

Wigton Motor Club Ltd

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Start Line

Issue 09/17

www.wigtonmc.co.uk

September 2017

Rare Standard Vanguard Wins Car of the Show



The very rare Standard Vanguard won the Car of the Show at our Cumbria Classic and Motor Sport Show on August 20th. Here the owner, Bill Powton, receives his award from Club president Charles Graves. The Show was very well attended with some 750 cars and an excellent turnout of spectators.

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> | | |
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Talking Point

Topical Comment from the world of motoring

Well the Classic Weekend went really well this year with a big entry of superb cars on the Rose & Thistle and decent weather, in contrast to the cloudburst last year! A trip to the Jim Clark Rooms and lunch at Floors Castle were the highlights of the Run.

For once we had good weather all day for the Show, in recent years a poor morning has turned into a good afternoon but by then Joe Public has made other plans. It looks if spectator attendance was well up on recent years while there were more cars, clubs and trade stands and everyone seems to have done well.

The success of the Show is down to the hard work by a sub committee and around 70 marshals on the day. It's almost an all year task and we will be soon looking at next year which will be the thirtieth so we will try and make it extra special.

We split running the show into different parts and each has a person in charge who then gets his own team together to carry out the jobs in hand. Roger Pope has done a brilliant job with the laying out of the markers and the new plastic markers have greatly reduced the time it takes.

Running any event is best run by a team and then everyone learns how things are done but feels responsible for their own part of the event. This is something we wish to encourage. There is no reason why everyone of our 750 members cannot contribute something to the club, however small that is. All events need organisers, marshals and we have a committee but there are many other ways people can help with getting venues, sponsors, advertisers etc. To use JFK's quote, **Ask not what your Club can do for you, but what you can do for your Club.** The fact that we are all volunteers keeps entry fees as low as possible, just compare our entry fees to that of HERO or some of the commercial classic shows!

Which brings me to announce that David Agnew is stepping down as lead organiser for the LDC so we need more people to join the team and to take on some of the tasks. Again if many people do a little, it's much better than a few people doing too much!

If you would like to volunteer then have a chat with David on 01946 841455
DAVIDWAGNEW@aol.com.

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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PDF Compressor Free Version Forthcoming Club Events

The "September Saunter"

Sunday 10th September

A gentle run of around 50 miles starting near Wigton in the large lay by on the A595, B5305 junction at grid ref:85/272470. Meeting from 2pm with the first cars away at about 2-30pm to hopefully reach the finish in time for tea and cakes (or coffee if preferred) around 4-30. Cost is planned to be £10 per car.

Please let me know by Thursday September 7th if you would like to take part. geoffbateman@hotmail.com or 016973 49919.

Solway Historic & Targa Rally

Sunday October 15th

Based in West Cumbria

Some exciting new tests!

Regulations will be emailed shortly and on the website.

Cumbrian Canter

Sunday, October 22nd

Start and finish near Penrith, 95 miles

Lunch halt at a great venue. Entry forms will be mailed

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!

PDF Compressor Free Version PG Tips



The show is looming and it's fair to say I have failed to have my yellow mk1 Skoda Rapid completely ready although it now has an MOT certificate and runs very well. After the body shop finished sorting out a few minor issues it went to JDM Dyno at Kirkbride to make it work properly and check fuelling etc. I am proud to say it has a whopping 63bhp.....which is 5 more than Skoda quoted for the car when it was new – mostly thanks to a sporty exhaust and a weber carb. Having driven it a few miles I have to say the engine is sweet and it bobs along nicely with sharp brakes and excellent comfy seats. What isn't so good is the gear change.

In fact it is truly appalling....definitely worse than it should be and something I need to sort. I hope it's the gear stick unit which just bolts out and for which I have replacements, however knowing my luck it will be something much more difficult! The car is basically ready for the show but some of the detail won't be sorted in the way I was hoping for its debut, however if I don't do the show this year who knows when I will actually do anything in it.

Snotty still works and I made the long trek to Scammonden Dam hillelimb in Yorkshire last week. The track is the service road for the dam and is short, very tight and twisty at the bottom that then leads into an open sweeping bend to the finish. Paul Eastwood made his first appearance at an event for 11 years in his newly acquired Alfa 33 (it's violet....you can't miss it!) so we convoyed down. It was a very relaxed event with no paddock layout, and other than having 2 batches there was no specific running order. With the course being so short we completed no less than 10 runs up the hill. After initially improving my time on the first couple of runs I then got stuck in speed event ground hog day continually posting 30 point something times.....it didn't matter what I changed or did differently when I crossed the line the clock started with 30! What I did discover was that I need some better engine mounts and over the winter I need to lower the suspension a little. Leaving the line at 6000rpm under hard acceleration the engine fairly moved around causing a knock on effect with the rest of the drive train, and on the twisty corners I could feel the body roll – all the weight saving earlier this year has left Snotty sat about an inch higher than before! I am not however doing anything until the season finishes...definitely not, must resist the urge to tinker with the car before the end of the season! Paul had a good day out in his Alfa finishing just over a second behind me after a great last run where he shaved nearly a second off his earlier best time. We are both off to Harewood in September for more of the same...except at Harewood it's all very organised and we won't get 10 runs but there will be bacon butties for breakfast!

In other news – on our family summer holiday in the Azores we had a new Vauxhall Corsa as our hire car....it was dull. Really dull, but quite well equipped, economical and comfortable. It's hard to know what to say about it, if you don't really care about cars it would do you fine. It looked like most Vauxhall Corsas I've seen in the last decade (although apparently it's a new model), felt well screwed together and handled well....they probably offer excellent deals on them at your local dealer!

Cumbria Classic & Motor Sport Show

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What a fantastic turnout of cars and thousands of spectators really enjoyed the variety of things to see and do. As well as the static individual cars on display there was an autotest, lots

of trade stands and varied clubs putting on some cracking club stands, a great effort by all concerned and very few people failed to turn up so no big gaps in the line-up of cars.

Lots of club members there exhibiting, marshalling, organising or browsing and the weather was dry all day after a week of very changeable weather. I am always amazed at the amount of effort so many people put in to make this event the success, all done on a voluntary basis, Goodwood and similar events are very slick operations but the people organising these events are being paid for it, Cumbria Classic show volunteers actually dip into their own pockets as it costs them money to get there to carry out their various tasks.

Entries secretary John Graham and family process all the 700 entries, send out acceptances, final instructions etc, their postman or post lady is probably off work now with a bad back. Graeme Forrester is of course the "man on the mike" announcing, interviewing, commentating and generally keeping the ball rolling. Dave Agnew is always loading or unloading trailers with equipment whenever you see him he works tirelessly at every event for the good of the club and club members.

Roger Pope and Phil Hallington control traffic as you enter or leave the field with their other buddies areas familiar a sight on the Reghed to Ullswater road as Dalemian House itself, in fact when travelling along the road when the show isn't on its as if a familiar building has been demolished..

There are countless other people doing equally important jobs so to all of them on behalf of all of those who appreciate the show and the work that is put into it we say a very big thank you and hope to see you all again next year. I am very pleased to report that our newest grandson Jamie attended the show he is now 12 weeks old, I hope he enjoys cars and meeting as many nice people involved with them as we have over so many years and hopefully for more years to come.

Keith Thomas



WMC/Gates Historic Rally Awards, 2017

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Round 5: The Blue Streak Classic Rally, August 13th.

Although I wasn't entered in the event, a quick look through the results showed that WMC/Gates crews were well represented among the forty four entries on Spadeadam Motor Club's Classic Rally.

Andy Beaumont/Andy Fish (Sunbeam Rapier) provided a master class winning the historic section and taking 1st O/A with 1569 sec's. Chris Hunter/Fiona Tyson (Mazda MX5) redeemed themselves after an uncharacteristic WT on the Northern Dales and took a convincing Targa win and 2nd O/A with 1647s.

Dave Agnew/Alan Jackson (Porsche 911) were back in action and took 2nd WMC/Gates Historic with 1803s and it was good to see Charles Graves/Ron Palmer (TR4) going well for 3rd WMC/Gates Historic with 1910s. John/Marion Sloan (Midget) dropped time on 1943s while Paul Slingsby/Michael Fox (MGB) appear to have started slowly before finding their pace for 2064s. Trevor Waldron/Jim Fee (Imp) completed the event with 2644s and Brian Bradley/Michael Marsland (Mini) had a day to forget and retired at lunch with a variety of mechanical maladies.

Chris Hunter is consistently quick this season and took a deserved class win and Philip Hodgson/Ian Giles (MX5) 1811s got ahead of Geoff/Maggie Bateman (Peugeot 205) who had 1970s. Stuart Leighton/Anthony Coates (Micra) had 2150s and Dave Winter (Fiesta) 2293s.

Other interesting entries included Kevin/Philip Savage in the tiny Suzuki Ignis taking 3rd O/A on 1673s - perhaps best known for his navigational prowess Kevin has also been a successful BTRDA autotest competitor in the past and hasn't lost his touch. Andrew Graham/Kat Sutton took their Puma to 1787s; Mike Dent left his Imp at home (did I hear a general sigh of relief?) and turned up in David Marsden's Escort but a snapped clutch cable caused retirement at lunch; and, Dan/Jack Willan gave Simon Frost's stage prepared Clan an outing but also retired with a mechanical at lunch.

Crews had a challenging and busy day out with Spadeadam Motor Club and hopefully will be ready to do battle again on the next Round - the Doonhamer. Holidays over and hay gathered in (if it stops raining for long enough!), Dave and I will be back to join the fray.

Mike Garstang.

Cumbria Canter

The run will take place on Sunday 22nd October and will start and finish in the Penrith area and will be approximately 95 miles in length. It will comprise approximately 60 miles before a lunch stop with a further 35 miles in the afternoon for those who wish to do it. The run will be organised as a Touring Assembly and will be run under the appropriate MSA permit. The morning run will be taking entrants in a westerly direction from Penrith and will hopefully include an opportunity for a "comfort stop" somewhere around mid- distance. A lunch stop is planned and it is hoped to have display parking at the venue which will allow participants to have some time to explore some of the venue. Catering at the venue is subject to confirmation but is available on site, or it will be possible for entrants to make their own arrangements on the day or even bring a picnic. For those who may prefer a shorter run there will be the facility to leave from the lunch stop venue to go directly home or spend more time exploring the venue. For those who wish, there will be an afternoon section which will go out to the East of the Penrith area for around 35 miles to finish at a venue within 10 miles of Penrith and with easy access to the M6, A6 and A66.

It is intended that signing on will start from 9 am at the start venue in or close to Penrith, with the first cars to leave at 10 am, depending on numbers. It is envisaged that cars will reach the afternoon finish between 3 and 4 pm which will hopefully allow participants to get home in reasonable daylight as the sunset time is 5.58pm which should allow a reasonable light level (subject to weather conditions) until about 6.25 pm.

Bo'ness Speed Hillclimb 2/3rd September

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2nd/3rd September is the date of one of the best speed hillclimbs in the country which takes place at Boness near Edinburgh on the Firth of Forth, very important not to confuse it with Boness on Lake Windermere.

The entry list once again is way oversubscribed but as the regs clearly state entries are allocated on first come first served basis, anyone seriously wishing to compete got their entry in months ago and as soon as payment was cleared a confirmation of entry was sent to competitors.

Recently VSCC and other clubs informed people who entered as far back as May for August events that their entry had been refused as the events were oversubscribed. This is very upsetting for those concerned as holidays and accommodation were booked and cancellation of hotels and B&Bs incurs financial losses to either competitors or property owners as well as causing friction between various parties.

Once again, a number of people with local connections are entered including Adam & Dick Smith with their very potent Fraser Nashes, David and Ian Smith driving one day each in their Alvis 12/70 which again is a rapid car. John Hunter is doing both days in his lovely Riley TT Special one of the nicest cars in the event, near neighbour Martin Breen has one of the most powerful cars entered. This V8 MGB sounds and looks fantastic and has a remarkable turn of speed in reverse as Martin kindly demonstrated at Barbon when he spun the car in pouring rain just as he approached the Armco at the hairpin leaving part of his tail light on the Armco but with very little other damage. This was a trick that would be unrepeatable the incident could have ended so differently, I presume he had a St Christopher key ring rather than an MG one. Another entry is Marcus Bewley who states his home town is "Scaryport", not sure what other residents of Maryport think of his description of their town but he is in his usual Triumph GT6, always as entertaining out of the car as in it.

Geoff Mansfield has a choice of cars, Jag E Type and Jag Cougar Special that once belonged to Simon Taylor, plus a couple of Triumph TRs, which is very appropriate as he and his lovely wife Sheila ran the TR centre in Sedgefield for many years and they were great people to deal with, both having vast knowledge and their advice was really appreciated by everyone who dealt with them as I did. After selling the TR centre they had a classic car transportation business and moved classic and racing cars all over Europe each week including all the Silverstone racing school cars of which there were about twenty-eight cars at each event. They transported all the James Bond cars to various film locations including the underwater one which posed immense problems getting onto the transporter as well as David Beckham's cars each time he moved football clubs and houses. Both Shelia and Geoff drove articulated covered transporters and they had in total no less than nine articulated transporters at the height of their business. You will now have a clue who it is if you see a Range Rover with a double deck trailer carrying two cars up the M74 towards Edinburgh first week in September.

Chris Spencer is raring to go in his immaculate Scarab racing car, he is an adrenaline junkie of course as for many years he was a pilot of microlight planes, yes that's it you remove the engine from your lawnmower, grab a kite from Woolworths, join the two together and take to the skies like a bird. All this of course used to take place at Lamplugh at exactly the same location that the RAF Tornados, F15 fighter jets and Hercules transport planes lock onto and use for their low level flying practise. Hard to know whether a relatively slow approach of a Hercules or a rapid collision with a jet was a thrill awaiting you awaiting you each time you took off from your own private airstrip behind the house.

Long term competitor Peter Speakman from Broughton in Furness has a couple of cars entered both originally built by a guy called Jack Fisher who died recently, one rather like a Mini Gem with a Cooper S engine and one a masterpiece in construction with literally thousands of rivets each one perfect in alignment joining up sheets of aluminium to form a wonderful racing car powered by a fantastic Twin Cam Alfa Romeo engine. The latter car has put up FTD several times over the past three or four years.

My 1172 Buckler almost knows its own way to Boness to compete on both days but hopefully it will hold together this year and go well, last year a cross pin sheared in the diff and a few years ago the head gasket failed leaving me insufficient time to carry our repairs which was really frustrating.

So all set for a great weekend, a massive classic car show, Scotland's foremost trailer centre selling trailers from Brian James, Ifor Williams and others all on the same stand, here you get a real chance to compare them. You can buy a Morgan, Porsche or Ford car from the dealers represented, Jim Clark Trust will be raising money to enlarge the Memorial rooms in Duns and a other exhibitors have everything else you could wish for. Competitors cars will be shown on large screens as they tackle the hill and a grandstand and proper toilets ensure spectators are well looked after.

Cost for adults is £10 on Saturday £15 on Sunday with children under 15 free or if you are a Bowness member entry is free but don't forget your membership card. Car parking is free and a park and ride is in operation, visit Bowness website or programme your satnav to EH51 0PR.

Keith Thomas.



**Photos from the
2016 event.**

Championship News

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Club Championship Overall

| | | |
|-----|---------------|---------|
| 1. | Rob Iveson | 165 pts |
| 2. | Craig Stamper | 140 pts |
| 3. | John Holliday | 124 pts |
| 4. | Jacqui Raine | 116 pts |
| 5=. | Peter Wright | 114 pts |
| 5=. | Phil Hodgson | 114 pts |
| 7. | Jack Palmer | 106 pts |
| 8=. | Angus Cowan | 104 pts |
| 8=. | Chris Hunter | 104 pts |
| 10. | Ron Palmer | 79 pts |

Ladies Club Championship

| | | |
|----|----------------|---------|
| 1. | Jacqui Raine | 116 pts |
| 2. | Fiona Tyson | 70 pts |
| 3. | Esther Bowness | 45 pts |
| 4. | Maggy Bateman | 44 pts |
| 5. | Angela Jones | 42 pts |

Autotest Championship Overall

| | | |
|----|---------------|---------|
| 1. | Rob Iveson | 131 pts |
| 2. | Craig Stamper | 125 pts |
| 3. | Peter Wright | 114 pts |
| 4. | John Holliday | 111 pts |
| 5. | Phil Hodgson | 91 pts |

FWD Autotest Championship

| | | |
|----|---------------|---------|
| 1. | Craig Stamper | 113 pts |
| 2. | Peter Wright | 99 pts |
| 3. | Jack Palmer | 95 pts |

RWD Autotest Championships

| | | |
|----|-----------------|---------|
| 1. | John Holliday | 146 pts |
| 2. | Stephen Douglas | 49 pts |
| 3. | John Sloan | 48 pts |

FWD PCA Championships

| | | |
|----|--------------|--------|
| 1. | Sam Trotter | 66 pts |
| 2. | Steve Palmer | 65 pts |
| 3. | Dave Garner | 63 pts |

RWD PCA Championship

| | | |
|----|--------------|---------|
| 1. | Angus Cowan | 123 pts |
| 2. | Ron Palmer | 120 pts |
| 3. | Phil Hodgson | 96 pts |
| 4. | | |

Specials Autotest Championships

| | | |
|----|---------------|---------|
| 1. | Rob Iveson | 145 pts |
| 2. | Jacqui Raine | 139 pts |
| 3. | Stuart Moffat | 49 pts |

Marshals Championships

| | | |
|------|------------------|---------|
| 1. | Graeme Forrester | 120 pts |
| 2. | Mary Parsons | 85 pts |
| 3. | Eddie Parsons | 75 pts |
| 4. | Maggy Bateman | 70 pts |
| 5. | Geoff Bateman | 60 pts |
| 6. | Steve Palmer | 45 pts |
| 7. | Duncan Kellett | 40 pts |
| 8=. | David Wiggins | 35 pts |
| 8=. | David Agnew | 35 pts |
| 10=. | Fiona Tyson | 30 pts |
| 10=. | Chris Leece | 30 pts |

These are the latest positions in the WMC organised competitions this year up to and including the Branthwaite autotest organised by Angela Jones and Willy Jarman. The Overall Championship leader is Rob Iveson with a great total of 165 points accumulated from all six autotests and both club rallies. Jaqui Raine leads the Ladies Championship with an impressive 116 points, 46 points clear of Fiona Tyson in second place so far.

The new for 2017 Autotest Championship is also being led by Rob Iveson with a total of 131 points but he is being closely chased by Craig Stamper on 125 with Peter Wright in third with 114 points, so it's becoming quite a close competition, with all to play for, as we enter the second half of the season.

The specific autotest class championships have been quite interesting with Craig Stamper leading the Front Wheel Drive Autotest competition by 14 points from Peter Wright, whilst John Holliday reigns supreme in the Rear Wheel Drive Autotest class with an unassailable lead of 146 points.

The Front Wheel Drive PCA competition, however, is really close with only 3 points separating the first 3 places as Sam Trotter has moved up to lead with 66 points from Steve Palmer on 65 and Dave Garner on 63. The Rear Wheel Drive PCA competition is also getting very close with Angus Cowan leading on 123 points but being hotly pursued by Ron Palmer on 120 with Phil Hodgson coming up fast in third with 96.

Rob Iveson and Jaqui Raine have pretty much cleaned up in the Specials class with 145 and 139 points respectively and cannot now be caught before the end of the season.

The Marshals Championship continues to be headed by Graeme Forrester who has provided an excellent results service throughout the competition to date, with the ever-present pairing of Mary and Eddie Parsons bringing up 2nd and 3rd places, ahead of Maggy Bateman in 4th place.

Geoff Bateman

Cumbria Classic Weekend

This year's Cumbria Classic Weekend proved to be one of the most successful yet. On Saturday around 80 cars took part in the Rose & Thistle Challenge Run from Carlisle to Duns to visit the Jim Clark Rooms which is being refurbished. Lunch was taken in the wonderful settings of Floors Castle. A donation of £1000 to the Jim Clark Room Refurbishment Appeal is being made.

On the Sunday some 750 cars gathered at the wonderful setting of Dalemmain Mansion near Ullswater for the Cumbria Classic & Motor Sport Show. Warm weather brought out the crowds for one of the best attendances of recent years.

Super cars, rally cars and performance cars were the featured classes this year with some superb cars including Ferraris on display. As usual the grass autotests were very popular and several new participants took part. As well as an increase in individual entries there were several new clubs putting on displays and the best Club display was by the Riley Motor Club followed by the Lakeland Land Rover Meet and the Skoda Club.

The top three cars in each of the 20 classes gathered in the arena at the end of the afternoon and voted for the Car of the Show which was the Standard Vanguard of Bill Powton.

There was an increase in the number of trade stands and all did very well including the new craft stalls.

Next year's show, on August 19th, will be the 30th and watch out for some special features.

Cumbria Classic & Motorsport Show

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Awards List

| Award | Number | Car | Owner |
|------------------------|--------|--------------------------|------------------|
| Class A 1st | 29 | Rover 2 litre | A. Wright |
| Class A 2nd | 17 | MG SA | D. Saul |
| Class A 3rd | 23 | Riley TT Sprite | J. Hunter |
| Class B 1st | 16 | Standard Vanguard | W. Poulton |
| Class B 2nd | 1 | MH ZA | S. Wallace |
| Class C 1st | 15 | Triumph TR2 | T. Trinder |
| Class C 2nd | 12 | Jaguar XK150 | A. Harrison |
| Class C 3rd | 2 | Austin Healey | I. Clayton |
| Class D 1st | 19 | Jaguar E type | D. Quayle |
| Class D 2nd | 5 | Austin Healey 3000 | R. Murray |
| Class E 1st | 2 | MG B GT | M. Silvester |
| Class F 1st | 5 | Ford Cortina Mk 1 | J. Scott |
| Class F 2nd | 2 | Rover P6 | B. Barker |
| Class F 3rd | 8 | Ford Anglia | G. Wright |
| Class G 1st | 14 | MG B Roadster | G. Woodhall |
| Class G 2nd | 4 | Triumph Stag | L&J Dykes |
| Class H 1st | 8 | Datsun 260Z | D. Grandison |
| Class H 2nd | 3 | MG BGT | J. Nelson |
| Class I 1st | 2 | Ford Capri 3000 | S. Handley |
| Class I 2nd | 15 | Rover P6 | J. Ward |
| Class I 3rd | 17 | Ford Capri 1.3 L | R. Garbutt |
| Class J 1st | 12 | Jaguar XJS | R. Creadle |
| Class J 2nd | 4 | MG F | S. McNultie |
| Class K 1st | 31 | Renault GT5 | A. Brunskill |
| Class K 2nd | 25 | Skoda Rapid | P. Garforth |
| Class K 3rd | 33 | Ford Escort RS2000 | M, MacMechan |
| Class L 1st | 15 | Ford F2 Pickup | C. Wyberry |
| Class M 1st | 14 | Sabre | W. Paul |
| Class M 2nd | 12 | Jaguar C Type | J. Harrison |
| Class N 1st | 5 | BSA B34 | M. Holliday |
| Class O 1st | 5 | Ferrari Mondiale | E. Rayburn |
| Class O 2nd | 2 | Ford Sierra | M. Petty |
| Class P 1st | 4 | Vauxhall Chevette | P. Whitford |
| Class R 1st | 2 | Ford escort Mk 2 | G. Miller |
| Class Y 1st | 3 | Vauxhall Nova | J. Walker |
| Clubs 1st | | Riley | |
| Clubs 2nd | | Lakeland Land Rover Meet | |
| Clubs 3rd | | Skoda | |
| | | | |
| Car of the Show | | Standard Vanguard | W. Powton |
| | | | |

PDF Compressor Free Version **Classic Show Photos**

Club News

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

| | |
|----------------------------------|--------------------|
| Gerry Braithwaite | of Stainton |
| Richard and Joanna Backhouse | of Maulds Meaburn |
| Peter Beattie | of Carlisle |
| Michael Griggs and Linda Palmer | of Great Broughton |
| Peter and Barbara Whitford | of Stowlangtoft |
| Andrew Bailey and Julie Sullivan | of Haltwhistle |
| Ken and Helen Grimes | of Innerleithen |

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

Marshal Force

Marshals are the life blood of our activities

The **Solway Rally** takes place on Sunday 15th October 2017

The rally is based in and around the Workington area and this year we have an exciting new and different venue which is going to make the event be really good fun.

This of course means I need marshals to assist to make this event happen and be a success.

What's on offer - apart from offering a good days motor-sport, all marshals also receive an excellent free meal at the finish and the usual goody bag!

If you can help out please contact me either by email or phone at the following:

email: duncankellett@gmx.com

Mob 07713 784785

The Blue Streak Targa Rally – August 2017

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Mike Garstang is much better at this than me but Uncle Graeme asked me to do a brief report on the Blue Streak – sadly it won't be in the same league as Mike's but here goes:



The husband decided to drive the forty or so miles to the Golden Fleece at Rulehome, Spadeadam's headquarters for the day, whilst I followed on behind in the Landrover at a safe distance. There were two reasons for this. Firstly, it avoided use of the trailer and all the positive life affirming experiences that entails and secondly, it allowed me to carry the 10 gallons of spare fuel necessary to avoid the complete embarrassment of running out of petrol – like we did on the LDC. And can I just say thank you to all our very kind friends for reminding us of that fact with monotonous regularity over the last few weeks? And another, this time sincere, thank you to that wonderful chap and fellow Midget enthusiast, John Holliday for coming to our rescue - on more than one occasion.

So – a good turn out from Team Wigton with around equal numbers of historics and targas but with about twice as many targas entered in the event overall – a sign of the times, perhaps? There were some new venues this year on Carlisle airfield with several tests surrounded by relics of an earlier age in aircraft history with names like “Phantom” and “Vulcan” to conjure with.

Test one was very tight with one cone K hiding furtively in long grass to catch out the unwary. We watched as Andy Beaumont and Andy Fish in the Sunbeam Rapier careered around with only the roof occasionally visible and then they suddenly reappeared halfway up the bankside to finish with a flourish – ta-dah! Crikey – it was like the Serengeti out there. “Right of F and 90 left to left of K” (me - in

control of the situation) “Where the effing hell is K?” the husband sounding on the verge of hysteria.....we were saved by the miraculous appearance of K more by good luck than good management so we didn't fall at the first hurdle. Fortunately, calm was restored when the next three tests appeared on the runway with cones spaced at a distance to encourage something a bit less frenetic and a bit more in control. Still no earth shattering times to record but still clear and still in one piece.

Then it was off to the quarry at Kirkhouse – an old favourite full of mud and water and potholes. Bertie and Louise in the Mk1 Ford Escort were ahead of us providing the entertainment and

made a tidy job as usual. A wall of water appeared seconds before they did on the finish line and then completely engulfed the bonnet – cue: big grins all round.

We got back to rally headquarters for a breather to compare notes and potential mechanical problems and for the usual undermining and general banter to take place. Off again for a second go at the morning tests before lunch and a further damage assessment. Chief gastropod Brian and Michael in the red Mini were struggling with steering problems and eventually had to retire hurt on safety grounds with a loose ball joint. David and Alan in the Porsche had lost a rear light cluster and by some fluke managed to rescue it in one piece thereby saving a small fortune in replacement parts – lucky eh, David.....?

The second part of the day was over by Gretna via a trip up the M6. Five tests to be completed twice – some were familiar some not. The water splash on test 12 brought back memories of 2015 when several cars fell victim to the damp. Maggie and Geoff in the Peugeot 205 had an unexpected jet of water enter the cockpit via the gear box housing to distract them as Phil James clicked away getting the best





shots of the day. We had to queue at the start and the Midget got a bit hot and started to misfire but we soldiered on – like you do. Did I mention that we had lost reverse gear as well by this time? Let's not turn a drama into a crisis. Lot of spluttering and cursing but we made it to the end with a woeful time and then conked on the road outside the test. An overheated coil was diagnosed so we poured cold water on it and got the prayer mats out. Result! We lived to fight another test – in this case a wrong test. And it was my fault – missed a cone out in my notes so we passed

two of them on the wrong side – oops. It's always best to hold your hands up and confess to being a complete numpty in these circumstances - the husband, of course, looked relieved it wasn't down to any error on his part and felt exonerated from all previous misdemeanours.

We then encountered John and Allan in the white Midget at test 13 getting down and dirty with one of the rear wheels off. The bolt fixing the leaf spring to the bodywork had sheared apparently so they had to nurse the car gently back home to Carlisle with a temporary repair. Undeterred, they returned in the day car and helped out marshalling for the rest of the event – you can't keep a good man down.



Chris and Fiona in the MX5 had a brilliant day by all accounts, sadly we didn't witness any of it, and came in second overall to the two Andys in the Sunbeam. Third overall was the Savage boys in the, wait for it, Suzuki Ignis – well done to them, too. We managed to win our class mainly because everyone else in it had retired.....in fact several Wigton members walked away with prizes – Charles & Ron, David & Alan, Andrew & Kat, and not forgetting Phil & Ian. Commiserations to those who didn't make it to the end – I know how you feel. The results are on Spadeadam's website if you want to torture yourselves with what might

have been.....

Thanks to everyone at Spadeadam who organised, marshalled so cheerfully and generally made sure we all had an excellent event – and the steak pie was spot on!

Cheers!

Marian Sloan (aka Maz)
Photos by Tony North as usual!

PS The Midget is now in the capable hands of Archie Simmonds performing his magic on the gear-box – see you all at the Doonhamer!

Elderly Utterances

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The Voice of Experience!

Ron Palmer has his say

I was at a store checkout this week when the cashier asked if I would like a free motoring magazine. Yes please - and a copy of Motorz Weekly was in my hand. This is a Glasgow based publication full of all sorts of adverts one of which caught my eye on page four. Digital Mileage Correction – ‘mileage altered to any mileage of your choice’. Now we used to call this clocking in the motor trade and it was (is?) illegal although in the pre electronic years you only had to look at the uneven line of numbers in the speedo to guess the worst. But now it’s advertised alongside performance tuning, air con recharging, 4 wheel laser tracking and fuel injector cleaning and I can only assume it’s using the resultant fiction to sell a car that is against the law not spinning the numbers. The following pages listed a healthy number of older used cars for sale many with surprisingly low mileages...

Spadeadam Motor Club ran the enjoyable Blue Streak rally on 13th August and attracted a healthy 46 car entry many of which were strongly competitive. The flying Chris Hunter and Fiona in the MX5 (now which car should I take today?) were second overall – congratulations - and first Targa behind the flying Rapier Holbay of Andy Beaumont and Andrew Fish who once again were the class of the field – must get some orange paint for our wheels. The ratio of Classics to Targa cars is slowly sliding in favour of the Targas and I wonder how long it will be before the old cars disappear from local events, maybe something to do with values. I mentioned to David Agnew that a ‘60s 911 is on sale somewhere at £195,000 plus and he suggested to Alan the navigator that they should put it on the trailer and head for home. Strange that he had his lunch in the car and there was a strong Securicor presence at the finish. No laughing matter as recently there was a 911 stolen at the finish of a classic rally in Holland and it will no doubt be rendered down to parts by now.

The ‘Jim Clark - Rose and Thistle’ attracted a fine entry - quality, variety and quantity on the traditional Saturday run prior to the Dalemmain Show. The route headed north to Duns for a visit to the Jim Clark rooms which building is soon to be extended to include a showroom and display area for one of his racing Lotus cars. There has been a big charity push to get the necessary funds and we will be donating £10 per car to the fund, the exact amount to be announced in next Start Line. After 30 minutes in Duns we headed to Floors Castle, Kelso for a light lunch before the final leg back to Carlisle. We really do admire all those owners who bring out their treasures for our 162 miles run through the Borders with many also entered for the Sunday Dalemmain Show. I hope Graeme has space for a start list which demonstrates the rich variety of cars we have within the club.

Dave Nicholson sprang a surprise on us with the route of his pub run on the evening of 2nd August starting from the Braithwaite lay by on the A66. Nothing unusual with that but we then headed south to Grasmere, this area last used by us on a run organised by Philip Thompson from Amble-side. Being a 7pm start the roads were quiet with no walkers or cyclists (in the pub by now) and very few other cars. After going round the back of Grasmere to Red Bank we headed down to Chapel Stile and along Great Langdale before turning left and going over the Blea Tarn Road and down to Little Langdale. Turning right we tackled Wrynose Pass from the east before turning left before the bridge at Cockley Beck. Heading south we went via Seathwaite and Hall Dunnerdale to Upha. Here the route turned right up the Birker Fell road via the steep uphill hairpins from the junction. This fell road is a joy to drive before dropping down to the George at Eskdale Green and then along past Santon Bridge and Gosforth to the finish at Seascale Golf Club. A great route which reawakened memories of rallies of the ‘60s and ‘70s and well supported by the members. Thanks to Dave. Ron.

Rose & Thistle In Pictures

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More Rose & Thistle Photos

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Rose and Thistle Start List 2017

| | Driver | Passenger | Car | Reg No | Year |
|----|--------------------|------------------------|--------------------------|---------|------|
| 1 | David Rushton | John Rushton/ Emily | Bentley 3 litre Speed | XW9349 | 1925 |
| 2 | Norman Hamer | Susan Hamer | Riley Special | 197YUD | 1935 |
| 3 | Hamish Macleod | Irene Minto | Bentley Special | Evh244 | 1949 |
| 4 | John Dawes | Julie Dawes | Citroen Light 15 | WSL311 | 1949 |
| 5 | Ron Siddle | Colin Lee | Jaguar C-Type | 416XEH | 1952 |
| 6 | John Harrison | Fran Harrison | Jaguar C-Type | 916CUV | 1952 |
| 7 | Richard Neville | Joan Hall | Riley RME | MSR51 | 1954 |
| 8 | Kirk Rylands | Alannah Rylands | Jaguar XK140 OTS | 150XHN | 1955 |
| 9 | Tony Trinder | Janine Trinder | Triumph TR2 | VAF344 | 1955 |
| 10 | Ron Moore | Marjorie Moore | Jaguar XK150 OTS | JSK908 | 1958 |
| 11 | Andy Gibbs | Paul White | Jaguar XK150 FHC | 586EMA | 1958 |
| 12 | William Fountain | Lauren Allan | Jaguar XK150 DHC | 5145MM | 1960 |
| 13 | Lesley Turney | Andrew Turney | MG A | 756YUU | 1960 |
| 14 | David Rice | George Rice | Lotus Elite | 378BXD | 1960 |
| 15 | Les Gorton | Alan Phillips | Austin Healey 3000 | WXL770 | 1960 |
| 16 | Peter Mcnair | Janine Mcnair | AC Ace Bristol | 400MTJ | 1960 |
| 17 | Duncan Kellett | Carol Kellett | Gilbern GT | 573UKX | 1961 |
| 18 | John Sloan | Marian Sloan | Triumph TR4 | 270XUF | 1962 |
| 19 | Charles Graves | Kit Graves | Jaguar XK 140 OTS | XK140 | 1955 |
| 20 | Gerald Braithwaite | Margaret Baglee | Alfa Romeo Guilia Ti | ACU289B | 1964 |
| 21 | Dave Rawling | John Corless | Alfa Romeo Guilia Sprint | FPB44B | 1964 |
| 22 | Mike Farrar | Mike Godfrey | MG Midget | SOO373D | 1966 |
| 23 | Robin Murray | Jennifer Murray | Austin Healey 3000 | PRE768F | 1967 |
| 24 | James Mcnair | Claire Mcnair | MG B Roadster | PJM15 | 1967 |
| 25 | Kendall Bruce | Brian Bird | MG B Roadster | SRP781G | 1968 |
| 26 | Chris Spencer | Barb Spencer | VW Karmann Ghia | MHH261F | 1968 |
| 27 | Keith Graham | Sue Hoffmann | Mercedes SL280 | ANM45H | 1969 |
| 28 | Andrew Wilson | Michelle Wilson | MG B Roadster | MWR166H | 1969 |
| 29 | Neal Horsfall | Eileen Horsfall | Hillman Avenger | VNJ58H | 1970 |
| 30 | Colin Pattinson | Alison Pattinson | MG B | SFR850J | 1970 |
| 31 | Philip Thompson | Richard Glencross | Mini Clubman | JEC524H | 1970 |
| 32 | John Harris | Rosie Harris | MG B GT | HLX285K | 1971 |
| 33 | George Noon | Shereen Aitchison | MG Midget | YFC624L | 1972 |
| 34 | Brian Bradley | Andrew Makinson | MG B GT | BON992K | 1972 |
| 35 | Robert Little | Jennifer Little | MG B Roadster | HNJ288L | 1972 |
| 36 | Malcolm Johnstone | Tracey Johnstone | Mini 1000 | NMG331L | 1972 |
| 37 | Kevin Goodings | Judith Goodings | MG B Roadster | CFK914K | 1972 |
| 38 | Chris Hodgson | Ed Glaister | MG B Roadster | GTN23K | 1972 |

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| | | | | | |
|----|------------------|-------------------|-----------------------|---------|------|
| 39 | Bill Sykes | Carole Sykes | Toyota Celica 1600 | OIB2557 | 1973 |
| 40 | Jim Crockett | Anne Crockett | MG B GT V8 | VLG161M | 1973 |
| 41 | Phil Charlson | Susan Charlson | Triumph Stag | ANW650M | 1973 |
| 42 | Martin Robinson | Sue Robinson | MG B GT V8 | XGF246M | 1973 |
| 43 | Malcolm Mackay | Harry Moody | Ford Escort Mk 1 | KAR808L | 1973 |
| 44 | Mark Wise | Debbie Rushton | Innocenti Mini Cooper | XMD27M | 1973 |
| 45 | Philip Hodgson | Emma Hodgson | Capri 2.9 | NAY197M | 1974 |
| 46 | Jim Dykes | Linda Dykes | Triumph Stag | PCC347N | 1974 |
| 47 | Pat de Redder | Alan Smith | MG B Roadster | HWA818N | 1974 |
| 48 | Ken Rudkin | Glenys Rudkin | MG B Roadster | MAO422P | 1976 |
| 49 | Robin Bell | Alastair Lloyd | Triumph Stag | PWT946R | 1976 |
| 50 | Brian Jones | Angela Jones | MG B Roadster | YRM956T | 1978 |
| 51 | Mike Kirk | Mike Davies | Escort RS 2000 | LAJ912W | 1979 |
| 52 | Graham Millar | Neil Smith | Ford Escort 1300 | JBH527V | 1979 |
| 53 | Martin Oglesby | John Parker | Opel Kadett 2.0 | HNW367T | 1979 |
| 54 | Charlie Woodward | Rod Brererton | Talbot Sunbeam | PGL771V | 1980 |
| 55 | Simon Sjenitzer | Jacqui Sjenitzer | Citroen Dyane 6 | ULD906X | 1981 |
| 56 | Joe Norman | Hazel Norman | Porsche 911 Turbo | RCA176Y | 1983 |
| 57 | Alan Hemming | Anthony Ward | Ford Granada 1.8 GL | C68CKO | 1985 |
| 58 | Adrian Hemingway | Barbara Hemingway | Mercedes 420 SL | A16APH | 1987 |
| 59 | Geoff Bateman | Maggy Bateman | Porsche 944 | E238EPA | 1987 |
| 60 | David Marshall | Marion Marshall | Peugeot 205 Rallye | G651TYE | 1989 |
| 61 | John Bainbridge | David Hayton | Porsche 964 | K94HRM | 1993 |
| 62 | Bill Sisson | Peter Robinson | Subaru Impreza | NVM2W | 1994 |
| 63 | Andrew Jarman | Martin Jarman | Mazda MX5 | R121ORG | 1997 |
| 64 | John Hunter | Janice Walker | Porsche Boxster | SOB3Y | 2000 |
| 65 | Alan Kennedy | Olwyn Kennedy | Royale Sabre V6 | 376AOK | 2000 |
| 66 | Paul North | John Mc Darren | BMW Z3 | Y108YHH | 2001 |
| 67 | Martin Newson | Christine Newson | MG F | NC51HAY | 2001 |
| 68 | Max Fuller | Deborah Fuller | Ford Focus RS | AF03OCL | 2003 |
| 69 | Andy Stanworth | Alan Ridehalgh | Porsche 997 Carrera | 3403WW | 2005 |
| 70 | Edwin Cook | | Aston Martin Vantage | KRM751 | 2007 |
| 71 | Mervyn Gillespie | Janice Boustead | MG TF LE500 | FJ58YAY | 2008 |
| 72 | Bob Stubbs | Lorne Campbell | Ford Fiesta ST | SH08VCW | 2008 |
| 73 | Mike Gilligan | Tony Harris | Mazda MX5 | PY10NAO | 2010 |
| 74 | Peter Grange | Trish Ashcroft | Morgan Roadster | PG09MOG | 2010 |
| 75 | Rob Grant | John Gibson | Morgan Plus 4 | BIL953 | 2011 |
| 76 | Bob Marshall | Hamish Lucas | SAAB 9-3 Ttid | SP61VDD | |
| 77 | Jan Owen | Michael Marsland | BMW Z4 | VO62ZRK | 2012 |

WMC/Gates Historic Rally Awards, 2017

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Round 4: The Northern Dales Classic Trophy

Round 4 of the WMC/Gates Historic Rally Awards was the Northern Dales organised by Hexham & District Motor Club. Running for the second time the event was set to enjoy a summer date but very heavy rain overnight presented crews with some slippery surfaces for the first sequence of tests. The Northern Dales is held entirely within the boundaries of the old cement works at Eastgate, near Stanhope and crews were set to enjoy five runs at four big tests on tarmac, concrete and gravel surfaces with some fine cement dust to keep the drivers on their toes.

The event had been over subscribed testifying to the successful first running of the event last November so there was a bumper entry of historic and targa cars. Many of the regular crews from the NES-CRO series had entered together with plenty of the keen attesters from the north east and some of the old historic rally hands like Archie Simmonds (Midget) and Tom Hall (Wolseley Hornet) - the latter pair "navigating" for each other! In the absence of David Marsden, I was navigating for son David in his Fiesta and I was keen to see how it would go - especially as it spent much of the spring being prepped and fitted with the new 1300 engine in my garage.



From the start Archie Simmonds stamped his mark on the event recording 311s for the first sequence of 4 tests. Tom Hall was second with 314s and Andy Beaumont/Andrew Fish led home the WMC/Gates crews in the big Sunbeam Rapier on 324s, John/Marion Sloan (Midget) 337s, Doug Carmichael/John Fenwick (Golf GTi) 339s, David/Mike Garstang 342s, Brian Bradley/Michael Marsland (Mini) starting steadily but set to go quickly later in the event were on 344s and KLMC's Ian Curwen/Bob Hargreaves (Golf GTi) had 410s including a WT. Of the WMC/Gates targa crews Chris Hunter/

Fiona Tyson were quickly into their stride with 325s followed by Geoff/Maggie Bateman 335s, Joe Harwood/David Lumsden 339s, Dave/Keith Winter (Fiesta) 340s, Stuart Leighton/Tony Coates 343s, Jeremy Ash/Mick Pears 352s and Philip Hodgson/Ian Giles on 358s.

It was close after the first sequence of tests and after Rounds 2 & 3 (8 more tests with changes to Test 3 before we used it for the 3rd time) Tom Hall on 900s led Archie Simmonds by 12s (Archie had clipped a cone). A light shower had made the surfaces slippery but Andy Beaumont/Andrew Fish were undeterred on 930s, John/Marion Sloan were going well with 969s, Doug Carmichael had dropped back on 981s, David Garstang on 995s was just staying ahead of Brian Bradley 999s while Ian Curwen/Bob Hargreaves were on 1041s having suffered a WT in Round 1. Chris Hunter/Fiona Tyson still led the WMC/Gates targa crews with 938s (and they were very competitive overall in the Targa Class), Joe Harwood/David Lumsden on 952s were just staying ahead of David/Keith Winter

GATES Auto Services
more than **TYRES**

959s, Geoff/Maggie Bateman had 981s, Philip Hodgson/Ian Giles 1026s but after a good start to the event Stuart Leighton/Tony Coates retired after Round 2.

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Two more Rounds took crews to the finish but not before the organisers had made some changes to the tests and the rain had returned and soaked the tests. Archie Simmonds turned on the style with 1412 for 1st O/A with Tom Hall dropping to 2nd O/A on 1423 after dropping time in Round 4.



Andy Beaumont/Andrew Fish consolidated their WMC/Gates lead on 1476s, Doug Carmichael/John Fenwick went quickly for 1520s, Brian Bradley hauled himself up the ranking with 1530s (having put in some Archie Simmonds/Tom Hall type times), John/Marion Sloan dropped time on 1538s, David/Mike Garstang finished with 1564s having clipped a few cones and Ian Curwen/Bob Hargreaves had 1614s (being very versatile Bob also managed to navigate in one of the targa class Golf's and brought that home 7th in class).

The Targa Class was won by Cowell/Shepherd on 1427s while of the WMC/Gates targa crews Joe Harwood/ David Lumsden led home on 1485s, Da-

vid/Keith Winter had 1501s, Geoff/Maggie Bateman went very well over the last two rounds to finish with 1506s, Chris Hunter/Fiona Tyson's convincing lead after Round 3 was shattered by a WT in Round 4 leaving them with 1559s and Philip Hodgson/Ian Giles finished with 1576s.

An enjoyable day's motor sport and a credit to the organising club who with a resilient squad of marshals had coped well with a full entry and increasingly wet conditions.

Mike Garstang. Photos by Bob Hargreaves.

WRC NEWS

The World Rally Championship goes into it's summer break having proved to be the most competitive one for many years with all the teams evenly matched and the new Toyota team proving competitive from the start.

The **M Sport Ford** team are holding first, third and sixth in the drivers table and also lead the Team Championship. It's good to see Elfyn Evans getting good results and becoming "hot property! However Kris Meeke has had a terrible year with accidents with the difficult Citroen and is currently dropped from the team.

There are three rounds left, Spain, GB and Australia.

Let's hope that M Sport can lift both crowns!

John Sloan

Where did my interest in cars start?

Good question as I don't remember ever having anything much in the way of toy cars other than vague memories of the James Bond Aston Martin or the Batmobile though I did have Scalextric. Well that should give my age quite accurately. I started off with a three wheeler bike which I used as a weapon to loosen a gate and a few front teeth.

Next came bogies (aka soapbox) which probably came from the same word for a 4 wheel train unit. My bogie building skills were somewhat limited but I did like to act as driver or 'passenger'---we had one with a second 2 wheel unit behind to the main drive unit where I acted as passenger---this probably explains why I am not a navigator. These were constructed from pram wheels, wooden planks and a couple of bolts but no brakes. To stop you had to run the nearside wheels into the grass or up the dyke---this skill became useful only last year when we set fire to the Midget and with no brakes I ran it up the kerb on the A66. When bogie boredom set in I used to see how far I could go up the hills before jumping on and hurtling down hill.....backwards. The roads were generally quiet but one fine summers day I tried this from a fair way up the hill and as I gathered speed the posties van appeared at the lonnin end (an escape route) then old farmer Tommy appeared up the road in his moggie thousand. This reduced the available space for me to whizz past them on the road and mild panic set in....remember I was going backwards at the time. I pulled the string (quick rack steering) the wrong way and hit a surprised looking Tommy a glancing blow and cowped ower. Shorts and a t shirt were no protection against the gravel but my driving wellies held up quite nicely. As I lay on the ground bleeding from various body parts Tommy looked down at me from his window and through clouds of pipe smoke enquired "Is thou awreet?" , worried about any damage caused to his car I answered in the affirmative and off he went. Unsurprisingly, there is not a moggie on my dream garage but they did appear in some nightmares for a few years after.

Earliest memories are of trips to Flookburgh to watch kart racing and Dean Cross (now Fultons) to watch scrambling (now Moto X). I think that if you are exposed to the whiff of Castrol R at an early age then you are hooked on motor sport. My junior school was one field from the kart track at Rowrah which was like a magnet. When there was racing on a Sunday we kids spent the afternoons smelling the 'dope' and listening to the roar as a full grid set off. Sometimes I had a go in a hire kart after the racing had finished. This left a real impression on me and an itch that I was able to scratch a few years later.

With living out in the sticks learning to drive was a must if you were to have any sort of social life. I learned in minis having had some experience of driving laal grey fergies in the summer time whilst hay-timing (ohhh ,now I feel even older). On leaving school I got a summer job (before Uni) and spent my earnings on two vehicles; one was a teal blue nine year old MG midget (FAO59C) with a fibreglass front bought from a chap who worked at Myres and Bowmans and the other was a 100 International kart chassis and engine.

The midget lasted just over a year before a rear spring decided to join me in the front (John Holliday will know the feeling) and the crank developed a crack. I raced the kart fairly unsuccessfully for a couple of years in the same class as Terry Edgar whose family driving skills seem to be being passed down the generations. Ask anyone who has ever raced a kart to describe the feeling of setting off with a full grid of similarly minded nutters. It is such a buzz, literally and metaphorically. I learned a lot about driving through the seat of your pants whilst karting which probably kept me alive on the roads. Sadly karting became too expensive when to get the stickiest Bridgestone slick tyres you had to buy a new chassis!

The demise of the midget was followed by a mini Cooper and then another bronze yellow Midget (WTD237H) which found its way to Chris Spencer via the underside of a flat back lorry--- don't ask - but the judge said a bright young man in a nippy sports car should have been able to avoid being run over by a wagon----there are no HGVs on my list either.

I went without a car for a few years then when I started work properly (?) I bought a Mini 1000 (MAO606W) from J Edgar and Sons Rowrah followed by a Mark 1 XR2 which I loved for its pick up and kart like handling. The next car was a bit odd in that it was a 4 and a bit litre Oldsmobile Cutlass Supreme. I was on an exchange work programme in upstate New York at the time. I did get to like it as you could play at Dukes of Hazzard on the dirt back roads, even though it was an auto it was quite chuckable. A return to the UK (beer was poor in the US) saw a mark 2 XR2 (not as good as the Mark 1 and subsequently sold to my wife to be) followed by a Renault 19 16V (definitely not built from girders) then a BMW325i Touring (fantastic engine noise), Impreza Turbo (old mans estate version) then a succession of Land Rovers and diesel BM estates. So no active motorsport from the mid 70s until the 2010s.

When we moved back to the Lakes my old friend Chris Spencer talked us in to doing a classic car run which led on to watching Archie Simmonds in a Midget going around the kart track at Rowrah.....so you can see where this was going to end. We bought a Midget , had a go at a few autotests and then dived into the classic/targa rallying lark. Luckily we both like motor cars and one of us quite likes the navigating bit. It has been great fun and we have met some great folk I can highly recommend having a go at some form of motor sport.



Car 1. De Tomaso Pantera GTS

I had a poster of this most unlikely of cars on my wall as a teenager. I just liked the looks of it in the early 70s....compared to a Marina or Maxi. Quite an interesting history if you wish to look it up in the internetty.



Car 2. MG Midget 1275 RWA (round wheel arch)

One wag suggested that my choice would be six Midgets each of a different colour! They are a perfect small sports car, they were affordable back then and they are affordable now as an entry level classic. You feel and hear everything that is happening to the car, feedback is fantastic. They have enough poke to make things interesting if desired. The only trouble is that you get attached to them and are reluctant to let them go.....



Car 3 Birel (chassis) K77 (Komet 100cc engine)

Well not really a car....although I once did try to run in an engine in on a quiet back road but discovered that no suspension and an ordinary road surface mean that your eyeballs vibrate such that you cannot see. The acceleration and handling is something to behold.

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Car 4 Mini 1000

I learned a lot in a Mini and some of it was related to driving! Take a mini, add three teenagers, plus one kart strapped to the roof rack, set of tools, leathers and wet tyres and off we trot via the Roman road to race at Felton in Northumbria. Mini never missed a beat although the 'handling' into and out of the two big dips on the military road was interesting.



Car 5 E30 BMW 325i Touring

If you have never driven a straight 6 BMW then you can still experience something wonderful. I first test drove one from Carlisle to Brampton and was hooked after a couple of miles. Rear wheel drive and feeling through the seat of your pants...probably harks back to karts. Once you have learned to cope with the bottom end grunt on a damp road and the necessary application of handfuls of opposite lock you will be able to open it up and listen to the noise of that engine. I used to drive beside any solid wall and wind the window down to get a full appreciation. The seat materials were made from something similar to Rhino skin, unmarkable. The one weak spot was a

tendency to blow a head gasket and after 6 figure miles and much abuse it did a fair impersonation of the flying Scotsman at full steam when it blew the head gasket whilst going through the Tyne tunnel. Luckily Marian was driving it at the time!



Car 6 Austin 7 Bath tub hillclimber

First saw this car at Barbon hillclimb and was fascinated by it. I just love the looks and it goes like stink, what more can you ask for.



So that's it , doing this brought back a lot of memories but difficult to choose just six cars and had to leave out a Porsche 911, V12 E type, Land rover defender (with 300TDI engine), Lancia stratos and any rally Mark 2 Escort.....

Article facilitated by Michael Marsland.

Inside The Industry

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Paul Gilligan has his say

2040 UK Ban On “Conventional” Cars

Less than 48 hours after I filed last month’s article the Government announced it would be illegal to sell a “conventionally powered” new car in the UK from January 1st 2040. Most people took this to mean that from that date it would be pure electric or pure hydrogen cars only. Then a clarification was issued the next day to say that petrol or diesel hybrids would in fact be OK. Which makes a nonsense of the whole thing because if you have a hybrid nothing forces you to use the electric power, if you can’t be bothered to recharge or find it difficult to locate a suitable charging station you can use the internal combustion engine all the time.

In any case most observers think that the decision is simply political window dressing. With technology moving fast it is almost certain that the market will very largely have shifted to electric or hydrogen long before 2040 without Government intervention. Provided the infrastructure is in place to recharge and refuel these cars that is.

Meanwhile one leading environmental health expert recently stated that only a total ban on cars in cities (yes you read that right) is the only way to beat air pollution. Even with zero exhaust emissions he contends that microscopic particles emitted by brakes and tyres would continue prove damaging to public health.

Diesel Continues To Fade

The slowdown in diesel car sales continues. In July for the month diesels were 20% down, petrol 3% down. Last year for the first 7 months diesels were 48% of sales and now down to 43%. Alternative Fuel Cars are now 5.5% of sales and 65% up on last year.

This situation causes enormous problems for manufacturers. They can’t simply switch production from diesel to petrol engines overnight. The two types are made by different machinery, often in different factories. So they have to either make less cars which is simply not acceptable in most cases, or persuade the customers to buy the diesels. Which they are now doing by offering bigger discounts on diesel models than petrol. Whether this is a good idea for the customer is open to question. Getting a new diesel car for £1000 less than a petrol is tempting, but if it’s worth £2000 less than the petrol when you sell it in 3 years time then the sums don’t add up.

Of course if the used value is guaranteed by a Contract Purchase or Contract Hire agreement that solves this problem. It is however questionable how long the manufacturers can afford to put optimistic guaranteed future values on diesels. Sooner or later the monthly costs for these must go up, we’re seeing signs already. This week we obtained some quotes for one of our business clients on a German diesel car, no names. The cheapest quote was around what we were seeing a few months ago, second best 14% more, 3rd best 27% more. Gaps like that are just extraordinary, used to be much much smaller. Obviously two funders have adjusted their forecast used values down, one hasn’t.

BMW are now offering customers who trade in a car of any make powered by an older (Euro 4 or earlier) diesel an extra £2000 if they buy a BMW or Mini that has emissions of 130g/km or below. They don’t have to buy a hybrid, they can buy petrol or diesel also. Mercedes have just matched this offer, and VW are rumoured to be introducing a similar scheme in the UK shortly.

Tesla Powers On

Tesla have been making some interesting announcements recently. First that they are to sell bonds in order to raise \$1.5 Billion from investors. The funds are required to get the Model 3, for which they have 500,000 advance order, into production and provide the manufacturing facilities to dramatically increase production levels.

The first Model 3s have now been delivered, all to Tesla employees which suggests they are final prototypes rather than the finished article. Initial road tests are good so it looks like they have a success on their hands, provided of course they get that \$1.5 Billion to build the production facilities.

Next news was that the Model 3, which is a BMW 3 Series rival, will be followed in 2019 by Model Y. This will be a small electric crossover SUV intended to rival cars like the Audi Q5. It will be based on the same platform as the Model 3 so will have the same range of 220-320 miles depending on model.

Further down the line an electric minibus, HGV truck, and 4x4 pick up. They really do intend to take over the world and I'm sure they'll be back for another billion or two before too long

Necessity The Mother Of Invention?

With the internal combustion engine under attack from all sides it's not surprising that some manufacturers are trying hard to improve rather than race headlong down the zero emissions road.

Mazda have announced that in 2019 they will introduce a range of petrol engines using compression ignition. In other words the same technology as diesel engines. Supercharging may be used. Not much detail is being revealed just now but Mazda seem confident of achieving both economy and emissions improvements of more than 20%. Which if true can only speed the reduction in diesel sales.

However German components supplier Continental say that by combining several existing technologies they can reduce the NOx emissions on a 2 litre Golf GTD by 60% while at the same time improving fuel consumption and reducing the CO2. I won't even try to explain the technologies used as it would take up several more pages and I must confess being a simple chap I don't fully understand it all! Suffice to say it all looks very credible, although cost issues aren't being mentioned yet.

"Mileage Correction" Now An Epidemic

What used to be referred to as "clocking" is now more politely called "mileage correction". With almost all cars now fitted with electric mileage recorders the operation merely requires the connection to a laptop equipped with the right software. Costs can be as low as £40. It's estimated that up to 500,000 "corrected" used cars are now sold in the UK every year.

So while the ability to adjust the mileage has increased the incentive to do has also. This is because of the growth in our old friends the contract purchase or contract hire deals. On both of these the lower the miles the cheaper the rentals. However if the customer signs up for a 3 year deal at 8000 miles a year when he actually covers 12000 miles a year he'll face a bill for excess miles of around £1000 + VAT at the end of the contract for an average car. The attraction of "correction" is clear. Caveat Empor! If the customer has the mileage altered every year so the service history shows 8000 miles a year instead of 12000 there is really no way of telling.

Attitudes To Driverless Cars Are Changing

Just as customers are increasingly ready to accept and electric or hybrid car their views on driverless or autonomous cars are changing also. A relatively small survey in London showed 55% of people would trust an autonomous car and another 23% were "developing that trust". Of course it's likely that London will be keener on this idea than other parts of the country.

However ask people when this is likely to happen and a different picture emerges. A much larger survey taken nationwide had 50% of drivers saying it would take 21-25 years before driverless cars dominated the market, although 25% said 11-15 years. I'm very much with the latter group.

Peugeot/Citroen and Vauxhall In Denial

I commented recently that after announcing the takeover of Vauxhall/Opel by Peugeot/Citroen these three were some of the worst performers in the UK sales charts. They have all responded by saying that they have simply withdrawn from loss making fleet deals. Hmmmm. Not what my inbox says!

UK Used Car Sales Drop

It is a rule of this business that strong new car sales have to be supported by a healthy used car market. Stands to reason if you think of it, apart from a small number of write offs and exports almost every new car replaces a used one, which must then be sold. Until recently that hasn't been a problem for a long time. But now it is. Last year over 2.1 million used cars changed hands in the second quarter of the year. This year just over 1.8 million, a drop of over 13%. Industry chiefs are blaming lack of consumer confidence, Brexit, difficulty in selling used diesels and so on.

Whatever the reason there is no doubt the used car market is VERY quiet. Part of our business is re-marketing ex rental cars and vans to small independent used car dealers not big enough to employ a used car buyer. So we do that for them whilst they get on with selling. Currently they're not selling much which means they don't need stock and if they do they have time to source it for themselves. And we're approaching September when lots of new cars (maybe not as many as the industry would like) will be sold bringing lots more used cars into the trade that frankly simply can't absorb them.

The only result I can see is a sharp fall in used car values between now and the end of the year. So if you're thinking of buying a used car I'd say wait a little while if you can. And if you're selling one do it quickly. You might not be pleased with the price you get today, but you'll be a whole lot more disappointed in November!

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Andy's Armchair

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Andy Armstrong takes an irrelevant look at motoring and motorsport

I know I'm old fashioned, out of touch when it comes to technology etc, but one thing I've always been pretty good at is looking after my finances and priding myself on the fact that I don't owe anything to anyone.

Up to now, using the above attitude I've always gone out and bought a new car by handing over a cheque and driving away in something that's actually mine. I know it may be daft, outdated, call it what you like, but it suits my defensive attitude to debt and allows me ,in my no doubt neurotic state regards finances, to sleep at night.

Recently I saw in a magazine the passage quoted below, I've made up the manufacturers name but otherwise it's absolutely verbatim.

"There's little reason not to buy the Wheeler on finance. With Wheeler dealers contributing an additional £4404.94 towards the car, it's several thousand pounds cheaper to buy on a PCP than if you forked out the cash at once. The low £199 payments will be easy to keep up with too."

From my perspective the above seems very unjust and the implication is that I'd actually be subsidising other buyers(renters) by employing my usual method of payment.-It just doesn't feel right!-I'm not even asking for discounts all I really need is a level playing field where the overall total is the same. Surely that shouldn't be asking too much!

Continuing the theme of being out of date and modern car purchasing, have you noticed how things like performance, handling and driver involvement are gradually slipping down the pecking order when it comes to reading road tests on new vehicles? Personally I'm not too fussed about the size of the touch screen I've no idea what Android Auto is or Apple Car Play. I won't lose much sleep about my connectivity options or an over sensitive collision warning system, it's OK by me as long as it can be switched off!!Just sell me a car that goes well for a fair price and make me happy.-It can't be that difficult.

Rant over.

Changing the subject, have you noticed the progress of the mighty Lando? Ruth and I have been watching him closely since he came out of karts and he's certainly not let us down. His latest steps were taken when testing a current model McLaren F1 car at the Hungaroring when with virtually no previous experience of such powerful machinery he managed to end up less than three tenths of a second slower than Sebastian Vettel in his Ferrari. Not bad for a 17 year old.

It's nice to know we've followed him since Ginetta Juniors and always had his card marked as a certainty for an F1 seat so we've no reason to change our opinion. Look out for Lando Norris, when Lewis calls a halt we'll have another future champion ready to take up the challenge.

Ends

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Adverts

Barn storage: There are currently 2 spaces in the barn at £50 per quarter. Contact Graeme on gtfmg@yahoo.co.uk

Race helmet as new but no longer MSA legal. Ideal for track days of for a biker £50

Oil: 20/50 Silkolene 5 litres for £16.00, 10.40 5 litres for £12. Filters for BMC A & B engines £2.00 each. Canister and disposable. Red rotor arms £6.00

Race numbers 50p each. Lots of new and second hand MG B parts.

Contact Graeme on gtfmg@yahoo.co.uk or 01900 825642

What's On

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WMC events and other events of interest

September

- 10th Afternoon Tea Run
- 17th SoSCC Doonhamer Classic (Gates Rally)

October

- 7th KLMC Devil's Own Classic (Clubmans) Gates Rally
- 15th Solway Historic & Targa Rallies (Gates Rally)
- 21st SDMC Stocktonian Historic (Gates Rally)
- 22nd Cumbrian Canter Tour

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