

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

February 2018

More Charity Donations



Geoff Bateman from WMC hands over £1,500 to Edna Graham of Hospice at Home.

In 2017, the Club donated over £3,000 to local charities.

95 Years of Affordable Motorsport

Club Officials

Wigton Motor Club Ltd Officials

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

Talking Point

Topical Comment from the world of motoring

It was announced a few days ago that Sir Stirling Moss was retiring from public appearances at the age of 88. He has been ill for over a year after picking up an infection while on a cruise in the Far East and has not bene recovering well. Given the two serious accidents he had in his career, it is a wonder his body has been able to keep going.

I saw Stirling race many times as a child and then later when he returned to race in historic events. He was perhaps the first professional racer in terms of making a living out of it but he often joked that he had made more money from being a “former racing driver” than he did when he was one! I last saw him at the Downing Street reception in 2014 which celebrated British motorsport success. As a living legend he continued to attend major events and was unfailingly courteous to his many fans.

What set him apart from many of his rivals was his ability to get into any type of car and drive it at the limit, whether it was a single seater, sports car or saloon. He often drove in several racers at one meeting, something our current drivers would not dream of doing.

He famously never won the World Championship, often because he chose to drive British cars rather than the more competitive Italian ones. He was strongly patriotic in everything he did.

He was also very sportsmanlike and had a strong sense of fair place and this actually lost his the 1958 World title to his friend and rival Mike Hawthorn. Moss won mre races in the year but retired on two while Mike was consistent and finished more taking the title by a point. However on one event Hawthorn spun off and was pushed started by the marshals which was against the rules. If his rival had made a protest he would have been disqualified and got no points from that race but Stirling’s sense of fair play stopped his making a protest and he thus missed out on the title.

Some of his greatest races were when he had a less competitive car and he simply out drove his rivals as in the 1961 Monaco GP when in a two year old Lotus 18 with 25% less power than the Ferraris and Porsches he won a, feat he repeated later in the season at the Nurburgring - both drivers circuits.

Thanks for the memories.

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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Forthcoming Club Events

Midweek Meander

Wednesday 21st February

Meet at The Great Escape Coffee Shop, Moota, CA13 0QF

Arrive 10 am for a 10.30 start.

Entry will be FREE OF CHARGE

Essential you e-mail ronpalmer777@hotmail.com with details

Length - less than three hours 60+ miles.

Finish at Lowther Castle Cafe - warm venue with food and drinks.

Route by usual detailed road book – no timing, no speeding!

White Heather Tests

Saturday, March 10th

A Counter in the Gates ProTyre Awards

Classes for Historics and Targa Cars.

Entry forms will be sent out in due course.

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!

PG Tips

It's official – the yellow mk1 Skoda Rapid is going. By the time you read this, if all goes to plan, it will have returned home to the Czech Republic. After putting photos on line in December a chap called David contacted me and asked if I was selling it...given that I didn't really like the car and fancied something else I replied that I might be and named a good price. He immediately replied that he would buy it. My first reaction was that I had undersold it but it was more than anyone in the UK was likely to have paid so I cracked on with the deal. He paid a deposit almost immediately and has hired a Transit based car transporter to drive from Prague to Amsterdam, then get the overnight ferry to Newcastle and drive over to Cumbria to collect. He is staying over and going back with the car the next day. In the meantime I have done a few minor jobs on the Rapid to make sure everything is working for him. I nearly has a heart attack when I drove it early in the month and found coolant all over the engine bay. Thankfully it turned out to be a split hose which has been easy to sort.

Once I'd arranged the sale it was time to start looking for a replacement to brighten up the dark winter nights, and what better way than to plot changing not one but 2 cars! I decided a sensible way to do this would be to buy a Saab convertible to replace the Skoda and then get rid of the EOS in favour of a fun hatchback for more practical daily use. A search of t'interweb revealed a host of Saab 9-3s (I wasn't looking for a proper classic because I don't want the rust and mechanical battle) but I really wanted what they call the classic shape (1998-2002) with a full fat 200+bhp petrol turbo engine and manual box. There were some nice, tasteful silver Aero HOT models and then I saw an Ebay auction for a Viggen convertible in bright yellow.....one yellow car for another! Not so tasteful but a whole lot more powerful and this beauty had been remapped to 280bhp. It appeared to be immaculate and have had a lot of love lavished on it, so I bid. I also asked some questions and the seller came back asking if I wanted to offer him money to secure it. After a bit of haggling we agreed a price and I will be going down to collect it on a train the week after the Rapid goes. The Viggen model has a bit of a chequered history – it was the first car to come out of Saab's special vehicle operations department in the 1990s and was the result of putting the larger 9-5 engine into the 9-3 and doing some suspension and brake upgrades. At the time, the press took issue with the torque steer the bigger engine generated and gave it quite poor reviews despite the impressive performance available. The problems with the handling and torque steer came down to a couple of issues – the rear roll bar being too soft that caused the front end to scrabble out of corners, a lack of support for the steering rack and poor suspension arm control. All these problems were cured by Abbott Racing (a Saab tuning form) inventing an aptly named 'Viggen rescue kit' which is a rack brace, a larger rear roll bar and a set of polybushes. My Viggen has had the kit fitted and therefore should behave in a less unruly manner than a factory version (he says with fingers crossed). Insurance wise things are looking a bit more expensive than the old Skoda – basically £1 per bhp, which actually is cheaper per bhp than the Skoda so in some ways it is value for money. Let's not talk about the tax though. In terms of the EOS, I am currently mulling over when to get shot of it – probably best wait until spring has sprung but I am quite impulsive, so this time next month I may own a Suzuki Swift Spot which is the likely choice, or it is this week at any rate!

Snotty hasn't turned a wheel or done a thing however the brake upgrade should be done by next month and the new front suspension set up is sat in the garage waiting to be fitted after the brakes are done...by then the speed season will almost be upon us, although this year I am not going to the Isle of Man in a shock move.

Peter

A big *THANK YOU* from West House!

West House is a local voluntary charitable organisation providing high quality care and support services to adults and children with learning disabilities living in Cumbria. It helps them to live meaningful, rewarding lives at home, in the community and in the workplace.



Our pal, Moray Williamson, pictured below, is a Wigton Motor Club member and uses the services which West House provides. He is a big fan of tractors and Land Rovers (and mine in particular) and really enjoyed his off road trip on the fells above Lorton.

This past year (2017), West House has been one of our nominated charities and a cheque for £1000 has been sent to them via Emma Robinson, their fundraising manager. Emma sent us the following on behalf of all the lovely folk at West House:

“I’ve put your very kind donation in our unrestricted pot, so from January people will be able to apply to it for holidays, activities, special items etc that they otherwise can’t afford. A lot of people we support are on low incomes, and combined with the fact that they usually need to pay extra to do holidays/activities because they have to pay for support workers as well, things become prohibitively expensive. So it really helps to have extra funding to make their lives that little bit better.”



Thank you to all our members who have helped support this very worthwhile cause. The following heart - warming photos say it all!



Cheers and Happy New Year!

Marian (aka Maz)



Championship News

Club Championship Rules 2018

Overall Club Championship

Counting Events:

1. All competitive events organised by Wigton Motor Club with the first counting event to be the Festive Autotest in December 2017 and the last to be the 2018 November Autotest.
2. The Novices Autotest in March 2018 (if run) will be excluded from the competition as it is not open to all members.

Scoring:

1. Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2nd place **overall** and then reducing at 1 point per place down to 1 point for 25th place **overall**.
2. Points totals for any one discipline will be limited to the best 5 performances in that discipline. (i.e. The maximum number of points available in any one discipline is 125).
3. Members completing more than 5 events of any one discipline will have the lower points scores disregarded so will receive their best points total based on their best 5 performances.
4. In **Autotest** events points will be awarded to the driver only.
5. In the **White Heather Tests, Lake District Classic** and **Solway Classic** points will be awarded on a separate basis for overall position in the Historics event and overall position in the Targa event and will be awarded to both driver and navigator.

Event organisers:

1. Members who organise a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise. (i.e. Only 10 points can be gained in the Club Championship per season, for organising, regardless of how many events in the Championship a member may organise).

Event marshals:

1. Members who marshal in a counting Club Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal. (i.e. Only 10 points can be gained in the Club Championship per season, for marshalling, regardless of how many events in the Championship a member may marshal).

Note:

Only 10 points per year will be awarded for either marshalling **or** organising an event. Once those 10 points have been awarded any further marshalling **or** organising will not gain any further

points in the Overall Club Championship.

Autotest Championships

Counting Events:

1. All competitive autotests organised by Wigton Motor Club with the first counting event to be the Festive Autotest in December 2017 and the last to be the 2018 November Autotest.
2. The Novices Autotest in March 2018 (if run) will be excluded from the competition as it is not open to all members.

Scoring:

1. Points will be awarded on a basis of 25 points for the 1st place **overall** in an event, 24 points for the 2nd place **overall** and then reducing at 1 point per place down to 1 point for 25th place **overall**.
2. Points totals will be limited to the best performances in up to 2 events less than the total number of events held. (i.e. if 8 events are run the best 6 results will be used).
3. Members completing more than 2 events less than the total number of events will have the lower points scores disregarded in order to receive their best points total based on the number of qualifying events.
4. Points will be awarded to **drivers** only.

Classes:

1. Overall Championship:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on **overall** finishing position regardless of class.

2. Front Wheel Drive Autotest:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Front Wheel Drive Autotest Class.

3. Rear Wheel Drive Autotest:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Rear Wheel Drive Autotest Class.

4. Front Wheel Drive Production Car Autotest:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Front Wheel Drive production Car Autotest Class.

5. Rear Wheel Drive Production Car Autotest:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Rear Wheel Drive production Car Autotest Class.

6. Specials Autotest:

Points will be awarded on a 25 points for 1st place down to 1 point for 25th place based on finishing position in the Specials Autotest Class.

Awards:

Awards may be presented at the end of the year to the Overall Autotest Champion and the winner of each class. The Overall Champion is not eligible for a class champion award as well so in the event of this occurring the relevant class award will go to the next best finisher in that class.

Event organisers:

1. Members who organise a counting Autotest Championship event which prevents them from competing in that event will be awarded 10 points in the **overall** competition **only**, as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event.
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may organise. (i.e. Only 10 points can be gained in the Club Championship per season, for organising, regardless of how many events in the Championship a member may organise).

Event marshals:

1. Members who marshal in a counting Autotest Championship event which prevents them from competing in that event will be awarded 10 points in the competition as compensation for loss of potential points for that event.
2. These points will be additional to, but separate from, the points which will be awarded in the marshal's championship for that event
3. These points will be awarded on a once per season basis regardless of how many events in the Championship a member may marshal. (i.e. Only 10 points can be gained in the Club Championship per season, for marshalling, regardless of how many events in the Championship a member may marshal).

Note:

Only 10 points per year will be awarded for either marshalling **or** organising an event. Once those 10 points have been awarded any further marshalling **or** organising will not gain any further points in the Autotest Championship.

Ladies Championship:

This will be awarded to the highest placed lady in the Overall Club Championship. In the event of a Lady winning the Overall Club Championship, the award will go to the next best placed Lady in the championship.

External Championship:

This will be awarded to a club member(s) who has competed successfully outside the Club events. (Decided by committee)

Enthusiast of the Year:

This will be awarded to a member who has shown considerable enthusiasm as a competitor, organiser or marshal or a combination of those. (Decided by committee)

Newcomer of the Year:

This will be awarded to the member in their **first year** of motorsport who has impressed the committee with their efforts. (Decided by committee)

Stage Rally Champions:

This will be awarded to the member(s) who has achieved excellent performance on stage rallies. (Decided by committee)

Speed Championship:

This will be awarded to the highest position WMC member in the ANWCC Speed Championship at the end of the 2018 season.

Hill Climb Championship:

This will be awarded to the highest position WMC member in the ANWCC Hill Climb Championship at the end of the 2018 season.

Marshals' Championship:

Counting Events:

1. All WMC events (competitive and non-competitive).
2. All events where WMC are requested to provide a marshals team.

Scoring:

1. 10 points will be awarded for a full days attendance.
2. 5 points will be awarded for a half day attendance.
3. Points will be awarded for duties performed either on the day, or prior to the day for setting up, or after the day for clear up.
4. All points must be verifiable by the appropriate marshals signing on sheet.
5. 10 points will be awarded in the marshals competition for event organisers.
6. All events will be scored, there is no limit to the number of qualifying events.

Any marshals attending events can contact the Championship Coordinator to ensure their attendance has been registered, preferably by e-mail.

Championship Coordinator: Geoff Bateman.

geoffbateman@hotmail.com

016973 49919



You don't see many of these about. British registered but at a Marina in southern France.

Diversions

I got an invite to view to the two latest **Skoda SUVs** recently. I've never understood the reasons for an SUV to be honest, let alone why people buy them. Both the Skodas were very nice although with weird names (I had to ask how to pronounce one) and very similar to all the others on the market. Skoda have lost the cute factor of the Yeti which made it look different from the opposition. I can't see any advantage in having one over my Octavia Estate which is easier to get in, has more boots space and is a better towing car.

This month sees **Race Retro** at Stoneleigh which is a great start to the season. It's worth two days, Friday is the day real enthusiasts go along with "movers and shakers" and it's a bit quieter. On Saturday and Sunday there is the added attraction of the lice action stage with lots of wonderful cars in action, reputedly 100 this year.

It's been interesting to see how many of the "**commercial**" **retro festivals** have bitten the dust. Lots of promoters wanted to jump on the Goodwood band wagon but never seemed to get enough crowds in to cover costs. Cholmondeley Pageant of Power, Glasgow Ignition, Ingliston Revival, Isle of Bute, Turnberry and a good few others. As soon as you start paying people to run events and paying appearance money then costs rocket as do ticket prices. The latest new event is the Argyll Festival of Performance at Inveraray Castle in June. Tickets are limited to 10,000 per day at £40 each!! It's 60 miles from the nearest major centre of population and the amount of accommodation in the area is limited and will be been booked by the coach tour companies. There is a three year deal with the venue but I honestly wonder if they will all take place. On the other hand the Bo'ness Revival continues to thrive by being run by volunteer enthusiasts.

The **Club has given some £3,500 to charity in 2017**. We are seeking nominations for charities for this year so please give us your suggestions. However we are also going to sponsor two of our young drivers in 2018. Jack Palmer will be contesting the BTRDA Autotest Championship in his Nova and Sam Kirkpatrick will be doing the MG Trophy race series in a MG ZR. There will be a full announcement in March.

Plans for the **30th Cumbria Classic and Motorsport Show** are proceeding well. The entry forms for trade stands have already been published and the car and club forms will be out before Easter. There are several anniversaries being celebrated and we will have more news on that soon but one will be the 70th anniversary of Land Rover and it looks as though there will be a very special display.

We have a hard working committee and other organisers who put on our events. What we hope to do this year is to bring in more of our members to help run events on the basis of "many hands make light work". If you would like to help with the KDC in particular please let any committee member know.

GTF

Is it just me?!

Went to see Alan Jackson at Lloyds the other week. Not because I wanted to see him particularly (lovely chap though he is) but because he has a supply of small round tins of mints to which I am particularly partial. The tins are designed to fit exactly in to the cup holder of the Land Rover and, once in there, are extremely difficult to remove without resorting to the use of a very strong magnet. Instead, I have to remember to anchor them amongst a selection of small toy bears which occupy various cubby holes on the dashboard – the husband loves them.....the bears not the mints.

Anyway, the point is, while I was in the show room I thought I might as well have a closer look at a £120K BMW i8 – it was nearly Christmas after all and a girl has to dream. Beautiful to look at with its gull wing doors (although I think BMW call them “dihedral” – whatever that may mean) and its re-designed aero curtains (eh?), long wheel base and short overhangs (yes, I’ve got a few of those) and a solid posture (definitely got one of those – who writes this marketing sh..., er, stuff?). Of course, before you can experience the thrill of the part electric motor and part three cylinder internal combustion engine, you have to gain access to the driving seat. Piece of cake. So the door slid up smoothly and stopped – right in line with my forehead. Crikey, I’m only 5ft 4in – how’s that going to work? So I bent over double and put my left leg in at which point the sales team tried not to snigger and the husband started whistling the “hokey cokey”. The Sloan posterior eventually made resounding contact with the leather upholstery which left the right leg hanging out the door at an awkward angle. But I struggled manfully on until I was eventually ensconced in the new electrically adjustable sports seats which are “designed to thrill the senses”. Ah, yes, I’ve heard that one before – dirty boy!

Once inside the cockpit, and having twiddled various knobs disappointingly without discovering the ejector seat, there was only one course of action left open, since the offer of a test drive was not apparently going to be forthcoming, and that was – get out again with dignity intact. Knees together, swing legs through 90 degrees, plant feet firmly on the ground, stand up straight, bang head on door, remain cool and unflustered, write cheque for £120K. Easy? Wrong. Impossible? Correct – especially if you are of limited dimensions “like what I am”.

The reason? The sill is about 2 feet wide. What actually happened was this: roll out of seat in ungainly fashion reminiscent of a kest ewe, land on floor on all fours, get hauled unceremoniously to a vertical position by AJ and the husband, bang head on door, watch helplessly as any remaining vestiges of “cool” spontaneously evaporate and laugh hysterically whilst trying to regain a semblance of composure.

So, will I be buying one? Probably not. Not because of the price (yeah, right) or the difficulties getting in and out but because of the re-designed aero curtains – horrible – completely the wrong colour - WHAT were BMW THINKING.....??

Cheers!

Marian (aka Maz)

PS The i8 experience will not necessarily be the same for everyone.....or will it?

Your Autojumble

Rally parts and tyres for sale

1 x Peltor intercom set FMT 15 consists of battery operated unit, two sets of helmet earphones and microphone.....	£30.00
1 x Peltor FM12 intercom unit battery operated.....	£20.00
1 x Peltor FM 12 intercom unit (wired into car).....	£20.00

Tyres

2 x Avon CR6 ZZ. 185 x 70 x 15 with 7mm, of tread.....	£100.00 ea
4 x Avon CR6 ZZ 185 x 70 x 15 2 with 5.5 and 2 with 4mm of tread.....	£30.00 e
1 x Khumo Ecsta R900L New 185x65xR15.....	£50.00
3 x Khumo Ecsta 800R 195 x 70 x 13 one almost new two half worn.....	£90.00
1x Hankook Icept 175 x 65 x 15 half worn.....	£15.00
4 x Vredestein Snowtrac 3 175x 65 x15 6mm tread fitted on Volvo 120 steel rims (4x15) £180.00	
6 x D Max Grippa DMG2 D42 compound175 x70 x15 3 with 6mm, 1 with 7mm 1 with 5mm and 1 with 4.5mm.....	£15 each

Porsche 911 Parts.

All parts were for 1970 911.

Brake Pads

1 x set of front brake pads new Mintex M1144.....	£65.00
1 x set of front pads Mintex 1144 only bedded in.....	£50.00
1 x set of front brake pads Ferodo 911 3511 940 less than half worn.....	£30.00
1 x set plus 1 single front pads Ferodo Racing FCP11H new.....	£40.00
1 x set of rear pads Ferodo Racing FCP 2 R half worn.....	£15.00
1 x set of rear pads Ferodo FCP 2 R new.....	£50.00

Other Porsche 911 Spares.

Pr Bilstein rear shock absorbers (used).....	£40.00
1 x New Mann Oil Filter W940.....	£5.00
1 x pr oil cooler pipes with unions.....	£5.00
1 x Cargo regulator (new).....	£5.00
1 x rear reverse lightlens cracked.....	£5.00
1 x Bosch Spark Box 0227 200 checked and OK 2014 not used since.....	£250.00
1 pr drive shafts used.....	£150.00
1 windscreen wiper assembly with motor and spindles.....	£100.00
1 x n/s rear bumper quarter panel damaged repairable.....	£150.0
1 x early 911 grill (fits to the side of the bonnet).....	£15.00
1 pr steering arms.....	£50.0
1 x 10 place fuse box base.....	£5.0
1 pr front wishbones from 1976 911 used with one damaged Torsion bar cap.....	£ 250
1 pr of poly engine mounts (new).....	£20.00

Contact Paul Wignall

01969 623585 or e mail pwignall@icloud.com



I have a real problem being called a liar! This stems from an adult life of generally telling the truth and taking the consequences, I found that my earlier years being possibly one of the best liars in the world left me feeling unfulfilled, a lot to live up to and yet curiously mysterious to the attentions of the old bill.

Being called a liar by a bigger liar? Well that's going to start up a long running challenge for me, I suppose rallying would always be my main motorsport focus, its original purpose seemingly tailor made for stubborn last worders, of which I wholeheartedly identify with.

Accustomed as I am to nostalgia, my trips back down memory lanes of all persuasions usually throw up evidence of some dastardly marketing man's lies, each one making me look like the easiest of fools at a medieval fayre, oh yes, the cup and ball game of brand loyalty has always been a little chink in my armour. Yes I can dress it up with as much knowledge and justification as I like, but for all the marketing guff, there's an Achilles heel to be dealt with.

For some reason, I have always been ahead of the curve when it came to unfairness, although being but 7 years old when the swinging sixties swung shut having barely visited the part of Teesside I grew up in, I was always a supporter of sex equality, race equality and pretty much conversant with politics at a worryingly young age, that's the downside of awful weather, a rubbish bike and waking up too early on a Sunday morning.

Weekend World with Peter Jay and other such Sunday morning entertainment and a whole host of Open University programmes. Other times I would spend in my local library, which amongst other things had a copy of Motor magazine delivered every week, I think it was through this that my overriding concern about Britain entering the EEC developed discovering that when it came to Motorsport, you can't trust the French or the Italians!

Yes I did understand the greater purpose of this proposed trade agreement being that it was designed to stave off another European conflict, but the Battle of Britain film released not long before, which my sea faring father took me to see on release, (the film's release, not his from the Merchant Navy) made me feel that we would be a lot better off in a scrap than those wingeing ner'do wells in charge of Motorsport in Paris, what with their dodgy headlight knowledge, or even worse that guy who ran Ferrari, what's his name? Don Enzo and his very French view of the rulebook.

Anyway, so yes you can throw a scantily clad woman on the bonnet of a TVR, but I am not swayed, you can show me all the delights of the Nuclear family packed neatly into a Hillman Hunter and I am not fooled, you can rob a bank with a load of Minis and ...well I was pretty impressed with that, but we all know by that time Minis were yesterday's car, but the usual guff aimed at middle aged non car enthusiasts did not impress the 7 year old me and I am pretty much impervious to it to this day.....

As an aside, I do find it perennially embarrassing that "dolly birds" still have a place in motorsport, a young acquaintance of mine works in PR and she is a very attractive, bright and worldly wise, she can be seen on TV and on grids the world over, to her it's a job, but she is equally adept talking about the sport as she is looking "pretty" I think it's time to move on...so I will.

Easter 1968 Father hired a car (we were too poor to actually own one back then) for an Easter holiday, days away! I say car, but it was actually an Anglia van, but it was cheap, and we found out just before Aysgarth Falls exactly why it was cheap, me and my two sisters sitting on carpet in the back were almost drummed out of the Van brigade by a flailing propshaft rendering the van a victim to gravity as it rolled backwards down the hill. Anyway, after finding a telephone box and a few hours wait for my Dad, Mother, me and my two sisters walked back from a particularly unimpressive waterfall experience to find Dad stood next to a white Ford Escort.....I sh*t you not, the same wizards that magicked away the van also left us a brand new Escort for the rest of the week and complimentary tickets to the Rallycross at Croft that same weekend. Now those of you still reading this may have a hazy recollection of that being the competition debut of the Ford Escort. I know I was there.... but it sort of blends in to a lot of early Croft memories and no doubt some World of Sport TV memories as well. But the unalienable truth was, from that day onward I was a true blue Fordaholic, or more concisely, an Escort fan. I will bore you on another day of how this shaped my adolescent years, but suffice to say, that little car could do no wrong, it was the best car in the world, you can only imagine the inferno I turned into with the 79 Monte as Waldegards Escort was sabotaged letting that French bloke in that Italian car win...that was how the previous decade had been for me, David and Goliath.

Soon after, Audi changed rallying, I wasn't happy, FWD was bad enough, but 4WD, no sideways action, Ford had cruelly betrayed me with the Mark 3 Escort and now my sport was on the crest of techno domination by those Kraftwerk playing Lager drinkers, I even looked for solace with both Lancia and Opel at least keeping the rwd flame alive.

It was an unseasonably warm day, sat not far from the woodyard when I heard it, that barking offbeat engine, silence, then barking, much different to the course car, this thing, roared down the hill to a hairpin, I thought bloody hell that's not gonna make it, it barked down the hill, went quiet, scabbled around the hairpin throwing bits of landsape everywhere and then with a lick of flame and a bigger bark, f*cked off to the horizon, I turned to my mate agog, I have never seen myself agog, but I reckon I was then, I certainly felt agog...3 minutes later after a couple of Escorts did the usual, this thing came belting past us, terrifying it was, but by god what an entrance!

Romantically my first car should have been an Escort, it wasn't, it was a 1974 Datsun 100A and even with a 1200 engine fitted it was still a bit tame, its crossplies taught me many things. My second car was a 1978 ex company car Escort Pop Plus in mint green, I spent a fortune on it over the years, but the world was changing quicker than me, I attempted rallying it, but work got in the way, finances got in the way, then I got married, became a dad and a tarmac arched, caged 2.1 Group 4 car was soon outlawed from road rallying, so it was sold and in came a VW Jetta GLS, the first of many VAG products I had over the years, then towards the end of the last century I finally got a Quattro, yeah it was a diesel estate, but it was the first of an exclusive run of ski slope warriors.

I had driven Audis since the early 90's, divorce put me in a VW Polo for a couple of years before an Audi 80 sport was bought from an SDMC member, and I was back in the game, it was a fab car and 2 years ago after many a tumultuous month, I bought a 2012 Black Edition Avant Quattro, 177 bhp, DAB, Cruise, xenons, it was great, a regular 50mpg on my weekly trip to Manchester and then dieselgate happened..... in a rare moment of foolishness I had the software update done, surely it was the responsible thing to do? Immediately my car was sullied, it lacked its oomph, mpg dropped a solid 10% immediately, and by more like 15% around town.

I complained, I was told that I was wrong, then the EGR valve failed, I complained further after having it replaced by my independent garage, the reduced mpg remained, Audi took it back in and proclaimed it perfect doing the MPG they would expect, but at the same time also applied an "air con" patch to the software, immediately this change in the air "con" restored the torque and throttle response, it did however fail to find the lost MPG, again I was told that my ever so anal documentation of my cars perfor

mance was wrong.

As public awareness gained traction on this subject, social media highlighted that my problems were far from unique, in fact I had gotten off lightly, cars breaking down, new EGR's lasting weeks, injectors going, cars in limp mode scattered across Europe....I felt a fool, I had been marketed beyond my common sense. I had the car checked for faults and put it up for sale, it was the final straw, we did need a better tow car that was certain, but the proposed Audi Q5 felt like self abuse. For years I had read so many comparison tests between the big German premium brands, like my favoured Escort had done with Fiat and Lancia on the Worlds Stages, Audi would come second or third to these RWD rivals, how could this be? 4wd was proven on the stages, I had so much experience of it myself on the horrid road conditions we drive in every UK summer. So it was with some trepidation that I test drove a big lumbering (albeit 4wd) BMW X5.....I am sure that clang you heard during the last summer (summer! Pfft) was the scales dropping from my eyes....Steering, superb, throttle response, excellent, body control..controlled, brake modulation, terrific...how could this land yacht be so much more enjoyable to drive than my low slung Quattro? Its 306bhp twin turbo 6 cylinder makes towing the 205 a breeze. Eventually Audi reimbursed me for that EGR repair, it took months to get reimbursed, but it's done. But what I have to ask you all, if the software update they did has no effect on the MPG, performance, emissions or reliability, why did they give me the money? Ffs!

Alan Howdon

Classic Shows in 2018

March 4 th	Autojumble	Penrith Auction
May 6 th	Heathersgill Vintage	Carlisle Airport?
May 20 th	Cumbria International Motor Show	Westmorland Show Ground
May 27 th	Classics in the Park	Hutton in the Forest
June 2/3	Border Vintage	Thirlstane
June 10 th	Silloth	Silloth
June 17 th	Lakes Classic Show	Grasmere
June 17 th	Classics in the Park	Raby Castle
July 1 st	Leighton Hall Classics	Leighton Hall
July 1 st	West Cumbria Vintage	Distington
July 1 st	Cumbria Auto Show	Carlisle Mart
July 1 st	Corbridge Classics	Corbridge
July 28/29	Cumbria Steam Gathering	Flookburgh
August 19 th	Cumbria Classic	Dalemain

Shows in block type are run by genuine voluntary groups and clubs, those in plain type are commercially run events.

If you know of any other events please let us know. Also if you would like to be part of a WMC display at any of these.

Club News

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

David O'Connor of Windermere

Jim Stairs of Carlisle

Paul and Carole Norris of Warton

Warwick Bailey of Brigham

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

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

**Have you renewed your membership?
If not this will be the last Start Line you will
receive!**

**Only event entries from 2018 paid members will
be accepted from now on!**

Marshal Force

Marshals are the life blood of our activities

March 10th White Heather Tests at Kirkbride

Contact David Agnew if you can help

01946 841455 DAVIDWAGNEW@aol.com

Dinner after the event for all marshals.

Festive Autotest



Friday December 29th dawned a little damp but no snow in Maryport. By the start time 19 people had battled their way through snow and ice to sign on a reduced number from the 24 originally entered but the weather wasn't kind in some areas of the county and the flu had knocked out a few. There was residual ice on the yard that made walking the course interesting.

There was a choice of the PCA layout with minimum amount of reversing and the AT

layout that was set at a high clubman standard.

Three tests were completed 2 times each before a lunch break. In the AT Charlie Noble in the MGZR in his first event for a long time steadily improved his times all day knocking great chunks out of his times. Peter Wright in the mini on the shorter tests wasn't that far behind the three front runners of



Murry Walker, Willie Keaning and Jack Palmer. Most impressive to watch was the Land Rover of Phil Griffiths the lean angles were something else.

In the PCA Garry Kennedy in his everyday Diesel Focus proved that it is possible to compete in nearly anything on his first event again getting quicker as time went on. Nigel Moffat was having a good day and posted good times all day. Unfortunately, Brian Bradley had to retire the VW Golf at lunch as it refused to run properly. The pairing of

Dave and Bryony Garner looked to enjoy their self's and provided some excitement landing at the end of one of the tests in a huge cloud of steam luckily turning the cooling fan on and topping up the water



level fixed the fault. Philip Hodgson was quick all day in the MX5. Angus and Ian Cowan provided the full on sideways escort action until coming to a stop in the middle of a test. After checking every mechanical and electrical component that could have been at fault adding a gallon of fuel fixed it!!

Just as the event was coming to a close at the end of the day the weather started to get worse but the marshals luckily didn't get too wet and must be thanked for their

time. Not many volunteer to stand out in the cold at this time of year so thank you.



The coffee was welcome at the end and the results were announced.

1st Junior was Sam Kirkpatrick with a steady run all day,
1st Lady was Jacqui Raine

PCA Class winners were Nigel Moffat and Angus Cowan
with Phillip Hodgson overall winner.

AT Class winners were Peter Wright and Murray Walker
with Willie Keaning overall winner

Stephen Palmer



Just out for it's monthly run in
the winter and for the insur-
ance valuation photos.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Club touring events for 2018 start on Wednesday 21st February with a Midweek Meander, starting from The Great Escape Coffee Shop at Moota, CA13 0QF. Arrive from 10am for a start at 10.30am at one minute intervals. The run will be less than three hours and will finish somewhere warm with food available. There will be **no entry fee** for this event and the cost of any food and drinks will be the entrants' responsibility on the day. Please let me know if you intend to enter – by Friday 16th please by email to ronpalmer777@hotmail.com with your names, car type and registration number. I originally intended to call at the Hartside Top Cafe but there is always the possibility of snow in February so we are keeping to lower roads. Remember to email me with your entry details otherwise there may not be a road book for you.

Once upon a time there was an informed weekly motoring newspaper called Motoring News. I bought it religiously from 1963 and the reliable results and reports for all weekend events, especially rallies, were a good record of the events and past issues were invariably filed in my archives which I kept for many years until the loft floor in the garage began to cry 'enough'. So about 8 years ago during one of my increasingly more frequent tidy up sessions they were recycled. I did keep a few but with them went many of my memories. A few days ago Derek Purdy, valued editor of the Berwick and District Motor Club magazine sent me a request to fill some gaps on a Border Rally start list from 15th November 1959. I had not taken part in that event but we were looking for missing names and cars that had competed. Already they had Andrew Cowan, President of the club, at number one and J Clark (yes the man!) in an Anglia at the end. Having exhausted my failing memories and in the absence of my Motoring News' I rang John Taylor but even combining our period recollections we couldn't fill the gaps. I have little doubt that in 58 years time it will be possible to press a couple of buttons and get a full start list for the 2018 Solway Rally.

I'm looking forward to seeing Fred Bent at the Awards night when he is coming as guest of honour to present the awards and regale us with a few tales. When he was announced as the principal guest at a recent committee meeting the word WHO? was voiced by several members. By way of explanation for none rallyists Fred is the MSA RLO (Route Liaison Officer) for Cumbria and lives near Lancaster. He is a man possessing great organisational skills having among many other events organised the first 10 Rally of the Tests, which demonstrates his talents. He is also a skilled navigator with vast experience in the UK and abroad. As RLO for Cumbria he is involved in approving every rally and tour which runs through our county and ensures there are no route clashes and resident issues.

The tragic death of Jim Clark on 7th April 1968 will be marked by a programme of events to commemorate the 50th Anniversary. This will take place on 7th and 8th April and will be organised by the Jim Clark Trust and Club Lotus. Elsewhere in Startline will be further details of the programme centred on Duns which is within an easy drive from Carlisle. We were proud that Wigton MC was able to contribute £1000 to the fund to extend the JC museum and this year will see the start of the building work which should be completed in 2019.

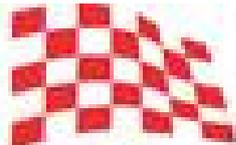
Ron

Rallying Call

WMC/PROTYRES Rounds 2018 (best five scores from eight rounds to count):

1. March 10th White Heather Tests WMC
2. May 5th/6th Berwick Classic BDMC
3. June 9th Stocktonian Darlington
4. June 24th Lake District Classic WMC
5. July 15th Northern Dales H&DMC
6. August 12th Blue Streak Classic SMC
7. Sept 30th Doonhamer Classic SoSCC
8. October 14th Solway Autumn Classic WMC




PROTYRE
www.protyre.co.uk

Dream Garage

Arranged by Michael Marsland

John Graham

I joined Cumberland Sporting Car Club in 1968 along with Andy Armstrong, then we both joined Wigton MC in 1970. We did the odd 12 car and marshalled quite a lot all over Cumbria. I had the pleasure of sitting in the passenger seat on Wigton's special stage test day in a Mexico with Peter Sheddon (now deceased) in 1973. I sat beside Andy Armstrong a few times before hanging up my crash helmet. In recent years I have managed to sit beside my Andrew twice in his Puma and picked up a pot each time, the only ones I have ever won.



If I were to have a dream garage, the first car would be a Range Rover classic preferably the limited edition 2 door in black CSK. We have owned 2 classic Range Rovers, but this would be the ultimate as you need a V8 in your life.



The second car would be a Ford Escort Mk 2 RS2000 in Daytona yellow as I had the pleasure of driving these when they were brand new whilst working at County Garage in Carlisle. I have a set of wheels for one just not the car to go with them or the bank balance to buy one.

I had a Mk1 Mexico before Andrew was born, but I think the Mk2 is the better car to drive.



The third car would be a Fiat 850 coupe as I lusted after one of these in my late teens and early twenties, but they were too expensive then as they are now. A friend of mine had 3 all at once, red, white and blue, but that was just greedy.



The fourth car would be a Riley 1.5, a gentleman's sporting carriage. I am a bit of a hot rodder so this would probably have a 2.0 litre Mazda Mx5 engine and box as you don't have to cut the shell to fit it. Along with modern brakes, suspension and shockers, this would make a Q car (nobody would know what it really was).



Car number 5 would be a Mini Clubman 1275 GT in a mustard colour (as standard as when it left the factory), there can't be many left that are standard and not messed about with. I would not want one with the dreaded Denovo tyres, which you probably can't get any more, but I would fit an alloy sump guard as they are quite low to the ground.



The sixth would be on 2 wheels i.e. a Triumph Bonneville as I am a biker at heart although I am not allowed one (as per her indoors), although I would probably settle for a Honda 90.

Photo Page



Social Scene

Marian Sloan reports

Annual Awards Dinner 2018

Saturday 10th February 2018

At the Skiddaw Hotel, Keswick

7.00 for 7.30pm

Our guest speaker this year is MSA Route Liaison Officer and former Rally of the Tests organiser, co-driver and navigator

Fred Bent

Fred's dry sense of humour and sharp wit will keep us all entertained along with his many amusing anecdotes.

Presentation of awards for the Club Championships and Gates Tyres Rally Awards

Tickets £30 per person, available from Marian Sloan
(mazsloan1@outlook.com) Tel: 01900 85833

Hopefully all award winners will be able to attend. If you are unable to come along please let us know and also arrange for someone else to collect your award for you.

Inside The Industry

Paul Gilligan has his say

2017 Final Scores

UK new cars sales (registrations!) ended 5.7% down on 2016 with December alone 14.4% down on the previous December. Clearly less appetite for massive end year pre registrations this time around. Diesel cars were 17% down for the year, a massive 31% down for December alone. Alternative Fuelled Cars (electric or hybrid) were 34% up for the year but still represent less than 5% of total sales.

Performance of different manufacturers differed little from last month's report although BMW as usual managed big registrations in December so just beat Audi for the year but both well behind Mercedes. Continued tears for Ford and anything to do with Citroen/Peugeot/Vauxhall as we must now get used to calling them. Of which more below.

Happy New Year?

Not likely I'd say. Most expect a further fall in new car sales this year but already special offers are flooding in to tempt buyers. VW are offering a further £500 against the December offer for those who take finance, SEAT now £1000 below December price across the range, Kia 3 years' free servicing on SUV models, Vauxhall 20% off selected stock and so it goes on. "Scrappage" schemes have largely been continued and in some cases been made more generous. It's a jungle out there and although I don't do plugs an old hand with a machete is useful to any potential buyer just now!

Many observers think the balance of power will move from the manufacturers to the dealers this year. With a further reduction in new sales it is likely that rather than demanding higher and higher standards from dealers, and bigger and more expensive showrooms the manufacturers will have to change tack to actually supporting their dealers. Certainly this happened in the last recession when certain manufacturers when looking that what they expected from their dealers changed the conversation from "must have" to "would be nice" when discussing certain of the standards they expected from the dealer.

What Dealers?

Leading accountancy firm KPMG have recently released a survey of senior people in the industry described as "explosive" by one observer.

In considering this you should remember that KPMG were Carillion's auditors of course!

KPMG claim to have spoken to almost 1000 senior executives in car manufacturers, dealers, suppliers, fleet customers, finance providers and so on. 75% of those questioned said 20-50% of "bricks and mortar" car dealers would disappear by 2025, only 7 years away. KPMG see the remaining dealers will need to concentrate on service and used cars to survive. And when used buyers switch to purchasing a self driving car over the internet what then?

Where's Diesel Going?

As already reported diesel car sales in the UK have dropped by 17% in 2017 and now represent only 42% of total sales against 48% in 2016. It's widely expected this trend will continue with diesel % of total sales down to 20% by 2020 and maybe 15% by 2025. However the savvy used buyer doesn't agree. Used diesel car values actually ROSE in 2017 and with new diesels becoming rarer the old facts of supply and demand may well see this trend continue. Of course this varies by sector (small cars are very much petrol now) and area (diesel is a VERY dirty word close to and within the M25) but to paraphrase Mark Twain I'd say the demise on diesel has been greatly exaggerated.

However worth noting that Toyota (great fans of the hybrid technology) have recently stopped selling diesel cars in Italy. Now Italy was a country where small cars were petrol (mainly Fiat 500s of course), Ferraris were petrol, and pretty well everything else was diesel. How things change!

What Does “One Careful Owner” Really Mean?

For many years that tag has been a great one to attach to any used car offer for sale. Of course the “careful” was never easy to prove but the “one owner” on its own was enough.

Of course many used car have had one owner that was a company, a leasing company perhaps, or even a car rental company. Is the tag then justified? The tabloid press, guardians as ever of fair play and truth above all, have recently jumped on this and suggested the “millions” of customers are entitled to a refund of “up to 100% of the purchase price” if they were sold a one owner car when the truth was that it may have had several or even many different drivers.

Experienced lawyers have suggested that the truth is a good way away from what the tabloids are saying but there is no doubt dealers will have to be more careful in future. However as is often the case emotion is ruling cool thinking here.

Would you like a car that is washed, valeted, has tyres and levels checked every few days? Then buy an ex rental car.

Would you like a car that has been maintained exactly in line with the manufacturers’ service schedule with all repairs carried out when required because the driver or customer isn’t paying for them? Then buy an ex lease car.

Last entrant To The Luxury SUV Market

Of course Land Rover started it all in about 1970 when they introduced the first Range Rover. I’m absolutely certain they had no idea where that would lead. As the RR moved gradually upmarket with 4 doors, fabric then even leather trim and so on others followed.

Perhaps the next big game changer was when Porsche introduced the Cayenne. Porsche had only ever made sports cars. Very soon the Cayenne was their best seller and others rapidly followed. Mercedes, VW, Audi etc etc. Porsche followed up with a smaller brother the Macan with equal success.

Next big break in the dam was Bentley, then suddenly Jaguar were offering SUVs as well as their stablemate Land Rover. Which like Porsche soon became their best sellers.

So what’s left? Maserati have launched the Levante, Alfa Romeo the Stelvio, Aston Martin are hard at work on their SUV and are even building a new factory in Wales to produce it. And even Rolls Royce has announced they have an SUV coming. The Lamborghini Urus, 640 bhp of 4x4 is on the road.

Surely there was one manufacturer the died in the wool SUV hating sports car loving enthusiast could trust to avoid this mania. You know who I mean – those nice chaps in Marenello who’ve been turning out wonderful sports and racing cars for 70 years now. OK they started offering colours other than red, then it was auto boxes for the Yanks, suddenly turbos rather than high revving V8s and V12s, but surely we could still trust them?

OK they’re not launching an SUV (Sports Utility Vehicle). BUT in late 2019 they will launch an FUV (Ferrari Utility Vehicle). Prototypes are built and running. Styling is pretty well signed off.

Why? Simple – money talks! Don’t expect it to be cheap.

Land Rover Restarts Old Defender, Cuts Back New Car Production

Land Rover recently announced they would begin producing a luxurious high powered version of the old Defender. Not *quite* a new car though. They will be based on existing cars either provided by the customer or sourced by Land Rover Classic, then stripped back to the bare metal and completely rebuilt. LR can’t produce new Defenders from scratch as they no longer meet safety regulations.

Power will be provided by a normally aspirated 5 litre Jaguar V8 producing 400 bhp and complemented by uprated brakes and suspension. Solid axles are retained front and rear so it should be an “interesting” drive. The interior is far more luxurious than Defender owners would recognise with leather Recaro seats and leather trim covering the dashboard, door panels and headlining.

The work can be carried out on any existing Defender, short or long, van or estate car. Only 150 will be produced, prices START at £150,000.

Meanwhile less happily LR have announced they are cutting back production of the Evoque and Discovery Sport models with the Liverpool factory that makes them going from 3 shifts a day to 2. LR cite the drop in UK car sales and the reduction in diesel demand .

PSA Get Tough At Vauxhall

Whilst as reported last month lawyers for PSA and GM continue to argue over the small matter of 500M Euros PSA feel they're owed PSA are starting to take the iron hand out of the velvet glove to move their new acquisition towards profitability. A senior PSA exec has been appointed as the new MD at Vauxhall. He's publicly targeted "dramatic" improvements to the company's performance. Late last year 400 redundancies were announced at Vauxhall's Ellesmere port plant and this month another 250 job losses were announced, a total of about one third of the work force. It's being made clear that if Vauxhall in the UK can sell a lot more cars than they currently do AND at lower discounts than currently offered then Ellesmere Port is safe.

That demands they do what they've been trying (and failing) to do for more than 20 years now, sadly looks unlikely? Unite Union has promised to disrupt production at PSA's French plants unless both Ellesmere Port and Luton factories were protected.

Paul Gilligan

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Top Five Classic Car Accessories (Courtesy of Hagerty)

5) Spray-On and Adhesive Tinted Windows In the 1970s, a car with tinted glass was almost incontrovertible proof that its owner had 'made it' in smart circles, so why not buy a kit from your local spares shop? There were two reasons, the first being that a personalised 'Derek and Tracy' band that was prone to falling off the windscreen rarely increased the re-sale value of your [Triumph Toledo](#). And the second was that a weekend spent creating black windows on your [Mini](#) often led to poor visibility and being gonged by the police on the A66

4) A Heater Sometimes it is the most seemingly minor of details that illustrate how the past really is another country, including the fact that well into the 1960s a heating system was an extra on the cheapest popular models of car. Copies of *Motor* or *Autocar* would regularly carry advertisements for the likes of the 'Tudor Mk. III' which was not especially cheap at £6 10s but would make the prospect of driving to work in mid-winter less of a dismal prospect.

3) Alloy Wheels 'Tony got where he is because he knew what he wanted' – and not just a pair of really terrible trousers but a [Ford Capri Mk. I](#) that is now equipped with wide alloy wheels. N.B. The 'action-packed look' may work on the 3000 GT but it functions on a Capri 1300L only if you are the sort of medallion man who possesses the overwhelming desire to have your neighbours laugh at you as you are overtaken by a Reliant Rebel yet again.

2) Spoilers and Body Kits The principle of alloy wheels is also applicable to various forms of car body kit. 40 years ago, many a car owner learned the hard lesson that while spoilers looked highly appropriate on a [Ford Escort RS2000](#) or Mexico, fitting one to your four-door Popular Plus would not automatically make you the next Jackie Stewart. A decade later, the result spending your hard-earned savings on magically transforming a 5-door 1.4 L into your own interpretation of 'Yuppie' transport looked even more tragic.

1) Go-Faster Stripes Or the definitive accessory fitting for many years. The purpose of such decorations was to a) bestow confidence on the owner b) lend him (it usually was a 'him') a measure of charisma and c) to impress the local Rotary Club. At least the copy here is honest enough to say that the stripes may not make your car go any faster they 'will certainly attract many admiring glances' - and who can say fairer than that?

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

In December 1994 my daughter was finishing her first term at Surrey University in Guildford and so my wife and I had decided to drive down from Carlisle on Friday night after school (we were both teachers) and after a night in a hotel bring Helen home.

It was bitterly cold and by the time I picked my wife up from her school car park it was already dark, but with a full tank of petrol and the heater turned well up we set off down the M6 with somewhere round about 340 miles to go.

All went well until just after Sandbach services when everything ground to a halt. Pitch black, freezing cold and more or less static, a three lane car park which we were stuck in until just before the up-hill section approaching Kelemen the cause of the hold up became apparent as an articulated tanker was half on and half off the carriageway with the tractor unit facing the opposite direction to the trailer.

We carried on and after having told Helen we'd see her about 9.30 before going off to our hotel it was well after midnight before we arrived at our destination. We went straight to the hotel by the way and with no mobile phones available didn't see our daughter 'til the following morning. Was she concerned? No, she'd just gone to bed, knew we'd be alright!

Loaded up with fuel we headed home the following morning, getting back to Carlisle after a trouble free run with a half hour comfort/ burger break at Keele.

So what, you may ask, but the point is imagine the above trek if the vast majority of the vehicles on the road that night had been electric. Let's say 120 miles to the start of the jam, all lights and heaters on and no way to charge up. Those that got to Keele without parking up on the hard shoulder if there still was one would have had to dive into the services to charge up and even with, let's say, 50 bays it would have taken hours to clear the backlog. Personally we'd have needed at least another charge to get to Guildford and another two or three minimum to get home, all of which would have taken considerably longer than the actual stop we had.

Like me I suspect that a lot of you are quite comfortable undertaking long trips and don't look on a car as solely the means of doing the odd local journey. I'd suggest that the only way our sort could ever really "go electric" and feel comfortable would be to have one as well as and not instead of our petrol or oil burner. Fair enough, but it's hardly saving the planet if we all add another car to the family fleet, which by the way would be 100% increase for us.

Thinking about the above has anyone ever used the freedom of information act to get the DVLA to look into the registration of new electric vehicles and how many of them are being bought by households which already own thirsty petrol or diesel cars. It might just show a trend where very few people are willing to put all their "eggs into the electric basket" so to speak.

In closing I read recently that over the last twelve months a total of 3178 public connectors of varying speed had gone live. Well that's good news until you realise that over 20,000 electric plug in cars have been registered during the first 9 months of the year. In other words the ratio of vehicles to charging points is getting worse rather than better. Never mind, once hydrogen power takes off we'll have something else to worry about.

Ends

AA

What's On

WMC events and other events of interest

February

10th	Awards Dinner	
21st	Midweek Meander Tour	
23-25th	Race Retro at Stoneleigh	
24th	John Robson Road Rally	(Hexham DMC)

March

3rd	Malcom Wilson Rally	Trio
10th	White Heather Tests	
25th	Autotest/PCA (Maryport)	

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

M-SPORT CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

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