

Wigton Motor Club Ltd

Start Line

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Solway Win For The Oldest Car Entered



Noel Cochrane and Olly McCollum were clear winners of the Solway Historic Rally in their 1959 Austin Healey Sprite.

The Tara Rally was won by Simon Jennings & Colin Fish in a Peugeot 106.

95 Years of Affordable Motorsport

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Wigton Motor Club Ltd Officials

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Talking Point

Topical Comment from the world of motoring

Imagine....

Carlisle United finally go to the wall and put their fans out of their misery. Local second-hand car dealer Bernard Ecclethwaite sees a business opportunity to develop a retail park on the site. However, a group of amateur soccer players approach him asking if they can use it for a match, so they can say they have played in a proper stadium. Bernard is not keen, so he quotes a silly price, £1,000 per player and official - £25K in total. Much to his surprise they accept, and it goes ahead. Of course, no spectators go due to the low standard of skill but the two teams under their captains Lancelot Stroll and Nando Norris have a great time.

Bernard thinks he is on to something and organises more of these events. Nationally, Jonny Palmer, an entrepreneur sees an opening and move it up market. He buys the Kop and gets rid of Liverpool FC, spruces up the venue and hires it out to amateurs at £10k per player. There is no need for spectators, and anyway Jonny does not like them because they make the place look untidy. Things go well, and Jonny buys a helicopter.

Meanwhile Ecclethwaite starts organising championships and Jonny floats his business to get more cash and buys more Premier League venues. Things progress, and he installs virtual spectators who cheer at the right moments but don't drop litter. There are no badly-behaved fans either. Jonny gets a knighthood for services to sport and a bigger helicopter.

Things kick off (!) internationally and there is a European competition run by Bernard. He controls everything and decides who can play, based mainly on how much they can pay. There are some issues as the Italians and Germans under Enzo and Toto think that no one else should win and that their teams are allowed to wear boots, but the others must play in trainers.

Meanwhile Lord Palmer buys Wembley and charges teams £100k per player to play there. High quality dining is added plus secure parking for super cars. He hires large number of security men to keep the riff raff out. Lancelot finally scores a goal but it's a fluke, as he did not hear the half time whistle and the other players had gone off to hospitality for cocktails. Nevertheless, his dad is very proud of him and immediately orders his firm to make a million limited edition T shirts to mark the occasion.

Meanwhile down in Sussex Lord Match sees an opportunity he buys a nearby stadium and knocks it down and rebuilds it in a fairly tale version of what it might have been in 1960. He is aiming at the oldies who think they remember how it was. Walking football is introduced at considerable cost. Most of the players are brought by their carers who for some reason like to wear fancy dress!

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It gets quite competitive and some players are accused of wearing modern boots and there is some ungentlemanly pushing and shoving. This leads to a few players collapsing and having to be revived with smelling salts, this giving the tournament its name, the Revival Festival!

Now all that is a bit of fun but can you imagine if that actually happened in soccer? Well realistically it's what happened to motorsport in the UK. It's like a circus where the clowns and acrobats pay to perform. Organisers and circuits have got lazy as they know that there are sufficient wealthy competitors to pay steadily increasing entry fees in order to race. There is no need to have spectators.

Go back thirty years and more, even at Ingham there were cash prizes and indeed start money for interesting cars from further afield. The races had a diverse mixture of cars on the entry list and the crowds numbered in their thousands. Unfortunately the various race series are designed for the competitor rather than the spectator. There is nothing more boring than a one make championship race where you get a convoy of identical cars going round until one pushes another out the way.

The teams are equally lazy. They rely on a rich driver (or his dad) coming along and paying the bills rather than going out getting a sponsor and then hiring the best driver they can find to win races and championships. Thus you have races full of nonentities rather than personalities like Marshall, Lanfranchi or Williams who would draw crowds in. Most of the current batch of wannabees have as much charisma as a week old lettuce.

Whatever the ills there are at Goodwood, the fact that having well known drivers racing in a variety of types, shapes and formats of cars, makes for the sort of races that the spectator wants to see.

GTF

New CEO at the MSA



The new head of the MSA, Hugh Chambers takes up his role this month. He has an impressive track record in motorsport management with teams like BAR Honda as well as more recently with World Sailing where he transformed it's commercial perceptions to stakeholders. He is the son of past BMC and Rootes team manager Marcus Chambers and also races an MG B.

Expectations in motorsport will be high but I am sure that with the "new broom" started by Dave Richards, Hugh will have a lot of support from all areas of motorsport. We wish him luck.

GTF

Forthcoming Club Events

The November Autotest has been cancelled so the 2018 programme of events and the various championships are now completed.

Round 1 of the 2019 Championship is the Festive Autotest on December 30th

Festive Autotest

December 28th

At

Maryport Business Centre

PCA & Autotest classes.

Entry forms will be emailed out.

Moota Update

Things seem to be progressing nicely. At the moment the final approval of the planning permission is awaited from the LDNPA and building approval from Allerdale BC. It is hoped that building can start early in the new year. This is a fairly unique undertaking for a motor club. As long standing members will know it has been an aim to get some sort of track facility in north Cumbria but the lack of a site and the grant funding really put paid to that. However this project will provide a hub for our activities and ensure our equipment is stored securely and in a dry environment.

We have some 300 tons of spoil to be disposed off from the site if anyone had some holes to fill! Once the actual shell of the building is in place we can then get to work to fit it out inside. The utilities need to be connected and the storage areas planned. Hopefully this is an area where our members will be able to help. In due course the remainder of the site will be flattened and surfaced for parking etc.

If you can offer any help please contact David Agnew 01946 841455 DAVIDWAGNEW@aol.com

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PG Tips

It's hard to describe quite how much the DVLA are annoying me right now...not without resorting to swear words at any rate. As you may recall, I sold my Saab 9-3 a little while ago – July 29th to be precise. July 29th was a Sunday. I posted the V5 with a second class stamp (first mistake). On August 1st the DVLA took 6 months road tax (I know it's not officially called that any more but you know what I mean) by direct debit. Unamused by this I tried to contact them to ensure the refund was on its way back, however no one would speak to me...for 6 weeks...because that's how long they can take to organise a refund. Other than being massively inefficient and slightly ridiculous in this day and age it also made me wonder exactly how much money do they sit on for 6 weeks at any given time? After 6 weeks I was allowed to speak to someone and told "oops we appear to have missed it Mr Garforth – I will ensure a cheque for a full refund is issued straight away". 5 days later a cheque did indeed arrive...but not for the full amount...oh no – they'd deducted a month! After 5 minutes shouting and swearing at myself I recomposed myself and rang them. The unhelpful man told me that because the V5 wasn't processed until 1st August I had lost August. They only refund whole months and they refund from the date an application is received. That second class stamp had cost me about £30! I tried to reason with him and explain that the fact they received it in the post on 1st August proves that I must have sold the car in July...but I wasn't dealing with anyone with discretion or reason and was advised to complain. My complaint email went in half an hour later with a promise that they would respond in 10 working days. It's now about 15 working days and my second email has now gone in. AAAAARRRRGGGGGGGGHHHHHHH!!!! Apart from my own frustration at the situation I do wonder how much extra money DVLA are pocketing...I wasn't allowed to speak to anyone until 6 weeks had passed – if I'd forgotten about it they would have pocketed 6 months money, and that's on top of the fact they had my money for over 6 weeks...there will be tens of thousands of other chunks of peoples' money sat in their accounts. It's no wonder they don't seem overly bothered that road tax evasion has rocketed because they are raking in other money through slackness and borderline deceit! I now wait to see if they're going to refund me the rest of my money, but I'm not hopeful, but I'm also not giving up. In more positive DVLA news, when I bought the Alfa the guy who sold me it showed me how you can now transfer ownership over the net via their website. This took a minute or 2 and sent both of us emails confirming the transfer and the new V5 arrived 3 days later...which is impressively fast and made me even more cynical about the 6 week wait period for road tax refund!

Have you often wondered what a Hyundai i40 is like to drive? It could be your lucky day if it's a question that's been keeping you awake at night because I have the answers thanks to another work based hire car expedition! 2 weeks ago I collected the 18 plate i40 estate fitted with a fairly tame spec diesel engine and was surprised by 2 things...how dull it was and how epically equipped it was. When I say epic...I mean ridiculously over equipped for such a mundane vehicle. Apart from all the usual stuff like electric mirrors and climate control it had – heated and chilled seats, adaptive cruise control, full connectivity including the ability to tell it what to text someone after it just read you their text, front and rear parking cameras and guidance, electric leather memory seats (the drivers one slides back as you exit and forward once you're seated and shut the door), keyless start and an electronic handbrake. To drive it was one of the blandest cars I've come across – no feel or feedback worthy of note and quick to mildly understeer, particularly in the wet. Of the attached 'tech' some of it made my very long journeys better but the electronic handbrake was super annoying – I didn't trust it which didn't help but it was also a lot slower than just pulling on a proper handbrake. The headrests were also irritating...angled forwards to support my head but immovable so they interfered with me stretching my neck. On the plus side, the chilled seats were rather nice once I got down south where the weather was 20+ degrees and I'd been in the seat for 6 or more hours. It's a weird feeling and the best



way to describe it would be to imagine putting your bum against the inside of your fridge door. At this point I'd like to say I haven't actually tried the fridge test due to it being overloaded with wine and milk but it seems like a reasonable comparison. The text feature was quite useful too although the car often got the words wrong leading to people receiving some quite comedic texts from me. Load space was massive as was rear passenger leg room and everything was easy to reach and use. I don't know exactly what this car would cost new but 2nd hand 18 plate cars appear to be a smidge under £20k which given the size and spec does make it look like a

bargain as long as you don't care about driving enjoyment or style. So there you go – get an i40 it's a decent load lugger for people who aren't interested in cars.



Finally – thanks to everyone who attended the Gilcrux breakfast meet and apologies to the couple of people who didn't get a bacon sarnie...a lot more people came than had been predicted. We will do it again next year and there will be a lot more food!

Peter



Championship News

2018 Club Championships - Standings at 20th October

Club Championship Overall

1.	Peter Wright	208 pts
2.	Phil Hodgson	161 pts
3.	Rob Iveson	142 pts
4.	David Agnew	123 pts
5.	Geoff Rae	112 pts
6.	Craig Stammer	97 pts
7.	John Holliday	96 pts
8.	John Sloan	88 pts
9.	Chris Hunter	82 pts
10.	Steve Palmer	80 pts

Ladies Club Championship

1.	Esther Bowness	68 pts
2.	Fiona Tyson	58 pts
3.	Marion Sloan	55 pts
4.	Jacqui Raine	46 pts
5=.	Maggy Bateman	43 pts
5=.	Karen Wright	43 pts
7.	Abbie Palmer	38 pts
8.	Kirsty Thompson	34 pts
9.	Caitlin Mattinson	31 pts
10.	Bryony Garner	23 pts

Autotest Championship Overall

1.	Peter Wright	119 pts
2.	Geoff Rae	112 pts
3.	Phil Hodgson	92 pts
4.	Rob Iveson	75 pts
5.	Terry Peat	74 pts
6.	Steve Palmer	70 pts
7.	Craig Stammer	62 pts
8=.	Brian Iveson	55 pts
8=.	David Agnew	55 pts
10.	Jack Palmer	47 pts

FWD Autotest Championship

1.	Peter Wright	98 pts
2.	Craig Stammer	69 pts
3=.	Geoff Rae	24 pts
3=.	Liam Charlton	24 pts
3=.	Jack Palmer	24 pts
3=.	David Agnew	24 pts

RWD Autotest Championship

1.	Geoff Bateman	74 pts
2.	John Holliday	50 pts
3.	John Sloan	49 pts
4.		

FWD PCA Championship

1.	Geoff Rae	99 pts
2.	Steve Palmer	91 pts
3.	Ben Rae	67 pts

RWD PCA Championship

1.	Phil Hodgson	120 pts
2.	Rob Iveson	72 pts
3.	Brian Iveson	70 pts

Specials Autotest Championships

1.	Terry Peat	75 pts
2.	Willie Keening	25 pts
3.	Murray Walker	24 pts

Autosolo Championship

1.	Peter Wright	25 pts
2.	Chris Hunter	24 pts
3.	Phil Hodgson	23 pts

Marshals Championship Overall

1. Eddie Parsons	85 pts
2. Mary Parsons	80 pts
3. Graeme Forrester	75 pts
4. Steve Fishwick	70 pts
5. Maggy Bateman	65 pts
6. David Agnew	55 pts
7. Robin Heslop	50 pts
8=. John Sloan	45 pts
8=. Marian Sloan	45 pts
8=. Ron Palmer	45 pts

With one event left to count in the 2018 championships, things have changed about quite a bit since the tables were last updated. There have been two more qualifying events with both the autotest at Maryport and the Solway rally having taken place since the last update.

With no dropped scores to consider yet for any of the participants it is clear that Peter Wright will be the 2018 Club Champion as his 208 points in the competition is unassailable, however Phil Hodgson in second place with 161 could still be overhauled, theoretically, by Rob Iveson in third spot as he is only 19 points behind Phil on 142. With David Agnew a further 19 behind Rob on 123 it is mathematically possible that he could move up in to the third spot. In fact there could still be some changes in positions 2 to 7 by the time the final qualifying event, the autotest at Maryport on the 28th October, has taken place.

The Ladies championship has seen a few changes including the top spot which is now occupied by Esther Bowness who has moved ahead of Fiona Tyson by 10 points. Marion Sloan is occupying the third position only 3 points behind Fiona on 55. Perhaps a good reason to have a go at the final autotest? There is all to play for.

The Autotest championship is quite tight with Peter Wright currently leading with 119 but with Geoff Rae chasing hard in second place with 112. The final autotest could well be interesting! Phil Hodgson is in third spot with 92 and should be able to maintain or even improve on that position depending on what happens at Maryport.

There are only 8 points separating first and second places in the Front wheel drive PCA championship so again there is all to play for here in the final event. Currently Geoff Rae is leading from Steve Palmer but that could change next weekend.

The Rear wheel drive class looks more settled with Phil Hodgson quite a way out in front with 120 points and there is no way that he can be caught with only 25 points available from the last event, so it looks like that competition, the Specials class with Terry Peat in an unbeatable position on 75 points and the Club championship are the only things that look settled at the moment.

With only the one autosolo event being run this year the positions here remain unchanged with Peter Wright at the head of the table, could it be a "triple" for Peter this year?

The Marshals' championship has seen some changes with Eddie Parsons moving in to a clear lead on 85 closely followed by wife Mary on 80. Graeme Forrester lies in the third spot with 75. With only 20 points separating the first 5 places we could see some changes here before the end of the competition but by the end of next month things should all be settled.

We've had 119 people qualify for marshalling points this year which is quite encouraging, some have helped out on a single occasion whilst many have helped out multiple times and all deserve our thanks for their efforts as without marshals there would be no events so keep up the good work marshals and thanks for your efforts.

The club championship has seen 220 people qualifying for points in 2018, so far, which compares well with the 223 recorded for 2017.

Geoff Bateman.

Diversions

I see that there is to be a new Mercedes showroom in Carlisle. The site on the bypass has a huge sign saying “A New Showroom Experience!”. Now I don’t go to a car showroom for an experience , I go to buy a car. It’s no different to buying apples from Aldi. You go get the best deal possible and leave. Overall the footfall in showrooms is steadily dropping and we will soon be able to buy cars via Amazon or direct from the manufacturers. So why are the German manufacturers forcing their dealers to spend millions on new glass houses that few people go to and may well be redundant within ten years?

I did in fact visit a showroom last month when Laura wanted to change her five year old i20. Like many young folk she sees a car purely as a useful object and just wants reliable and economic transport. I did the research and on the basis of “same again”. Thus wait until the last Friday of September, check if they have any pre reg WLTP cars, demonstrators etc. Plan B involved Skoda and then Kia. I did the sums based on the value of Laura’s current low mileage car and got to Edgars early and had a look round to see what was parked up. We went in and I said precisely what we were looking for, no finance, no extras etc. I was surprised when the salesman immediately offered £350 more than what I was expecting for the i20, (must be keen for the deal?). I suggested that he must have some cars he had to sell to meet his targets etc, which he denied, but said he just happened to have this car in the showroom that had been registered that very morning (September 28th lol). He came up with a deal, which in all honesty was better than I had expected but I decided to try for more and offered to shake on it for another £500 off. He scuttled off to his boss and came back with another £350 so we agreed on that. We then were ushered into an office to see a lady who was there to sell finance, extra insurance and heaven knows what else so we politely gave her short shift. In and out of the showroom in under 30 minutes and I can’t tell you anything about the showroom!

The demise of one of Britain’s biggest classic car dealers, JD Classics, has sent shock waves through the classic scene. In recent years there have been increasing numbers of dealers keen to make a killing on the rising market, but that only works if the market is indeed rising and there are people willing to spend on classics or super cars. With more and more super cars being produced, mostly completely impractical, and the likes of Jaguar and Aston Martin restarting production of past models, can the market sustain it? There seems to a lot of cars sitting on dealer’s showrooms and not moving. The JD affair proved that while there are people with a lot of money to spend they are also willing to spend it on lawyers if they feel wronged!

Events 2019

We are currently planning the events for 2019. Hopefully all the old favourites will be there and some of the autotests will become autosolos. The popularity of the social runs will see a few more of them along with the breakfast meet type of event .

If there are other types of event that you would like to see the Club run please let us know. We’d love to have more grass autotests and also a Production Car Trial if anyone can find a sloping field.

Club News

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

Ian and Robbie Wozencroft and Linda Leece of Cockermouth

Andrew Makinson of Cowan Bridge, Carnforth

Ron and Kathleen Beecroft of Killinghall

Thomas Forrest of Heysham

Stephen Smith of Mellor

Adrian Raymond of Bishop's Stortford

Stuart Murray of Scaleby Hill

Findlay Wyatt of Roslin

Ben Hotham of Harrogate

Stephanie Fry of Grange over Sands

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

For any changes or queries about membership please contact Maggie Bateman on 01697349919

Marshal Force

Marshals are the life blood of our activities

Halloween Autotest at Maryport, October 28th

Contact Peter Wright

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Paul and I went down to St Luke's Church at Hest Bank, Lancaster recently to say goodbye to an old friend Tony Payne who had been a director of Pye Motors a fellow Ford dealer for many years. It was a friendship which had taken us – courtesy of Ford Motor Company – to several foreign lands together with other successful dealer management in the '80s and '90s. I have photos of us sitting in waterfalls in Jamaica, on water cruises in Amsterdam, flying in DH Otter seaplanes in Vancouver and sightseeing after dark in Bangkok amongst other suitable work related pastimes. Ford Motor Company certainly knew how to reward successful dealers in those days. I also had the pleasure in the early 2000s to navigate for Tony in his Mk 1 Jaguar 3.4 saloon on a couple of early Rally's of the Tests. Tony was a gregarious guy, friend to everyone and in the post funeral wake were a number of aging rally petrol heads all emitting exhaust fumes as stories from days of yor were retold.



Among those present was Phil Senior, Arthur's son who has a very clear recollection of his father's rallying activities in the works Reliant team of the 1960s and in the decades following. Some years back Phil told me of an unpublished manuscript of a history of the Reliant team in which his father features. After the author Arthur Rusling's death attempts were made to get permission to publish from any of his family members but alas none were found and so it remains unpublished but available within a small circle. After a recent local get together Eddie Farrell sent me a photo he took of a works Reliant heading north in Wythop on

the RAC rally in 1963 and if the Editor has room it will appear herewith.

I try to take part as an organizer or entrant in all the club tours and so the Canter was in my diary for this year. For logistical reasons Geoff and Maggy needed to move the event from Sunday to Saturday – and in doing so enjoyed good weather - and this unfortunately for me clashed with a prior commitment to marshal on the Kirkby Lonsdale Club's Devils Own rally. I believe I missed a very good Canter but had the consolation of manning two interesting TCs on an excellent 'Devils'. Mike Little and I enjoyed good Autumn weather in two great locations and saw some great action from the best historic road rallyists in the country. Having competed in the Devils in the '70s it was good to see that Martyn Taylor and Kevin Savage had put on their third consecutive event which was very well received by the competitors on a route in southern Lakeland. It was won for the third year by Guy Woodcock with Newcastle based Ali Procter on the maps – Guy's third different navigator for his three wins. Other memorable successes from local crews were Geoff Hall/Paul Bosdet Cooper S - 2nd o/all and WMC member Bob Hargreaves navigating for John Haygarth in the Opel Kadett Rallye finishing a fine third. Martyn Taylor has given word that he won't be principal organizer next year so the eternal search for good organizers continues.



After deliberating for many years I've finally bought an MGB Roadster to keep the XK company in my garage. It's all shiny and bright red and so far so good. After a little TLC from those that know it should be a fun car for the future – buy British say I, at least for your classic.

Ron.

Kames Sprint

About eight members headed up to Kames for the final sprint of the year. There was a decent entry but sadly the weather was wet and cold which as usual slowed the event up. EACC are working hard to improve the café and it will be finished for next year. This sort of venue is what is needed around the country as a club level multi use motorsport venue. Well done to the foresight of EACC members of some 40 years ago.

Some of us gave up after the rain worsened as it was obvious it would be a late finish. However Paul Eastwood, John Willis and myself all got class awards, very nice “gears” from Mike Thornton's Historic Collection. It was actually the first time I had used the B at Kames, it's in race trim so too heavy and wrongly geared to be competitive but it was fun in the wet.

A great effort by the marshals to keep things running. I hope they are now dry!

GTF

The car collection of the late John Corless, a long standing member will come up for auction at PFK, Penrith later this month.

Rallying Call

Doonhamer Classic Rally, September 30th.

Lockerbie Truck Stop provided an excellent start/finish venue for the Doonhamer and the on site B&B accommodation was appreciated by crews travelling from far away. Some 30 crews entered of which 12 were historic and the remainder were targa cars. The new organising team had put together a reasonably compact day with 16 tarmac, concrete and gravel tests scattered among the delights of south west Scotland's early autumn countryside. The event smoothed out some of the delays experienced on previous Doonhamers and with the added benefit of results by *Scotresults* (an excellent service) the event ran to schedule throughout the day.

WMC/Protyres crews were well represented with 8 historic and 3 Targa crews. Dave Short/Roy Heath made a snappy start on the Truck Stop tests in their Mk2 Escort showing that they intended a no nonsense day's rallying and a good result. We set off in pursuit but the Short/Heath crew were pulling out 2/3 seconds on most tests. The Truck Stop's tarmac was soon left behind and we enjoyed two runs through Fingland Forest with plenty of chicanes and code boards to keep us on our toes. Leaving Lockerbie and heading south towards the Solway coast crews had three quick tarmac tests on the historic MoD site near Eastriggs. Again, most crews were within seconds and few penalties were being incurred - everybody seemed determined to get a good result.

A simple lunch was taken on the outskirts of Dumfries and Dave Short/Roy Heath were leading the historic on 10.00 with David Marsden/Mike G (Escort Mk1) on 10.18; Ray/Ben Jude (TR8) making a welcome reappearance and showing they'd lost none of last season's form on 10.19; David Agnew/Alan Jackson (Porsche 911) were sitting comfortably on 10.28; Malcolm Mackay/Thomas Forest (Mini) and Brian Bradley/Andy Makinson (Golf GTi) were both on 10.55; Paul Slingsby/Michael Fox (MGB) on 11.47s (the tighter tarmac tests at the truck stop not ideal for the "B"; while David Alexander/Mark Humphries day in the Viva came to a premature halt in Fingland when the gearbox failed.

Among the targa cars Joe McKeand/Alan McMichael on 9.44s had pulled into a 1 second lead over Jack Palmer/Liam Hodgson 9.45 (Rover 25) with Drew/Karina McLean (MX5) on 9.46 (see what I mean, pretty d--n close!);

Phil Hodgson/Ian Giles (MX5) had 9.51s; Geoff/Maggy Bateman (205) on 10.51s; and Quentin James/Tom Howe (Citroen C2 GT) 10.58. Lurking quietly in the top 10 was Kevin/Phil Savage (Suzuki Ignis GT) on 10.11 - Kevin is enjoying a return to his earlier auto-testing days and showing much of his old form.

The afternoon comprised two laps of three test venues to the east and south of Dumfries before returning the Lockerbie Truck Stop for one last run through the tarmac test. The Dumfries tests provided a good mix of tarmac and loose surfaces made slippery by a couple of light rain showers. The biggest challenge was a large haulage yard run as double lapper and then as a single lap. The double lap of the yard caught out quite a few crews and put some big time gaps into the afternoon results. Dave Short lead the historic on the double lap version with 3.36s; David Agnew (who went very well all



afternoon) shared 3.51 with David Marsden; Ray Jude on 4.03s; Malcolm Mackay on 4.13s; whilst both Brian Bradley and Paul Slingsby incurred WTs. Among the targas, Phil Hodgson/Ian Giles went quickest with an excellent 3.27s eventual winners Mark McCullough/Iain Haining (MX5) were having a superb afternoon and took 3.33s with Jack Palmer on 3.35; Quentin James had 3.43s and Geoff Bateman 3.51s.

A relaxing run back to Locherbie via Lochmaben provided time to take in the attractive autumn countryside and when packing away my navigator's gear it came as a bit of a shock when Dave reminded me that we still had one test to complete at the finish! Dragging the test diagram out again was a bit of a formality because I knew that whatever I said David was just going to go flat out - and go a bit slower than he had when tackling the same test layout earlier in the day (at least we went clean!).

The Truck Stop provide classic *apres* rally grub and a bar so there was even time for a well earned beer. Results were finalised by 5pm and awards presented promptly thereafter. The WMC/Protyres crews scooped up many of the awards taking the top five places in the historic section: Dave Short/Roy Heath took 20.48s; David Agnew/Alan Jackson 21.32s; David Marsden/Mike Garstang 21.41s; Ray/Ben Jude 21.51s Malcolm Mackay/Thomas Forest 22.41s; Brian Bradley/Andy Makinson 23.59s and Paul Slingsby/Michael Fox 25.15s. Lurking among the Historics were old friends Jim Hendry/ Findley Wyatt on 22.50s with the old TR2 showing cars a fraction of its age how to go rallying and Ian Dixon/Richard Welsh (MGB) on 24.46 having suffered a WT at the infamous Test 12. Jack Palmer/Liam Hodgson missed out on 1st Targa and FTD by 1 second to winners Mark McCullough/Iain Haining who were on 20.00s. Phil Hodgson/Ian Giles were quickest of the WMC/Protyres targa crews and 3rd O/A with 2015s; Quentin James/Tom Howe had 21.57s and Geoff/Maggy Bateman 22.28s.

Thanks go to SOSCC for an enjoyable and competitive day out. The new organising team did a grand job and have the makings of a very good event. With just one Round to go the WMC/Protyres Challenge is set for another very close finish; and, the Solway should provide a fitting grand finale - see you all there!

Mike Garstang.



WMC/Protyres Challenge 2018, Round 7. Solway Classic and Targa Rally, October 14th.

The Solway's reputation as a no nonsense, competitive event continues to attract entries not just from its own corner of the north west but from south Yorkshire, through the north east to the northern shores of the Firth of Forth. Hence, a strong entry of 25 historic crews and 15 targa crews entered and for many of the entrants this was also the final round of the WMC/Protyres Challenge (still with everything to play for!).



Using a new start/finish venue close to the heart of Workington, the organisers had access to excellent indoor facilities and plenty of trailer/car parking. The new venue also enabled a very compact event with only 6 - 7 road miles during the morning session and much the same in the afternoon.

Tests 1 & 2 used a long farm track just outside Workington with stunning views across the Solway to Scotland and inland to the craggy western fells. The route through this test included a number of chicanes and two stops to get the time card stamped (problematic on the first run for some crews) and a bumpy uphill finish. The times on these two tests illustrated

the difference between the historic crews more accustomed to smoother autotest type events and those whose cars were prepared for gravel and unsurfaced tests. Quickest of the two runs was David Short/Roy Heath (Escort Mk2) on 110s, David Ruddock/Paula Brown (Magnum) and Ron/Kathleen Beecroft (RS2000 Mk2) shared 111s, Joe Hardy/Doreen Sunter (Escort Mk1) 115s and David Marsden/Mike Garstang 116s - Noel Cochrane/Oly McCollum (Frogeye Sprite) on 119s were the only other crew under 120s despite losing their new exhaust. In the targa classes, it was business as usual and five crews got below 120s: Drew McLean/Julie Carter (MX5) 111s, Paul/Esther Bowness (MX5) 113s, Philip Hodgson/Ian Giles (MX5) 115s whilst Rob Iveson/Russell Robertson (MX5) and Robert Short/Kirsty Thompson (Proton Coupe) shared 117s (Is there no stopping these MX5s? They've proved to be fantastic for grass roots motor sport!).

Leaving Test 2 we returned to the old Alcan factory site on the outskirts of Workington for five big



tests on generally smooth concrete and tarmac with a little bit of loose but all the tests were to prove slippery and many crews were to pick up wrong test penalties. Noel Cochrane began to demonstrate his autotesting expertise and traded times with David Short and Stephen/David Byrne (Fulvia) all morning with the rest of us going hard to keep in touch. By lunchtime at Energus, David Short/Roy Heath had one hand on the historic Challenge trophy with 667s, Noel Cochrane/Oly McCollum had 670s, Byrnes 697s, John/Marion Sloan (Midget) 713s, Ray/Ben Jude 737s, we were on 739s, Kingsley Iball (MGB GT) began to settle with 760s (before putting in a stunning afternoon's

performance), David Agnew/Alan Jackson (911) had 765s (including a WT) and Malcolm Mackay/Thomas Forrest (Mini) were on 774. With the exception of John Holliday/Allan Cathers (Midget) 843s, all most all the other historic had at least one WT (the tests were tricky but not overly complex).

In the Targa classes, Philip Hodgson/Ian Giles were also reaching out for the T2 trophy in the Challenge and were leading on 683s but only 2s ahead of Simon Jennings/Colin Fish (Peugeot 106); Paul/Esther Bowness had 712s, Quentin James/Tom Howe (Citroen C2 GT) 724s (these four crews had set the scene for an epic battle during the afternoon), Drew McLean/Julie Carter were on 729s, Tom Leeming/Clive Escreet (VW) 737s and Rob Iveson/Russell Robertson, entertaining as ever, moved a few cones about and joined the one WT club but still had 742s.



The afternoon began with a rerun of the final test of the morning at Energus. A traditional smooth tarmac autotest, Noel Cochrane/Oly McCollum delivered a master class in the histories with 60s, John Holliday/Allan Cathers had 65s, Kingsley Iball and David Agnew/Alan Jackson shared 66s and once again the rest of us were chasing hard. In the targas, Philip Hodgson/Ian Giles and Paul/Esther Bowness were quickest out of the blocks on 60s with Simon Jennings/Colin Fish and Peter /Karen Wright sharing 61s.

We drove to nearby Alcan for a re-run of the five morning tests before taking on a wild gravel site on the coast and then another old factory site with acres of smooth concrete at Maryport. What an afternoon! Noel Cochrane/Oly McCollum and David Short/Roy Heath were locked into a keen battle, John/Marion Sloan made their move to go one second quicker than the flying Escort of Short over the afternoon's tests, Kingsley Iball (MGB GT) put in perhaps the drive of the afternoon with four fastest tests and two joint fastest tests. And the rest of us? Well, we were all pushing on but that foursome were gradually drawing away. Similar excitement was in evidence among the targas. Simon Jennings/Colin Fish made a determined push during the afternoon with two fastest tests, one joint fastest and the remainder in the top three. Philip Hodgson/Ian Giles were keeping Jennings/Fish in sight but a WT on the penultimate test could have ruined their day. Quentin James/Tom Howe improved and were nicely poised to benefit from any mistakes being made by the leading two crews.



Returning to the finish venue, the results team were working hard and the catering squad were setting out an excellent buffet meal. Results were finalised and awards distributed by 5pm. Noel Cochrane/Oly McCollum won the historic class (and took O/A FTD) on 1241s, David Short/Roy Heath had 1258s (and got both hands on the Historic Challenge Trophy), John/Marion Sloan had another excellent result with 1303s and Kingsley Iball took a well earned 4th with 1333s. Simon Jennings/Colin Fish took 1st Targa with 1248s after a very determined afternoon's drive, Philip Hodgson/Ian Giles looked assured of 2nd until their WT on the penultimate test but, fortunately, had enough of a margin to hold on with 1306s just one second ahead of Quentin James/Tom Howe on 1307s, Paul/Esther Bowness scattered a few cones during the afternoon but came home fourth with 1315s.

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"Well done" to the organising team for delivering a compact and competitive event with great facilities and an early finish - a fitting finale to the 2018 WMC/Protyres Challenge.

Mike Garstang

Mull Targa Rally

This year's Mull Targa rally just happened to coincide with the named storm "Callum" just to add some extra spice to an event which we had been eagerly anticipating for quite some time.

The trip up to Mull had been a challenge on the Tuesday before, with torrential rain causing a landslide on the A83 at the "Rest and be Thankful" resulting in having to take the trailer up the A82 past Loch Lomond, which also had traffic lights on it, with the additional fun of having to try and avoid the oncoming timber lorries on what is a narrow and twisting road for quite a few miles.

The weather improved for a day before getting down to the serious business of wind and rain to build up to the event on the Saturday.

Scrutineering took place at the distillery on the Friday night and we duly assembled in Tobermory, in the rain, on the Saturday morning for the start. We were running as car 57 so had plenty of time to watch the others start whilst contemplating what the day had ahead.

Once we were off things settled down and a short 8 mile run down the A848 got us to the start of test 1 at Chapel Road 1. This was a wet fire road run of around a mile with a blast off the line down to a tightish right with a bit uphill tight right round a cone and through a gate then straightish down with a left of cone followed by a right of cone with a tight left then a code board. The code board had been fixed to the wrong side of the stick and Maggy couldn't make it out and I couldn't see it as it was low so after 15 seconds delay I just decided to get on with it and get out. The final run out was great fun on the wet and loose surface finishing off with a 360 round a cone where I could try out my "new" drum brake rear axle and "fly off" handbrake. At the end of test we reported the code board problem which was already known so we incurred no penalty but we had lost 15 seconds so not the best start.

Test 2, Ledmore 1, 1.2 miles on loose, followed on shortly down the same track. Starting with an immediate 360 round some cones it was then a lovely blast up the track, sump guard regularly making contact with the ground, a slight diversion to the left and then a couple of code boards. The first board was no problem, but the second had been cunningly placed just after a small crest. We sailed past it, locked up, and slid into the bracken for a good 15 metres before stopping and having to reverse up. Luckily there were no rocks hidden in the bracken and we got away with it. The run out was again fast with a compulsory stop astride which needed a bit of early braking, then a straightish blast, another 360 and out.

There was then a nice easy transfer of about 5 miles down a forest road and then about another mile on the B8073 down to test 3 at Loch Torr 1, 1.24 miles on loose. We were now getting a bit more used to the surface and were settling in to things a bit better. An uphill start was quickly followed by a tight left hairpin and then a good fast run down past a cone to a 3 cone slalom, just over a crest, which had been given a marker cone to slow you down, which was really helpful. Out of the slalom and a fast run down, interrupted only by one code board a little right-left past a couple of cones and a final 360 before the finish. We were now beginning to really enjoy it. There should be more events like this!

Test 3 was followed by Reg 1 which was only 2.53 miles but it was on loose and had a speed change. Things were going OK until we got to the intermediate control where I mistakenly zeroed the trip instead of waiting until the speed change – oops. We lost about 30 seconds because of that, our worst "hit" of the day.

With that mistake behind us a nice run down the B8073 took us down to test 4, the Mornish Haul road 1, 1.69 miles on loose, rapidly followed by Haul road 2 with 1.43 miles of the same wet, loose, sump guard banging track. This was great fun! A fast start on 4 with just a 360 then some great track only broken up by 3 code boards and a couple of cone slaloms. Really fun with lots of crests and bends to play with. Straight on to 5 for more of the same but with this time having to neatly do a 360 so as to avoid some log piles before having a blast down some great track with only 3 code boards to distract you. Wonderful!

A short run out of the finish of 5 saw us at the start of Reg 2, 3.02 miles of a nice little tarmac road with 2 speed changes and an intermediate control. This time we got the resetting right and ended up with only 8 seconds penalty which settled things down considerably with the navigator who has no love for regularities whatsoever.

A short road transfer then saw us at Reg 3 start, a 7.04 mile run down the Ulva Ferry road with 5 speed changes but only one intermediate control. We were lucky and only met 3 cars coming in the opposite direction and had a pretty good run through limiting our losses to 13 seconds, most of which was probably in the last couple of hundred yards where a wrong way round the triangle took longer than wanted due to traffic.

Test 6 had to be cancelled due to the state of the surface caused by the weather. As it was the timber pier, right by the sea, I think the organisers were wishing to avoid any nautical excursions by the more enthusiastic entrants!

We carried on to test 7 at Fishnish 1, a short test in a picnic area with cones and lots of wet, loose ground. Nicely open and flowing, and helped by the slippery surface, the absence of power steering on the Pug was of no disadvantage.

Straight out of Fishnish and a short run to 8 at Garmony 1 which was described as “loose” but in fact appeared to be poor and broken tarmac in places but was a straight blast of 0.44 miles with only a couple of chicanes and a stop astride, but with a quite challenging stop astride finish at the bottom of a slope, which with the wet and greasy surface had us holding our breath for a few seconds whilst we waited for the car to stop with all four wheels locked up.



We were now really enjoying ourselves, really appreciating the marshals who were doing such a great job in pretty awful weather and quite pleasantly surprised that the car was still in one piece and that all 4 tyres were still inflated. We had however picked up a bit of an exhaust grumble, but everything seemed to still be working so off we went to the lunch stop at Duart Castle where the horizontal rain made walking a challenge, but at least all the water and gravel was keeping the wheel arches nice and clean!

Refuelled by lunch and somewhat surprised to find ourselves lying 19th overall and 4th in class we headed off from Duart Castle after the normal service checks of lifting the bonnet to make sure the engine was still there, and kicking the tyres, we set off for test 9 for a run round a quarry yard which was again nice and flowing with some rather deep standing water in the middle of it. A couple of free turn 180's to again try my new handbrake arrangement and it was back out and on the road for another run through Garmony for test 10, but this time in the opposite direction so with an uphill start, but no stop astride until the finish. Great fun.

We then started moving back up towards Tobermory with a second run at Fishnish for test 11, which by the time we got there was beginning to get quite well cut up, but it was still great fun and a few seconds quicker than the first run in the morning. The exhaust was still grumbling but we were still going, so on we went back up to Chapel Road for the 2nd run through as test 12. This time the code board situation had been rectified and without the delay we had experienced on the first run we were 21 seconds faster which was quite pleasing. We then ran on to Ledmore for the second time as test 13 and again improved our time from the morning run, despite repeating the same error at the second code board and ending up in the bracken. However, it did look like there had been several others who may have had the same experience judging by all the wheel tracks.

The final test of the day was the second run at Loch Torr which we were really having fun on until about 400 yards from the end where a bit of a run to the left resulted in a rapid deflation of the front nearside tyre resulting in us driving the rest of the way to the finish on the rim which shook things up a bit in the cabin.

Once out of test a not too shabby wheel change, in the mud, saw us only lose one place on the road before we entered the final regularity. This went well up until the speed change when the clock seemed to develop a mind of its own and stopped but did not restart as it should have done. Perhaps the banging about after our puncture had shook it up a bit too much, but anyway I then just judged speed off the speedo and we ended up losing 15 seconds so it wasn't too bad.

Tired but happy we headed back to Tobermory to check back in to MTC4 where we arrived pretty much on our due time. The car was parked up and a deserved drink was enjoyed in the company of fellow participants and marshals.

We didn't see the results until later that evening and were extremely pleased to have got 20th overall and 4th in class. However, 3 seconds less would have seen us 18th, it was that close, but that's rallying.

The event was won by Bevan Blacker and Abi Ruddock in a Peugeot 106 who led from start to finish and had an excellent day.

Honestly this was a brilliant event, challenging but great fun. It's hard on the cars but with reasonable preparation it should not be a problem. Fantastic marshals, brilliant scenery and a great atmosphere and some of the most enjoyable and challenging tests we've ever done. It is a really big well done to the organisers and to anyone involved in the running of this super event.

Whilst we hope, obviously, that the stage rally will be allowed back in 2019 it would be really great if they ran a targa again next year, we would certainly be going and I would certainly recommend it to anyone who prefers a nice bit of the "rough stuff".

Geoff and Maggy Bateman

Your Autojumble

Garage clearance:

Trolleyjack long, will lift to height approx 3ft.

Misc. jack stands, 2ft. down to 18 inch.

Substantial, robust, steel workbench approx 3ft long by 18inch wide.

The sizes given are all in imperial measure as opposed to metric so all the equipment will work satisfactory so long as nobody starts to discuss things in metric within their earshot!

I can be contacted by e-mail andre@chevroncars.myzen.co.uk, or phone 01228 562772 or just call by to Noel Davidson, Kimberdale, Petergate Cotehill, Carlisle, coffee and biscuits on offer.

Inside The Industry

Paul Gilligan has his say

September Car Sales “Disastrous”

After August “sales” were artificially boosted by the registration of unsold cars that didn’t meet the new WLTP rules everyone expected September registrations to suffer as a result but a drop of over 20% compared to last September still came as a very unpleasant shock. This was caused partly by a shortage of stock for some manufacturers with VW Group suffering particularly badly, but there’s no denying that simple lack of demand for new cars was the major factor. September is the last “big” sales month of the year so dealers and manufacturers now face a long period of lower sales without large revenues from September to keep them going.

They will have the comfort of sold cars that have been delayed coming through to deliver before the year end but this is hardly going to be enough for most. Conversely low September new sales mean that fewer used cars than expected were part exchanged so used supply is short and prices remain strong.

Fewer Dealers, But How Many Fewer?

VW have become the first manufacturer to detail their future plans for the dealer network. They plan a massive restructuring from 2020 onwards. Online sales will expand “enormously” and direct sales by the manufacturer will become a reality. In each market area there will be only one “Full Feature” dealership which will cover new and used sales, service and parts. Other sites will provide some but not offer all of these services, so some will be service only, some used cars only and so on. It seems inevitable that other manufacturers will follow VW’s lead sooner or later, probably sooner.

Mixed Messages From Whitehall About Cutting Car Emissions

Whilst our lords and masters have been vocal about encouraging the gradual elimination of petrol and diesel cars it came as a shock when last week without warning the grant awarded to the buyer of a 100% electric car was reduced from £4500 to £3500 and the £2500 given to the buyer of a hybrid car was abolished entirely! The Department for Trade defended the first cut by saying it reflected the reduction in cost of pure electric cars but said about the total abolition of the support for hybrids that it was a question of switching support to pure electric only. By reducing the support per car that is?

Not surprisingly the reaction from the environmental lobby was loud but even more middle of the road observers were appalled with the Association of Car Fleet Operators Chairman describing the decision as “Bonkers”.

Woes Pile Up For VW Group, But They will Bounce Back

Because they were very badly prepared for the WLTP changes VW Group were responsible for almost half of the drop in new car sales in the UK in September. In total VW, Audi, Seat, Skoda, suffered a drop of 51% or almost 43000 cars. In Germany the situation was even worse with Audi being 70% down on last year. Then came the news that Audi had been fined 800 Million Euros for violating diesel emission regulations in Germany. And that’s just for their V6 and V8 diesel engines, there may well be more fines to come!

However I have a strong feeling that the nightmare is just about over for VW. Before the end of next year they will reveal the engineering behind their electric car brand badge ID. The first ID car will be Golf size and (they say) more or less Golf price. Because they don’t need to find space for an internal combustion engine and conventional transmission although Golf size it will offer Passat interior space.

Plan is to build 100,000 ID cars in 2020, a million a year by 2025. To create the productive capacity needed VW are investing over £6 Billion in new or revamped factories. By 2022 they will offer 27 different ID cars from VW, Audi, SEAT and Skoda. Sharing the technology and development costs in this way will enable VW to sell pure electric cars for the same price or even less than internal combustion equivalents. To hit this target VW admit they still have an enormous task ahead in driving battery costs down, these represent 40% of the cost of an electric car currently.

So VW are in an unholy mess currently, but show every sign of having found a very impressive way out of it?

PSA Get To Grips With Vauxhall/Opel

Having bought GM's European operations last year PSA (Peugeot/Citroen) are now beginning to reveal their product strategy. The Adam and Viva models will be dropped before the end of next year and not replaced. Vauxhall will rely on the new Corsa due next year and a successor to the Mokka X due in 2020, with the latter responsible for a growth in SUV volume from 25% to 40% of total sales. In addition by 2020 Vauxhall will have four electric models on sale and by 2024 an electric version of every Vauxhall will be available.

Even with a reduced number of models in the range Vauxhall claim they will be able to cover 80% of mainstream demand. Reduced complexity means reduced costs which is what PSA are all about.

Now JLR Close Their Solihull Factory For Two Weeks

First Jaguar Land Rover reduced their Liverpool factory from 3 shifts a day to 2. Then The Birmingham Jaguar factory was put on a 3 day week for the rest of this year (at least). Now comes the news that the Solihull plant which makes Range Rover, Range Rover Sport, Discovery and Velar models will close completely for two weeks. JLR blame falling demand for new cars in many markets, particularly China, and a particular drop in diesel sales. The timing couldn't be worse for many JLR dealers who have only just finished the multi million pound building developments the manufacturer insisted on.

What Next For Ford In Europe?

Rumours continue to swirl around Ford's future plans for its European operations. Last month I commented on suggestions that the model range would be significantly slimmed down with the larger cars being dropped and not replaced.

Since then I've heard rumours that Ford might cease making and selling cars in Europe entirely for the simple reason that they can't find a way of making money doing so. They would continue with their van business which is successful and profitable. Unbelievable though this might seem I'm assured that the possibility is at least under discussion.

Recently news became public that Ford had asked Brentwood Borough Council to consider that its head office site in the town may possibly be sold for new housing within the next 10 years. Ford have quickly said they have no immediate plans to move from the office which houses almost 2000 people but not everyone is convinced?

An Alternative To Autotrader At Last?

The most powerful force in UK used vehicle retailing isn't one of the big dealer groups or even the used car supermarkets. It is without doubt Autotrader. Starting as a magazine or to be more accurate a number of regional magazines it has for some years been web only. AT usually lists around 500,000 used vehicles and attracts over 10 million searches every month.

It's fair to say that the trade largely hate AT, sometimes with a passion. It now has close to a monopo

ly and uses that position to increase prices for trade advertisers. Some have chosen to boycott it but when a platform is attracting 10 million used vehicle enquiries a month that's a hard thing to do, so most have complained but continued to advertise on the site.

Now Ebay have entered the fray by acquiring the Motors.co.uk website which will become part of the Gumtree classified advertising site which Ebay already own. The intention is to list over 620,000 vehicles, around 25% more than Autotrader. This can only be achieved by encouraging major trade advertisers to move from AT, and this means a price war. Which trade advertisers are very keen on! Discussing the ideas with them it's difficult to decide if they are more excited by the money they'll save or the prospect of Autotrader getting a bloody nose?

Paul Gilligan

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Social Scene

Marian Sloan reports

Annual Awards Dinner

February 2nd 2019

At the Skiddaw Hotel, Keswick

More info next month.

This year we are not having a speaker as members asked for more time for "craic"

Following the success of the breakfast meets, it's hope to run more next year plus more club nights were possible after the popular one at the Greyhound at Bothel.

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

A couple of months ago I got to thinking about my motor sport past and I worked out it was 35'ish years since I'd even sat in , let alone driven a single seater. After much "brain straining" the conclusion was reached that it would have been 1982 or thereabouts and it was a Longton and district motor club sprint meeting at Albemarle. The car was an F Ford Merlyn Mk 24 and it had been good fun.

Now with the above in mind the decision was made that something had to be done to put things right, and that was how I ended up at Croft in mid September, to have ago in one of their Van Diemen chassised old Formula Vauxhall cars. I'd been in the loft, sorted out some driving boots, (RRS so you know they were old), a long sleeved vest last used in 2005 and a Sparco balaclava of the same age, I even turned up at signing on with my old paper driving licence which one of the young ladies involved in the office side of things didn't recognise until I pointed out to her what it was. Talk about being made to feel old!

The day was great, an amusing informative briefing explaining braking and clipping points, driving lines etc all delivered by Bob Birrell who pretended to be a bumbling old fogie but was really as sharp as they come. After this we had three steady laps in a saloon being shown the lines with each lap being tackled a bit quicker. I was OK with this having been "Willised"(sounds bad but isn't) in the forest, but by lap three the two in the back were finding things a bit quick for comfort. Next came three laps in a Porsche Caymen with me driving. This was OK but having the instructor next to you makes you behave more conservatively than you'd like. After this you get out and have your helmet fitted. Now this for me is a problem, full face hats and glasses don't make good bedfellows. I always wore open face types in the past, where I could squeeze the arms through and hook my lugs, but with the full face type the best I could manage was having them at an angle so I ended up looking more or less through the bifocal line as I set off for my 5 laps.

Having read the last line you're no doubt expecting an excuse thanks to vision problems, well you're wrong, because I've decided to blame age instead. Not to put too fine a point on it all the information from the briefing went out of the window and I simply enjoyed myself driving round as fast as was comfortable each lap being quicker than the last until after five laps I was back in the pits.

Now let's be blunt here Lewis has nothing fear, even the likes of Marcus Erikson are safe, but that's not the point, it was good fun and extremely good value for money. I'd have liked more laps but I suspect any more would cause a problem because "pride comes before a fall" so maybe if they gave you ten and your confidence exceeded your ability, we'll need I say more?

Anyway I'll go back next year and hopefully not be quite so new fangled and then I'll be able to remember what Mr. Birrell and the instructor told me. Maybe even be proficient by the end of it all, who knows?

On the way back home, my wife who had been on the pitwall as I roared, (well processed sedately) passed, was very quiet I thought quite obviously awed into silence by the speed and car control I'd shown, but no! She was delving deep into the old grey matter and after a few minutes came out with the following statement.

"Do you remember being at Brands Hatch when Chris was racing there?"

"Yes," I replied.

"Well we were standing next to Emerson Fittipaldi that day."

"Yes it was when he was with Jim Russell before he was famous."

"Well,it reminded me today, didn't he have bad acne?"

So there you are, all that heroics and all it brings to mind are Emerson's blackheads. Certainly brings you down to earth!

Ends

What's On

WMC events and other events of interest

November

10th VSCC Lakeland Trial in the north Lakes forests and Drumhouse etc

December

2nd MG C Christmas Cracker Run, Penrith to Braithwaite.

8th FDMC Grizedale Stages Rally

30th Festive Autotest at Maryport

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

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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