highly prized. The car I've been reading about had a bonnet replacement at some time in its life so was missing those two tiny chrome teardrop external locks.

It's worth a fortune, but £70k less because of the lack of original bonnet locks!

Paul Gilligan

pg@gilliganvehicleconsulting.co.uk www.gilliganvehicleconsulting.co.uk
07785 293222

Andy's Armchair

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Andy Armstrong takes an irrelevant look at motoring and motorsport

As I'm sure hundreds of you will be desperately waiting for the answers to last months numbers quiz I thought I'd better start with them before rambling on about anything else.

- 1.The outer circuit lap record at Brooklands.
- 2.The date the current world land speed record was set.
- 3.The first world championship Grand Prix at Silverstone.
- 4.The death of Jimmy Clark.
- 5.The fastest ever speed recorded on the Mulsanne,pre chicanes.
- 6.The death of Ayrton Senna.
- 7.The date Brooklands opened in 1907.
- 8.The biggest mileage covered in the 24 hours of Le Mans.
- 9.Hopkirks competition number when he won the Monte in 1964.
- 10.The cubic inches of the famous 7 litre Ford V8 as fitted to Cobras etc.

There you are, if you got 10/10 without using any reference material you're as daft as me and should be considering treatment for OCD regards wasting brain cells storing rubbish, otherwise well done.

Moving on.

We were at Croft on the day of the big accident in the BTCC qualifying, but the weather was horrendous we'd headed home before it happened. We spent a good bit of time in the paddock and had a really good look at the saloons as they were queuing up to go out for both free practise sessions and I clearly remember drawing the better halves attention to how safe a modern racer was, the driver near enough central, massive multi point roll cages,cacoon like seats etc etc and how well protected they were. Needless to say I was proved wrong a few hours later, you simply can't appreciate what sort of impact must have occurred to end up with Luke Davenport being so badly hurt. It just goes to show that motor sport can still be dangerous even in our modern safety conscious world.

On the subject of safety, another motorcycle TT week has gone by and I heard that three riders had died. Year on year there always seems to be someone killed and you can't help wondering whether or not an average lap speed of 130 plus is simply getting too quick for all but the very best of riders to cope with.-surely there comes a time when technology becomes so advanced that the human brain can't react to the speed things happen. I'm beginning to wonder whether we're nearly at that point already to be honest!

Moving on to a less gory subject .I'm starting to think about my next car swap and have yet to get passed the obstacle of whether to stay with diesel, which I like driving or go back to petrol, which after 14 years away from I reckon might be a bit strange, particularly on the torque and consumption fronts.

Now obviously I have taken all the environmental debate into account but still can't help wondering what the truth of the matter really is. As far as I recall we were told to buy diesel as petrol was bad for us all, but it's changed around. I'd like answers to the following really. Have all the previous problems with petrol been miraculously cured? Can anyone guarantee that if I make the swap I'll not be on the losing side again in a couple of years? Finally where do I stand with the latest Euro 6 diesels, and as I never drive in a large city centre why should I be treated as harshly as those do? I reckon we'll all end up on pushbikes pretty soon but then we'll be accused of using too much oxygen when pedalling get's us out of puff.

Ends

AA

What's On

WMC events and other events of interest

July	1st	Barbon National Hill Climb	LMC
	9th	Breakfast Drive In at Lingholm	
	12 th	Pub Run	Brian Hodgson
	16th	Reivers' Raid Tour	MG Cumbria
	22/23	Classic Nostalgia at Shelsley Walsh	
	23rd	Northern Dales Rally	HDMC
	26 th	Grass Autotest	Willie/Angela
August			
	19th	Rose & Thistle	WMC
	20th	Cumbria Classic & Motorsport Show	WMC

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