

Start Line

Issue 04/18

www.wigtonmc.co.uk

April 2018

Slick White Heather Defies the Rain



A very well run event with a full entry defines the damp conditions to finish well ahead of schedule. The competitors and marshals went home after a great day of twenty tests and with full stomachs after the usual White Heather Hotel roast dinner!

Credit must go to the new Clerk of Course, John Sloan and his team plus the 30 or so marshals who braved the damp and windy conditions outside.



95 Years of Affordable Motorsport

Club Officials

Wigton Motor Club Ltd Officials

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

COMMITTEE MEMBERS

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

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

This month sees the first closed road rally in England taking place in Essex with the Tendring Clacton Rally. This is the result of years of the work by the MSA to get the required legislation through parliament . There has been a lot of rubbish appearing about what the new laws would allow but most experienced organisers knew that the sort of event we have seen in Ireland, Belgium and the Isle of Man will never be possible in the UK.

Essex may seem an unlikely venue for a rally but it is the most logical. Clacton is a declining seaside town that will welcome the addition influx of visitors, much the same as the North West Stages in Blackpool which will include closed roads next February. There are a couple of sprint type events scheduled for Preston and Coventry using parts of the urban ring roads. All cause minimum disturbance to the local population but bring extra custom and publicity into the cities.

The chances of closed roads events, particularly rallies, taking place in rural areas are perhaps not so good. The continental and Manx events having been taking place for decades and are part of the heritage of their areas, locals will have grown up with them. It is much more difficult in the UK. The population of the countryside is rapidly changing with the coming of the “Escape to the Country” brigade who come from the cities and have expectations of peace and quietness. Rural life has also changed with farmers diversifying. How many lengths of roads do you know without holiday lets, farm shops, cafes, potteries or other businesses that rely on passing traffic? They are not going to be happy if you close their road for a day.

In Cumbria you can forget anywhere in the National Park, the NPA are hardly likely to give permission and of course the “Friends of the Lake District” will object on principle.

It would be great to run an event, a hill climb or sprint and if anyone can suggest a suitable length of road that is generally little used, has plenty of corners and where its use does not disrupt local businesses then we will be pleased to investigate further.

Meantime let's offer Sevenoaks DMC our good wishes with their event as the eyes of motorsport and a lot of other people will be upon them.

GTF



Editor: Graeme Forrester

Email: gtfmg@yahoo.co.uk

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

The contents of Start Line are protected by copyright 2018

Forthcoming Club Events

The Gallop

April 20/21st

There may still be a chance to get a late entry.

See the entry forms on the website for details

Drive It Day

April 22nd

11 until 2

Dalemain

Free entry for a suggested admission of £5 for local charities.

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

As usual the new competition season is almost upon me and I am aiming to do the Aintree sprint in April but there are still things to be done on Snotty. The brake upgrades have been finished and Snotty now sports rear discs and Wilwood front callipers – the complete effect of which I am still not sure. I was expecting great things, but when I left JDM at Kirkbride where the conversion was done I found Snotty had no brakes worth speaking of! Thankfully before I had left Jonathon had told me to read the instructions that came with the Ferodo DS pads I'd fitted (who'd have thought you needed to read instructions!) and they advised braking 25 times at 50% effort for 3-4 seconds at a time to run new pads in. When I read it I assumed it was just a thing they put on the paperwork to stop a new user from wrecking the pads with mad braking straight out of the box, however as I headed home I was praying that the costly set up would come good after I'd done the running in.

Thankfully they started to come along nicely on the way home although I'm not convinced they are any better than before but there is time yet because I've barely driven the car. Time will tell and whatever else happens I've shaved another 8kgs off the weight of the car. Next up is the new front suspension set up which is all ready to go in once I get the time – prior to that I sent the car to Bill Kirkpatrick for an MOT and the old Skoda flew through despite almost failing to start in the sub-zero conditions I faced when I dropped it off at 6am (no there wasn't anyone there at that time of day!)

The Saab I got to replace the Saab I didn't get which replaced the yellow Skoda Rapid (see previous month's ramblings) is a bit of a pup I suspect! I bought it unseen from a chap in Middlesbrough on the basis that it had a massive service history and appeared to be good. It's an Aero HOT (sounds sexy but stands for High Output Turbo) in metallic blue with toys and it's a rare 3 door coupe – in fact despite all the issues (which I'll come to in a minute) I am glad I have it because there hasn't been another for sale in the UK that I can find this year and a lower spec 3 door (but admittedly in great condition) is currently on Ebay with bids of over £3000.

I went to collect it by train. Have you ever tried to get from West Cumbria to Middlesbrough by train? On the plus side its relatively cheap.....under £40 for the ticket and that was standard price not some advance discount item. On the downside I had to change trains twice and it took 4 hours.....exactly double how long it would have taken by car. We stopped at a lot of stations...really loads of stations and over Teesside way a lot them were not easy on the eye shall we say. I text the seller Ishmal before I arrived and he said he would meet me. What he didn't say was that he would leave me waiting for nearly 40 minutes in the cold before collecting me – and that's when I realised it wasn't going to be a great car. Someone who was so disorganised and feckless as to not be able to collect the buyer of their car from a station less than a mile from where they live who's had advance notice was not going to have an amazing car! When Ishmal did turn up (with his dad crammed in the back) I had a quick look over the car and it appeared ok and he drove me round to where he lived and the car seemed to drive ok.

I had paid a deposit and got the car for less than a grand so I wasn't about to start giving it a full inspection so after handing over the money and getting my part of the V5 I headed off in my new Saab. Within half a mile I'd figured all was not well. When Ishmal had driven it he had been applying pretty much full power to achieve reasonable performance! The turbo was not boosting as it should at all and as I made my way home I could smell oil and noted that the aircon didn't work along with the electric wing mirrors. I rang Ishmal – just to vent a little and got a complete denial – he really rated the car and thought the performance was up to scratch and sounded vaguely convincing.

I'm still not sure if he was ignorant or had duped me. I say duped me, actually the car is ok for what I paid given the price of good ones and it got me home no trouble. The oil smell isn't down to the turbo (which is good) and was a now cured oil leak from the rocker cover. There are a variety of issues to sort on it but as long as the turbo isn't goosed there is nothing massive and it will give me something to ramble about until I decide to sell it!

Peter



INTERNATIONAL RALLY

28th April 2018

Marshal Request

In-stage marshals are required for stages in the Kielder.

4 Stages run on Saturday 28th

Each stage will have one pass of Historic/2wd crews contesting the British Historic, Northern Historic and the new popular Rally 2 championships.

Each stage will then have two passes of the International. It comprises of the British Rally Championship, FIA Celtic Trophy, Land Rover Rally, Nat B Five & Nat B Two.

As well as In-stage marshals, I'd also like to hear from anyone available to help in the service area in Kielder, start at Carlisle and Ceremonial finish in Brampton on the Saturday Evening.

To Marshal

Visit www.pirelliinternationalrally.co.uk

Or

Contact Chief Marshal Barry Lindsay,

Email barry.lindsay@tiscali.co.uk

07745450714

Our Sponsored Drivers

Jack Palmer



Sunday April 11th saw the Wigton Motor Club sponsored car of Jack Palmer travel to Curborough sprint track for the first round of the BTRDA British autotest championship. This being Jack's first Championship event there was a bit of nervousness not helped by a non-tested car. On the last event entered the nova had driven into the trailer and then refused to start on reaching the event. The fault was traced to a wiring fault and a temporary fix had been carried out to complete that day. On return the wiring was sorted but also a new exhaust manifold and fuel tank was fitted a short test was planned

on Maryport but the snow put paid to that. It was a relief then that the car ran faultlessly all day only a gear selection issue causing problems as the day went on.

Scrutineering was completed without issue and the car given a quick spin on an open area between some of the tests. This showed the surface to be slippery and it stayed like this until a run had been completed. Time to walk the tests, 4 tests were laid out this is where the young head wins 3 walks on each had them placed in the memory banks even though they had multiple changes of directions and on some of them reversing round a triangle or U turn exercises.

The car of Jack was entered in class B with all the other Nova's and Corsa's a well-supported class with 8 starters most of whom had done at least a year in the championship. Unfortunately, the Gillespie's car didn't complete the day with a gearbox issue causing a retirement. Our spare electrical set was lent to one of the other competitors so they could complete the day. That's the way it goes in Autotesting everyone will help to get others to the finish.

The 4 tests were to be attempted 4 times. Jack got steadily quicker as the day went on, reducing his times by between 4 and 10 seconds across the day. Only taking a maximum on one test due to getting a cone stuck under the front of the car and choosing to stop so as not to damage anything. At Lunch after 2 runs he was lying 5th in class but by the end of the day he was up to 4th in class, placing 18th overall out of 23 finishers, but the highest overall finisher in the class was 14th so a great result. Made better by the fact he won the first Novice award.

Due to family commitments it is looking like the next round will be June. There will then be 4 rounds in fairly quick succession. The gearbox will now get looked at as there is a fair bit of time being lost with that. Reports to follow.

White Heather Tests

Wigton Motor Club ran the opening round of the Gates/Protyre Historic Rally Awards over twenty tests at Kirkbride airfield last Saturday. A full entry of historic and targa cars was received and the event ran very smoothly despite the weather being very damp which made for some interesting driving conditions.

The excellent facilities at the White Heather Hotel provided refreshments and warmth through out the day. The hotel has been the base for many WMC events for some fifty years. Following documentation, coffee and a briefing from new Clerk of the Course, John Sloan, the cars split into five groups to start the tests with a defined order being in place.

The event ran very smoothly thanks to excellent work by the marshals in difficult conditions and lunch was able to be taken early. A different permutation of tests was used for the afternoon set of ten tests with two new ones being added and two being dropped. The two new tests were longer and were great fun for both crew members.

The usual superb White Heather roast dinner was served, and the results were speedily produced. The overall winners were Chris Hunter and Fiona Tyson in a Mazda MX5 who won the Targa section as well while in second place and winners of the Historic section were Graeme Cornthwaite and Craig Welsh in a Mini Cooper S. Rob Iveson and Jacqui Raine were third overall and second in the Targa in a Ford Ka.

David Martin and Brian Hodgson won class H1 in their Hillman Imp, H2 fell to David Agnew and Alan Jackson in a Porsche 911. P1 was won by Terry Dixon/Duncan Curwen in a Mini Cooper S. Class P2 saw David Marsden and Mike Garstang win on and Escort RS and the merged class c & D was won by Brian Bradley and Michael Marsland in a VW Golf.

In the Targa classes, T1 was taken by Peter and Karen Wright in a Mini this being Karen's first event as a navigator while Phil Hodgson and Ian Giles won T2 in an MX5 with Graeme Mactavish/Jim O'Neill second in another MX5.

With the awards presented and dinner completed the crews could head home at 4.30 after a very enjoyable day.

Wigton MC's next event is the Spring Autotest at the Maryport Business Centre on March 25th.

The next round of the Gates/Protyres series is the Berwick Classic on May 5/6th

Diversions

I've discovered a new cure for insomnia! It's called watching Formula E racing on TV! It is really very sad. City tracks with no run offs so there is virtually no passing and cars that deviate off line hit the barriers and are out, often causing the race to be red flagged. No noise and no atmosphere either. You can tell it's going to be boring when the organisers and commentators make a huge effort to hype it up, If it was good then it would not need hyped.

So no grid girls at F1 or BTCC now, Easter Eggs to be called celebration eggs, Hot Cross buns are not to have crosses on them, Christmas Trees to be called Festive Trees and Bakewell Tarts are now Puddings! What is the world coming to and who is it who comes up with these things and puts them into force?

M Sport are developing an electric rally car. An interesting challenge but given the current safety issues as to what happens when electric cars crash, will the MSA be keen. All electric car will be much heavier and thus cause more damage when it goes off and be more difficult to recover. Watch this space!

In contrast to the Formula E racing the Goodwood Members Meeting was great despite the poor weather. Once again the salon car race made the current BTCC look pathetic while the driving of some of the sports and GT cars in the damp was brilliant. You can see a clip of the Healey 3000 being driven in controlled drifts for a whole lap in our Face Book Page.

The Jaguar XK engine is 70 years old but did you know that it was first used in an MG? In 1948 Goldie Gardener, the prolific record breaker in streamlined MGs, put a two litre version of the new XK engine in the car and broke many class records, reaching 177 mph for the flying kilometre.

The familiar Leyland 'roundel' logo still exists today in Turkey on a range of Ashok Leyland trucks, and the rights to both the Rover and MG brands are now owned by the large Chinese SAIC vehicle group, with the former renamed locally as Roewe, and MG now returned to the British market with a small range of UK-developed (but Chinese-built) hatchback and SUV crossover models. Who could have imagined this 50 years ago British Leyland was formed? Oh, how the mighty have fallen...!

The M Sport Ford team won the second round of the WRC in Mexico and there are wins all over the place with an R5 Fiesta taking a win on the first round of the ERC in the Azores.

The head of the Peugeot group says he wishes governments were not rushing headlong into electric cars.

A third of cars in the UK live on the street. When they are electric how are they going to be charged? What happens in bad weather when cars are stuck in snow? The electric is needed for heating and light. Thus after a few hours in a jam, or stuck in the snow, the cars will have no power and will need to be recovered. There are so many issues that have not been properly address as yet.

Then and Now

Wigton Motor Club dates back to 1923 when it was formed as the Wigton and District Motor Cycle and Car Club. Obviously bikes were the main interest in those early days. However we were not the first motor club in the county as Westmorland MC was founded in 1910 so has had it's centenary all ready. Westmorland ran the Barbon Hill Climb for many years but sadly the car side of the club died out and it is a solely motor bikes trials club now.

Over the years many club have come and gone. The Cumberland Centre of the 750MC was highly successful when Austin 7 specials were the in thing for cash strapped enthusiasts. Sadly, the centre ended up in dispute with the club HQ who wanted to take any profit the Centre made, and the Centre was disbanded.

In the 70s and 80s the south of what is now Cumbria was a great place for road rallies with clubs like Morecambe, Kirkby Lonsdale and Furness all running rounds of the Motoring News Road Rally Championship, fantastic events over wonderful roads. However, these type of "selective" events were not sustainable and the MSA banned them in 1987. That hit two of those clubs hard as it was their main area of motorsport and Morecambe CC has virtually disappeared and Furness DMC exists in name only to run the excellent Grizedale Stages. Kirkby Lonsdale MC, though the efforts of people like Mike Kirk and Kevin Savage, have adapted and still run a full programme of events.

The north of the county saw clubs come and go with many have quite short lives. There was an Eden Valley CC long before the current one was formed and there were also a Silloth MC (mainly treasure hunts), Dalston MC (treasure hunts and 12 cars), Pirelli MC, (mainly social), Black Reds (motor bikes), John Peel MC (Caldbeck based of course) and a Keswick Motor Club.

Cumberland Sporting Car Club were for many years the main club in the Carlisle area but had really run out of steam by the late 70s and exists now in name only as the permit holder for the Pirelli Rally. The Pirelli Rally was originally the Tour of Cumbria and run by eight of the clubs of the Cumbria Motorsport Group, the idea being to run an event in the county and to preserve our forests for local use as in those days there was a huge demand for each of the 64 forest allocations available. After some years the interest from competitors waned due to cost and the clubs decided to pull out of the arrangement. Thus, the enthusiastic organising team continues to run the event now in the Kielder forests for national championships rather than local competitors.

In the west of the county there was a Whitehaven MC, West Cumberland MC and the United Steel Social Organisation motoring section which morphed into Workington & DMC. Whitehaven and West Cumberland merged in the seventies and then in more recent times WCMC and W&DMC merged to become West Cumbria Motorsport Club.

Blue Ramblers MC were formed in the early 90s in the Kendal area but did not survive and Fellside AC appeared around the same time and still exist in name to run the Northern Trial. There was been a small but enthusiastic following for sporting trials, firstly with CSCC and then there was some sort of fall out and two clubs emerged. Now there is the Northern Phoenix Trials Club which is more of a regional club but runs some events in Cumbria. North Lakes 4x4 Club was originally formed by some WMC members who were keen on 4x4 trials and it flourished for many years and is still going.

One of the biggest clubs in the past was the Vickers (Barrow) MC which was a works club with around 800 members at one time and with it's own garage for members to work on cars etc. They ran a variety of low key events but were brilliant and putting out marshals on events all over the north and regularly won the "Stage of the Day" award on the RAC for running Grizedale which was usually the longest stage on the rally then.

Championship News

Club Championship Overall

1.	Peter Wright	45 pts
2.	Rob Iveson	42 pts
3.	Phil Hodgson	39 pts
4.	Jacqui Raine	36 pts
5=.	Nigel Moffat	34 pts
5=.	Angus Cowan	34 pts
7.	Ian Cowan	32 pts
8.	John Holliday	30 pts
9=.	Willie Keening	25 pts
9=.	Graeme Cornthwaite	25 pts

Ladies Club Championship

1.	Jacqui Raine	36 pts
2.	Fiona Tyson	25 pts
3.	Karen Wright	23 pts
4=.	Heidi Garstang	20 pts
4=.	Karina MacLean	20 pts

Autotest Championship Overall

1.	Willie Keening	25 pts
2.	Murray Walker	24 pts
3.	Jack Palmer	23 pts
4.	Peter Wright	22 pts
5.	Geoff Rae	21 pts
6=.	John Holliday	20 pts
6=.	Nigel Moffat	20 pts
8.	Rob Iveson	18 pts
9.	Phil Hodgson	17 pts
10.	Angus Cowan	16 pts

FWD Autotest Championship

1.	Peter Wright	25 pts
2.	Geoff Rae	24 pts
3.	Charlie Noble	23 pts

RWD Autotest Championships

1.	John Holliday	25 pts
2.	Phil Griffiths	24 pts

FWD PCA Championships

1.	Nigel Moffat	25 pts
2.	Dave Garner	24 pts
3.	Gary Kennedy	23 pts

RWD PCA Championship

1.	Phil Hodgson	25 pts
2.	Angus Cowan	24 pts
3.	Ian Cowan	23 pts

Specials Autotest Championships

1.	Willie Keening	25 pts
2.	Murray Walker	24 pts
3.	Jack Palmer	23 pts

Marshals Championship Overall

1=.	John Sloan	25 pts
1=.	Marian Sloan	25 pts
1=.	Graeme Forrester	25 pts
1=.	David Agnew	25 pts
1=.	Ron Palmer	25 pts
1=.	Eddie Parsons	25 pts
7.	Mary Parsons	20 pts
8=.	Geoff Bateman	15 pts
8=.	Maggy Bateman	15 pts
10.	Robert Grant	10 pts

The season has now got well and truly under way with the club's first major event of the year at Kirkbride last Saturday. The White Heather Tests were run on a somewhat damp and gloomy day which made conditions a little less grippy in places which some found to be an advantage, whilst others, unfortunately, did not judging by the crew sat in the middle of the field on the Monks Dyke test. However, the results at the end of the day have altered the main championship table quite significantly, and I have now, also, been able to get the marshal's table up to date.

So the positions in the championships after the first 2 rounds are shown above. The next counting event for the championship is the March Autotest being organised by John Holliday on 25th March at Maryport.

Geoff Bateman

Your Autojumble

Looking for a Sierra 4 x 4 Engine complete or a Cosworth 200 block Phone 07732357267
07947 606222

Two DMACK Grippa DMG1 M&S tyres 185/70R13 with 8mm tread. £25

Contact details John Holliday 07769035522

Barn Storage:: There are a couple of spaces in the barn for projects or long term storage. £55 per quarters. Contact Graeme on gfmng@yahoo.co.uk

Navigator wanted for WMC historic rally championship rounds. Driver returning after a few years absence. Experience preferred, however enthusiasm and a positive approach just as important. Tony Tomlinson 07812635049

Cumbria Classic and Motorsport Show

August 19th

At Dalemain

This year we are celebrating a number of anniversaries with special classes: **70 years of Land Rover (LR); 70 years of the Citroen 2CV (2CV); 60 years of the Sprite and Midget (Spr); 50 Years of the Escort (Escort)**

There is also a dedicated entry form for WMC competition cars of all types.

These days we have several one make clubs with groups in the county and we welcome them to the Classic Show each year but sadly the motorsport clubs have waned a lot over the years with Kirkby Lonsdale, Wigton and Spadeadam offering a full programme of events while Eden Valley run several twelve car events a year.

GTF

Cumbria Motor Sport Group Dates 2018

April	15th	WMC	Autotest	
	22nd	WMC	Drive It Day	
May	2nd	WMC	Touring Assembly	
	6th	SMC	Grass Autotest	
	9th	WMC	Grass Autotest	
	19th	KLMC	Hill Climb	Barbon
June	6th	WMC	Touring Assembly	
	13th	WMC	Grass Autotest	
	17th	SMC	Grass Autotest	
	24th	WMC	Historic/Targa	Lake District Classic
July	7th	KLMC	Hill Climb	Barbon
	8th	WCMSC	Stage Rally	Greystoke
	29th	SMC	Tar Autotest	
August	1st	WMC	Touring Assembly	
	12th	SMC	Classic & Targa	Blue Streak
	18th	WMC	Touring Assembly	Rose & Thistle
	19th	WMC	Show	Cumbria Classic & Motorsport
	26th	KLMC	Stage Rally	Pendragon
September	2nd	SMC	Grass Autotest	
October	7th	SMC	Tar Autotest	
	14th	WMC	Historic/Targa	Solway
	20th	KLMC	Historic Rally	Devils Own
	21st	WMC	Touring Assembly	Cumbrian Canter
	28th	WMC	Autotest	
	25th	WMC	Autotest	
December	1st	FDMC	Stage Rally	Grizedale
	29th	WMC	Autotest	
	31st	SMC	Tar Autotest	

Club News

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

Eric Paterson of Dolphinton

Craig Welsh of Lancaster

Carl Sams of Westerhope

Lee Valentine of Shiremoor

Amy Henchoz of Wavertree

Joseph Nichols of Wavertree

Ronald Mounsey of Carmarthen

Ian and Dan Curwen of Field Broughton

David and Jane Seymour of Portinscale

Laurence and Sharron Bradley of Great Broughton

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 wmcmembersub@outlook.com

MSA Regulations Changes

Proposed Regulations Changes for Consultation Your attention is drawn to the relevant page on the MSA website where you can find links to proposed changes, and a form to register yourself to be notified by email of new proposals for your chosen disciplines.

<https://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation>

Marshal Force

Marshals are the life blood of our activities

Marshals required for the following events.

April 15th Autotest

April 22nd Drive It Day

Barbon Needs You

Barbon is a very picturesque village situated very close to Kirby Lonsdale, it boasts not only a lovely church, a superb pub, a wonderful village hall but also a venue for a British Championship Hillclimb.

This venue has been in use for many years and many Wigton members have competed, spectated, twirled the spanners and even in the case of a certain Mr Graeme Forrester commented there at various times.

Set on the edge of the Pennines it can be baking hot, windy and cold or every now and again as happened last year experiences torrential rain of monsoon magnitude. In 2017 the forecast wasn't brilliant as often is the case in Cumbria so the event got under way with just a few showers. As the day went on the rain became heavy then an absolute torrential downpour which refused to stop. The marshals and the organisers dug ditches and trenches, erected little dams, even prayed to the rain gods to go away. They did everything possible to keep the event running but eventually with about 9 inches of mud at the paddock entry and exit sadly they eventually had to abandon the meeting. What a shame that all their work had been in vain as the marshals had pushed and shoved cars in and out of the paddock but the conditions absolutely overwhelmed them.

Competitors felt sorry for the organisers, spectators were obviously very disappointed, promises were made to try to improve the venue for 2018. To really focus peoples minds the MSA the governing body of motorsport decided that unless the venue carried out major work to overcome the problems they wouldn't allow the organising clubs of Liverpool Motor Club and Kirby Lonsdale Motor Club to host any more British Championship rounds at Barbon, the chips were really down now.

Bearing in mind that this venue is owned by Shuttleworth Estates, a farmer pays rent to graze the grass and apart from hillclimb days it houses cattle and sheep so lots of varying requirements here, it's not like Shelsley Walsh or Prescott where putting on motorsport events is the main priority.

Eventually a plan of action was agreed, funding sought, and a loan taken out to put in drainage that cost £10,000. It is now imperative to recoup this expenditure by getting full entries for the two events to be held this year on June 9th and July 7th and in turn attract lots of paying spectators.

With this aim in mind the organisers are very keen to attract motor clubs, classic car owners and traders to join in to make it a very prestigious event just as Bo'ness has done over the last 10 years. To achieve this, they are offering those clubs or individuals who put on a stand or display with 5 cars or more entry to the event for only £5 no matter how many people there are in each car which is a fantastic deal for a family looking for a great day out.

Wigton motor club always have lots of members competing and spectating so what an opportunity to fly the flag for Wigton MC put on a display like the Cumbria Classic show at Dalemain and see some great cars in action plus meet many old friends.

The event on June 9th is a round of the Bert Hadley challenge which is a championship for Austin 7 based cars visiting several different venues over the season, the cars vary from fairly standard road cars to out and out 750 cc racing cars whose engines rev to 8500rpm in top gear going up the Barbon straight. The sound is as distinctive as a Escort BDA at full chat on a forest rally.

It would be a great opportunity for a business to get some great exposure to a wide spectrum of people, check for similar discounted concessionary rates like the car clubs, it doesn't need to be a motoring business but exhibitors at these sorts of events sell products as diverse as scarves, motoring books, models, jewellery, artists sell portraits, landscapes even seascapes.



Others sell models especially railway trains, steam related items, dinky and other model cars. Classic car hire, VW camper hire, holiday cottages, B&Bs and hotels can also do rather well whilst people are browsing and have time to chat to stall holders.

There is always big interest in 4X4 and sporting trials car clubs, people are fascinated with unusual hobbies such as microlights and gliders these activities often find new recruits amongst the adrenaline addicts wandering the paddocks. There is a great opportunity for a car or caravan / motorhome dealership to attract new customers

or a chance to chat to their existing ones.

Barbon needs our support to survive and prosper, we need Barbon as its our only opportunity to compete against the rest of the country's hill climb competitors without going to venues near Worcester, Shrewsbury, Cheltenham or much further afield such as Wiscombe in Devon.

What can you do to keep this long-established event going, not just to survive but to grow year on year and keep his affordable branch of motorsport available no matter what age or class of car that you enjoy. The entry fee is just under £100 which is about £25 cheaper than most events and you only need a National B speed licence which is the starter licence in this branch of the sport.



It would be great to see even more cooperation and co-promotion of such events by the local clubs as each club has so much to offer both in the skills of the members and the expertise in organising different types of events such as the various clubs have excelled at doing over so many years.

Let's hope this critical time for local motorsport proves to be pivotal in getting clubs and individuals

to pull together and really work together for the good of motorsport and perhaps start a few more inter club challenge matches that often feature with other clubs.

Check out Barbon's website for more details.

Keith Thomas.

Rallying Call

WMC/Protyres Challenge 2018

White Heather Historic and Targa Tests, March 10th



Despite a cool, wet day the White Heather organising team and its band of marshals put on a slick and enjoyable event for a good sized entry of historic and targa crews. The event was located on Kirkbride airfield and adjacent private land and the tests had a mixture of tarmac, concrete and loose surfaces. The staff of the White Heather club on the airfield provided excellent catering all day.

Crews were divided into four groups starting at different test sites and moving on after they completed each test. This proved a successful format and meant crews experienced very little delay throughout the day. Competition in the historic and targa classes was close all

day. In the Historics Tot Dixon/ Callum Curwen (Mini) set the pace on Test1 recording 20s, with Graeme Cornthwaite/Craig Welsh (Mini) and David Agnew/Alan Jackson (911) both on 21s, David/ Heidi Garstang's Fiesta on 24s and Marsden/Garstang (Escort), Bradley/Marsland (Golf) both on 26s. New Challenge pairings McVittie/Paterson (ex-Simmonds Midget) making a cautious start with 33s while a WT for Martin/Hodgson (Imp) made them concentrate hard for the rest of the day.

Top positions swapped about among the leading historics all morning with Cornthwaite/Welsh gradually opening up a small lead. A battle took place between Agnew's Porsche and Marsden's Escort especially on the longer tests. Despite setting a number of quick times Tot Dixon lost time to the Porsche and Escort later in the morning. Dave Garstang's Fiesta was putting in competitive times while Brian Bradley was getting the hang of his Golf.

By lunchtime, Cornthwaite/Welsh led the historics on 393s, David Marsden had put the Escort into 2nd with 415s, David Agnew was on 420s, Tot Dixon 423s, David Garstang 448s and Brian Bradley snapping at his heels on 449s. Excitement was provided by the young Henchoz/Nicholls crew (Volvo 132) who threw their big car about with great verve to the delight of onlookers.

There was a number of quick crews among the targa entry and five crews tied on Test 1 with 20s including those who would fight for the lead all day, e.g., Hunter/Tyson (MX5), Iveson/Raine (shopping Ka!), Wright/Hodgson (Mini), MacTavish/O'Neill (MX5 with big grins), Winter/Pears





(Fiesta). On

the longer tests, the BMW of the new Challenge pairing of Hargreaves/Fry would show its potential, Iveson's Ka would claim a fastest test time, Peter Wright would put his undeniable autotesting skills to good effect and Hodgson/Giles (MX5) would underline why they took 2nd Targa overall in the 2017 Challenge. Nevertheless, despite the pressure from the chasing pack Chris Hunter set a series of consistently quick times.

At the lunch halt, and despite protestations of being a bit rusty after the winter break, Hunter/Tyson were leading the targas on 393s, McLean/McLean (MX5) on 397s had enjoyed a very quick morning, Wright/Hodgson had 398s, Iveson/Raine 404s, and Hodgson/Giles 409s. This group were a little ahead of a tightly grouped field and the afternoon was set up for some keen competition. It was good to see an increased number of crews in class T1 and evidence of close competition.

After a welcome break for homemade soup and warm bread rolls, it was back to the cars for the afternoon session and another ten tests. A couple of the morning tests were replaced with two new tests - both being long and slippery and enjoyable. Dixon/Curwen set the historic tempo on the first of the afternoon's tests (a tight tarmac affair) with 20s, Agnew/Jackson on 22s, Marsden/Garstang and Henchoz/Nicholls both on 24s while Dave/Heidi Garstang were to collect their first of three WTs which spoiled a series of competitive times.



Before long Cornthwaite/Welsh were back in the groove with a series of increasingly quick times; and, with their Mini offering the wonderful aroma of Castrol R most folk were happy to sit in its wake and inhale deeply. The competition between David Marsden's Escort and the growling 911 of Dave Agnew remained incredibly close all afternoon and it was probably the time gap between them on the first run at "Monks" that probably the outcome in the Escort's favour. Tot Dixon had recorded some quick times but dropped time to the Porsche and Escort later in the afternoon and then spoiled a good day with a WT on the final test. Bradley/Marsland had been quick and consistent through the final ten tests and would go home very satisfied with their first outing in the Golf. At the finish Cornthwaite/Welsh took 1st historic with 883s from Marsden/Garstang on 916s and Agnew/Jackson on 919s. Bradley/Marsland on 1008s led home Dixon/Curwen 1009s, David/Heidi Garstang on 1066s stayed ahead of the flying Volvo of Henchoz/Nicholls 1077s and Dave Martin/Brian Hodgson came home ahead of the McVittie/Paterson.

Competition was no less tight during the afternoon among the targa cars. Hunter was piling on the pressure with a series of very quick times but the chasing crews were up for it and as the afternoon wore on only a handful of seconds separated the leading three or four cars with another group hard on their heels. The MX5 crews were demonstrating how well adapted for autotesting is the little Mazda and how it is infinitely controllable when equipped with the LSD. Peter Wright showed that a Mini is still very competitive and it was good to see a wide variety of competitive cars among this targa entry including BMW 318, Clio, Corsa, Fiesta, 205, Celica and MGs. Surely, this is what grassroots motor sport is about.





Targa honours went to Hunter/Tyson with 854s, Iveson/Raine took their amazing KA to 2nd with 883s ahead of Wright/Hodgson 894s, Hodgson/Giles moved up with 907s, MacTavish/O'Neill had 914s, McLean/McLean dropped back with 916s, Hargreaves/Fry brought their BMW home with 934s, Geoff/Maggy Bateman (205) had a steady day to record 975s, and the last to beat the 1000s barrier was Harkness/Alexander (Corsa) on 988s.

The event ran smoothly and crews were happy to relax with a beer and tuck into a superb roast dinner before results were announced and awards presented. A big thanks to the hard working organising team and all the marshals for putting on an excellent starting round to this year's WMC/Protyres

Challenge. If the White Heather is anything to go by, we are in for a very enjoyable year's motor sport.

Mike Garstang

Drive It Day

Sunday, April 22nd

At

Dalemain

11 until 2pm

Arrive at any time

Collections for local charities.

Open to all type and ages of vehicles.

Food in the café, the Mansion and Gardens will be open.

Dream Garage

Arranged by Michael Marsland

Kirk Rylands

I didn't grow up surrounded by motorsport at all. I built, rather badly, an Austin 7 special when I was 16 simply because I need wheels. Learned a bit about opposite lock driving in an MG TA with bald back tyres, did my first competition in a laughably uncompetitive rusty TR2 which I drove from Aberdeen to Gibraltar 50 years ago and later bought a 'full race' Healey 3000 with some international history for £300. It was in need of some serious TLC and, in those days, it was just an obsolete old racer. Historic racing hadn't really started and I did my first Mod Sports race at Castle Coombe in about 1971. I latched onto the tail of a much smarter Healey 3000 who went round the corners while I disappeared into the scenery on some very old third hand Dunlop racers. This really was shoe string racing and I had a lot to learn. In 1973, I did the Le Mans Cinquantenaire - a 1 hour race before the 24 hours - and that was, in many ways, the dawn of Historic Racing. I bought HWM 1 in 1974 and raced her for over thirty years and bought the single seater H.W.M. in 1989. They were both very exciting and taught me a lot. The single seater was too heavy to be competitive but with a 3.8 Jaguar engine on Webbers and a low diff. she went like stink in a straight line and I could usually finish mid field.

I was involved, almost from the beginning, with the Historic Grand Prix Cars Association and, having sat on the committee for 5 years, I am now an Honorary Member. I still go to a few race meetings but consider motor racing to be a little like sex – both fun but neither are really spectator sports.

In choosing six cars, I am told that I can disregard both the value and the running costs and I also choose to assume that there are no speed limits on open roads and that I can drive as we could 50 years ago. Driving then was still fun and there was a certain romance to it. Some of my choices may seem a little obscure but I suggest worth looking up on the Googleizer.



No1 – Alfa 158/159 Alfetta – the 1947 Grand Prix car that dominated the first two seasons of the World Championship with drivers such as Fangio and Farina. An exquisitely made 1½ litre straight eight that eventually produced 420 bhp at 9000 rpm but did less than 2 mpg on methanol. Even if I couldn't run it, I would love it as a piece of sculpture. Fuel consumption was its downfall. The formula then was 4½ litre unblown and 1½ litres blown and Gonzales in the 4½ Ferrari was slower but won at 7 mpg as he didn't have to make two

fuel stops taking on 70 gallons a time. This choice was a toss-up between the W125 Mercedes. Before the war, a streamlined version clocked up the fastest ever speed on a public road at 269 mph. I believe this record still stands and the open wheelers regularly clocked 190 mph in races in 1938. Another car made as beautifully as it was possible to do regardless of functionality or cost.



No.2 - 1933 Alfa Monza 8C 2300cc. with Brianza coachwork. I would need the best pre-war road car and if a Monza isn't it, it must come close. Neither comfortable nor practical but a real adrenalin pump. A glorious straight 8 twin cam supercharged engine that won Le Mans, the Mille Miglia and the Spa 24 hours along with many other famous victories, often with Nuvolari in the hot seat. Alfas today may be regarded as mass produced and within reach of many but pre war, they were real super cars and more expensive in the UK than a Rolls Royce.

Arguably, they gave birth to Ferrari and are still very rare and hugely expensive. They only built 188 Monza road cars. A T51 Bugatti would also be a serious contender and I have driven various types – all great cars.



No.3 – 1955 Maserati 250F – the quintessential GP car. I raced against them many times in my single seater H.W.M. but only beat the occasional one when the driver didn't know what he was up to. Stirling Moss, having started his G.P. career with the underfunded and uncompetitive H.W.M. team, bought a 250F with a view to competing at the top level which he certainly did and was then offered a works drive in the W196 Mercedes – another fabulous car. The 250F's fine balance enabled good drivers “to employ a technique of high

speed cornering that involved breaking traction on all four wheels and using the throttle to determine the angle of travel” Hugely satisfying when you get it right but I couldn't always do it consistently. I toyed with choosing the Lancia Ferrari D50 –a stunning and very rare car but they were not designed to be drifted like a 250F and that is a great feeling when you get it right.



No.4 - Jaguar D type. Having owned and raced a D type engined H.W.M. for nearly 35 years, I couldn't not have a 'D'. Years ago a friend rang and asked if I would mind driving his 'D' type to Le Mans. He had been asked to take his GTO Ferrari and couldn't drive both – poor fellow! His car had the plaque on the dash “Winner Le Mans 1955 I. Bueb / M. Hawthorn” which rather concentrated the mind. It was a drive I will never forget. My H.W.M had a de Dion rear

end and so put its power down better than the live axle on a 'D' but in all other respects, the D was sensational. I only got it up to 130 mph but and it felt absolutely rock solid whereas the H.W.M.'s inferior aerodynamics were starting to produce a bit of a white-knuckle ride at that sort of speed. I followed the GTO back across France and could always tell when to pull out to overtake as the GTO changed down with that glorious V12 howl but in the 'D', I just floored it and then had to lift off as I

was right up the GTO's pipes - 3.8 litres beats 3 litres! A 'C' type is a nicer road car and easier to live with but not such a charismatic racer.



No.5 – 1960 Ferrari 250 SWB – a particularly beautiful 3 litre V12 producing something over 240 bhp in under a ton and with a most impressive competition record. I would also settle for a 250 Tour de France - perhaps not as pretty but a little less obvious.



No.6 – 1965 Jaguar E type FHC – All my other choices have been rare which an E type certainly is not and the original build quality was appalling but I have owned my car for over 40 years and a sorted E type just works. I would have to have the few tweaks I have on mine like a 5-speed box, decent brakes and alloy wheels (can't abide cleaning wire ones). Even Enzo Ferrari is reputed to have described one as the most beautiful car ever built. The 250 SWB would be quicker on a circuit but only produces 192 ft lbs of torque at 6000 rpm but the E type kicks out 284 ft lbs at 4000 rpm so you have to work at the Ferrari whereas the E is far more

relaxed for long journeys. I well remember driving a 206 Dino (SWB alloy comp. version of the 246) while it's owner abused my 'E'. A glorious little exciting racer but then I had to drive back to Carlisle from South Wales. E type every time. Driving hard is fun but not all the time and not on today's roads. I was very tempted to choose a Ferrari 365 GTB/4 Daytona. I remember being so impressed when I drove one 40 years ago. Compared with anything else I had experienced, it was in a different league but I couldn't not have an E type and I am getting too old for seriously high speed cruising. Coming back from the Rally de Paris some years ago, in which we had come 7th overall out of 190 and won our class, I cruised my E type at a steady 100 mph for 150 miles and that is fast enough for me nowadays.

Six cars just aren't enough but even this lot at today's crazy prices probably add up to about £35m. I wish I found modern super cars interesting but I don't. Far too much in the way of 'driver aids' and I don't think I was ever good enough to drive a 200 mph car with outrageous grip to anything like it's potential. I think the fastest I have driven was 160 mph in a GT40 and that was quick enough.

My limited experience of moderns has left me interested but frustrated as they perform sensible road speeds so easily as to be dull and only become fun when one is in danger of going to jail. My 30 year old 911 is only 240 bhp, no power steering or a.b.s. but much more involving and I would rather have it than a modern hot hatch that would simply blow it into the weeds, but to me, that isn't the point. In addition to my E type and 911 already mentioned, I have a 1923 Bentley 3/4 ½ which at legal speeds

demands attention and certainly let you know when you drive like a Pratt. An XK140 roadster which is not exciting but is a great touring car which has taken us round much of Europe, New Zealand and Jordan. My wife has an MG TD which she has owned for over 50 years. I used to be very rude about it regarding it as a Morris 10 in drag but I have come to quite enjoy it now.

Motorsport has taken me to a great many places and I have met some fabulous people as well as being lucky enough to drive some really great cars. Apart from driving a D type to Le Mans, another great drive was taking the Alfa 6C 1750, that won the Irish G.P. in 1929, round Sicily and then to Vernasca Hill climb. I suppose every old fart thinks they had the best time but shortly before I stopped racing, I was sitting on the grid at Silverstone in my single seater waiting for a delayed start and looking round at the other cars. It dawned on me that out of 30 cars, there were only one or perhaps two other people with oily finger nails because they had prepared their own cars. Progress I suppose but do the 'merchant wankers' have as much fun when all they do write cheques and turn up in their flameproofs – somehow I doubt it but I am very grateful that they spend a great deal of money preserving and racing our Historic cars which gives huge pleasure to thousands.

Kirk



The **North of England & Scotland Classic Rally Organisers (NESCRO)** represent the clubs in that area who run Historic and Targas Rallies. These are all excellent events with entry fees or about £100 including the food for the crew during the day. Most are special test only events but some also have regularity of navigation sections.

The NESCRO Clubs work very closely together and have an annual meeting each December.

The website is:

<http://www.nescro.co.uk/>

And there is also a Face Book page.

How You Can Help

Like most clubs and organisations WMC is run by a dedicated committee and helpers. Again like most clubs if more people were prepared to help then there would be more events.

There is nothing to be afraid of from running an event and the committee can provide full support to any volunteers.

There are many other ways you can help of course:

- Venues: Do you know of venues for events, car parks, fields, tracks or trials venues?
- Do you know of places for club nights, particularly in the Carlisle area?
- Do you have ideas for club night activities?
- Thinking of our various touring events, do you have any suggestions for places of interest to visit?
- What sort of events or meetings would you like to see the club running?
- As you will have seen in our recent email we are working on a very exciting project and we hope to have more news when the legal side of things have been sorted. They are likely to be opportunities to get involved in the physical side of the project when it gets up and running.
- If you are attending any Show in the next few months, would you be prepared to take entry forms and distribute them?

Our Sponsored Young Drivers



Sam Kirkpatrick (MG ZR)

MGCC MT Trophy race championship

Jack Palmer (Vauxhall Nova)

BTRDA Autotest Championship

Inside The Industry

Paul Gilligan has his say

Difficult Times For Driverless Car Development

Yesterday (as I type) it was announced that a driverless car being tested by Uber in the US State of Arizona had hit and killed a pedestrian. This tragedy has resulted in Uber halting all such tests whilst investigations are carried out. As you'd expect in these days when Health & Safety are so high priority there are calls for the whole idea to be abandoned. More calm voices have asked that this sad accident is put into context – last year over 6000 pedestrians were killed in US road accidents and the hope is that removing the human factor will reduce this number. Nobody doubted there would be rocks along the way, hopefully the engineers will get to the bottom of this one pretty quickly to find out what went so badly wrong.

By a coincidence of timing only last week it was announced that for the first time fully driverless cars would be allowed to test on UK public roads without a human on board. The government wants the UK to be at the forefront of driverless development and wants them to be in commercial use on UK roads by 2021. Whether the Arizona accident will cause a change of heart remains to be seen.

Gatwick Airport is introducing driverless buses to transport workers from one terminal to the other. Initially no airline passengers will be involved but there are hopes that if the trial is successful then passenger buses, baggage tugs, and even the pushback tugs that steer the planes themselves away from the terminal will be driverless. When the aeroplane itself is driverless for 99% of the time why not?

Diesel Arguments Rumble On

There seems to be no let up in the controversy surrounding diesel cars. After a legal ruling from the country's highest court cities in Germany now have the power to ban older diesel cars. Hamburg immediately announced that it would implement such a ban in May. If many other cities follow that lead the effect on the 15 million Germans who currently own a diesel car will be pretty dramatic with large drops in resale values expected. It's also inevitable that other European cities will follow in some way?

In the UK a group of MPs have called for car manufacturers to fund a new Clean Air Act to give all UK citizens a legal right to non polluted air. The MPs called for the ban on the sale of new petrol and diesel cars set for 2040 to be imposed "much earlier". Without putting a figure on the total contribution required one MP said the VW should pay £200M for a start and then other manufacturers should be examined. The manufacturers have pointed to the facts that they are funding the removal of old polluting cars from the roads via scrappage schemes and again tried to get over the truth that the latest Euro 6 diesel engines are actually a very clean alternative.

Meanwhile the AA has criticised the Government for sending out mixed messages on diesel so confusing motorists trying to decide what fuel should power their next car. Last year 94% of new car buyers said they knew what fuel they would choose next time they changed their car, now it's down to 76%. Only 12% of buyers say they will choose diesel next time, 24% say they will go for electric or hybrid.

However there may be an element of people saying what they perceive to be the right thing but doing something different when it comes to parting with hard earned cash. Whilst the AA survey says only 12% of those looking for a change of car will go diesel, 53% of online searches on Auto Trader last month were for diesel cars whilst 43% were for petrol and only 4% electric or hybrid!

As an aside when I relayed the news last month that Porsche had dropped diesel production I didn't realise how immediate the decision was. Customers with diesel cars on order and deposits paid were told their car would not now be delivered as scheduled, or not with a diesel engine that is. This left some very angry customers and Porsche have allegedly opened the cheque book to provide some very keen deals to persuade these customers to take a petrol or hybrid model instead. Porsche and keen deals in the same sentence? They must have been very eager to cease diesel production?

Now Hyundai Push Online Sales

Car manufacturers cannot ignore that buyers habits are changing. It seems every week we read of another financial collapse in the High St (or what's left of it). And while change will come more slowly for big ticket purchases like cars, come it surely will. Hyundai's UK boss announced a further push into online sales recently saying "We used to compare ourselves to other motor retailers – now we need to compare ourselves to Amazon". He then moved quickly to say that Hyundai were not going to "abandon" their traditional dealer network but were seeking a "blended approach". I'll translate that as Hyundai saying they see online as the future but won't "abandon" traditional dealers until it suits them?

Geneva Motor Show

In March the industry gathers in Geneva. New models are launched (many of them electric or hybrid this year of course), and important announcements are saved for the occasion.

New brand Polestar which is owned by Chinese company Geely who also own Volvo revealed they will have 80 dealers in the UK by the end of 2020 to market their high performance electric cars. These will be separate from Volvo showrooms although Volvo dealers will have the first refusal on representing Polestar in their area. Deliveries start this time next year. Whereas the cars were to be offered on a monthly rental basis only this has changed and you will be able to buy one for cash if you want.

Lamborghini said they were getting ready for a "surge" in UK sales as they prepare to launch the Urus SUV. Last year Lambo sold 350 new cars in the UK, they expect to almost double that this year to 600 units. With 9 dealers it means the average dealer will still sell only just over one car a week but when you're used to half that it might seem like hard work?

Jaguar Land Rover have clearly been very surprised and disappointed by the low dealer satisfaction scores they achieved in the recent National Franchised Dealer association survey. Jaguar came out only 6th from bottom with Land Rover coming 10th out of 27 manufacturers. Jaguar only beat Fiat, Alfa Romeo, Chrysler, Jeep, Citroen and DS.

Problems are basically two. First JLR have forced their dealers to invest very heavily in new showrooms over the last few years. Costs vary according to location but the minimum spend is said to have been £2M with one London dealer having to spend £15m! You have to sell an awful lot of cars to get that sort of money back. Against that background new car sales have of course been weakening and as the manufacturer increased production JLR dealers went from waiting lists to pretty ample supplies, result discounts increased to "move the metal" and profit margins were hit hard, just when those beautiful new showrooms were to pay for.

JLR's UK boss said in Geneva that their attitude to dealers "had to change". That's a pretty unusual public statement for someone like that to make. The manufacturer-dealer relationship would change "from parent-child to adult-adult". Sounds like there's been some pretty plain speaking from the dealers behind closed doors to me.

Industry Holds Breath For March Sales

UK January new car sales were disappointing as previously reported. Same happened in February, but that's much less important as sales are low with customers holding back for the new 18 registration plate in March. New plate and the start of Spring makes March the biggest sales month of the year. Only heavy snow arrived at the start of the month with dealerships in some parts of the country closed for several days and the delivery systems in chaos. Then because of the way Easter falls this year for business sales at least the month finishes on the 29th.

I think everyone knows the results are going to be bad, question is "how bad?" Certainly there are signs of desperation creeping in. When we ask dealers for a quote currently the normal reaction is "will it be for registration this month?" If the answer is no we may well not even get the quote for a few days, all the focus is on deals for this month.

M-Sport Developing Electric Rally Car

M-Sport announced last week that they are working on an electric rally car initially aimed at UK one day events, and aimed at winning them. Hats off to them for that. My only concern is electric cars are SILENT.

However I see an opportunity to blend this new technology with what many call the Golden Age of Rallying. I'd envisage a light but very powerful sound system being added so as the car rushed through the forests spectators would be deafened by the best forest sound ever, a Terry Hoyle BDA at full chat?

Expensive Motoring

A friend of mine who's involved at the higher end of the market told me last week he's been asked to sell a Rolls Royce which the owner bought new in September of 2016 for £315000. Trouble is he has about 10 cars and the Rolls is the one he likes least – the others are mainly Ferraris, Lamborghinis, Astons etc. Therefore the Rolls has covered only 983 miles in 18 months. So my friend now has it on sale at £230.000. The owner (if it sells at that price) is facing a cost of £85000 or £86 a mile just for depreciation. Well they say the rich are different!

Paul Gilligan

pg@gilliganvehicleconsulting.co.uk www.gilliganvehicleconsulting.co.uk

07785 293222

Cumbria Classic & Motorsport Show

August 19th

At

Dalemain

Entry forms have been emailed and posted out to past entrants

They are also on the website.

This year we have a dedicated entry form for members with competition cars for our own club display.

There is no entry fee for members

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

I've long suspected we're governed by idiots and this week has done nothing to change my mind. For months now we've all been beaten over the head because of the damage diesels are doing in the city centres and surprise surprise this has caused people, me included, to change back to petrol power. This week our lords and mistresses announce that carbon dioxide emissions are up for the first time in years and it's due to all these selfish motorists buying petrol cars. Well done, if you're to be believed you've encouraged everyone to poison the whole of the country not just the city centres, no doubt we'll all be changing back "tout suite"!

The "be haloed" F1 cars have broken cover with the usual suspects looking like the front runners again -yawn! On the plus side McLaren are now running in the proper papaya orange colour and the Sauber Alfa livery is the most tasteful of the lot, much better than the 1970 style "tat" they festooned their cars with last year.

On the driver front Williams seem to be continuing their decline with two "pay drivers" in the pound seats, multi million pounds is what it's costing them to go and play. I can't help thinking we've seen it all before, famous massively successful teams like Tyrell, BRM, Lotus, Maserati seem to lose their way and the decline begins then accelerates to oblivion. I really hope Williams don't follow suit but losing the Martini money in the near future surely must make survival harder to achieve.

Engine wise McLaren are now Renault equipped so are in direct competition with their suppliers own team plus Red Bull, it'll be interesting to see which set of designers have produced the best chassis. I suspect Red Bull will be miles ahead of the other two in which case the aero squad at Working will have nowhere to hide. That last point brings me onto the Honda engine so hated by the "orange" team. I'm half hoping it's really good this year and Toro Rosso do well but on the downside the suicide rate in Surrey would no doubt rise dramatically.

The BTCC teams seem more or less sorted out with stalwart Gordon Shedden legging it to Audi where he's driving the new RS 3 LMS in the World Touring Car Cup I think he'll do very well and should be right up there at the sharp end when it comes to championship contenders. You can't help wondering if Scotland isn't sneakily taking over the German brand. McNish running their Formula E programme, Shedden their saloon driver, they'll be getting "Irn Bru" sponsorship next.

Honda have replaced Shedden with Dan Cammish who has always seemed very talented so don't expect team Dynamics boss Mat Neal to be too thrilled when his team mate steals his thunder. Rookie or not Cammish could well be champion come year's end, which is more than can be said for poor Mat Jackson. After years with Motorbase he's now without a drive. Reports paint an amicable parting but I suspect Mat tried for the seat Cammish ended up with and put Dave Bartrum's nose out of joint hence finding himself on the sidelines. Maybe, who knows, he could end up at BMR as James Cole has left and there's a seat available.

Enough rambling for now hopefully 2018 whether competing or spectating proves enjoyable for all and WMC continues to flourish.

Ends

AA

What's On

WMC events and other events of interest

April

2nd	Croft Sprint	DDMC
8th	MG Cumbria Roof of England Challenge	
15th	Autotest	
20/21	The Gallop	
22nd	Drive It Day	

May

2nd	Pub Run	
9th	Grass Autotest	

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:

WWW.M-SPORT.CO.UK

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN