

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

February 2019

Hugh Chambers



Inside, Part 1 of an interview with Hugh Chambers, the new CEO of Motorsport UK, on his plans for the future of our sport.



Motorsport for All

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Talking Point

Topical Comment from the world of motoring

Are we falling out of love with the car?

It does seem increasingly that the generally public see a car as a utility device in the same way as they view an fridge or a TV. They all serve a purpose and usually do it very well irrespective of the cost. Indeed many more expensive cars are fitted with more gizmos that you don't really need and are likely to go wrong!

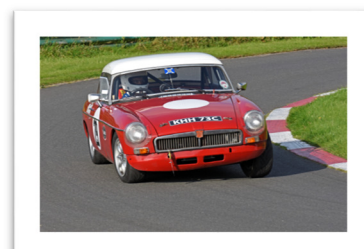
Sales of the two weekly motoring magazines, *Autocar* and *Auto Express* have plummeted in recent years and consumers are less bothered about news of new models and will turn to *What Car* or *Motoring Which* as and when they buy a new car. What make or model it is can be of less interest than the cost of changing. Footfall in showrooms has fallen steadily in the last twenty years as people no longer "browse" as they used to. When did you last go in a dealership without the intention of buying a car?

At the same time the number of people taking the Driving Test is falling, particularly in cities where car ownership is not seen as important. The decline in car sales is often blamed on Brexit, global down turns etc but perhaps buyers just have different priorities? If you are reading this you will be a car enthusiast, but most of us run fairly mundane, but practical, cars as our daily drivers and have a competition or classic car tucked away and used for fun. Electric cars will be even less interesting as they have no character, witness how railway fans ignore current electric trains but turn out in their hundreds to see a steam one go past.

Now Cockermouth is a great place to live unless you need to buy fuel as it's single petrol station is one of the most expensive in the UK. Since we lost the other two outlets and Euro Garages build a huge complex with a convenience shop and three cafes etc, the fuel prices there are unacceptable. The cost of a litre is around 8 or 9p greater than some of the small outlets in local villages and 14p than supermarkets in Workington or Carlisle. That amounts to £8.40 for a 60 litre fill up. Euro Garage own 5000 outlets despite being set up in 2001 by the Issa brothers of Bury. Their buying power will be huge and they will be paying far less for the fuel than the local independent garages. There are certainly people who head to the superstores for fuel and do their shopping at the same time so local shops lose out.

However the Oakhurst station is always busy so presumably not that many people are worried about the extra £252 on average it is costing them!

GTF



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

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Forthcoming Club Events

Annual Awards Dinner

Saturday 2nd February 2019

At the Skiddaw Hotel, Keswick

7.00 for 7.30pm

Presentation of 2018 awards for the Club Championships and Gates Protyre Rally Awards

Raffle prizes welcomed!

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

Mid Week Meander

Wednesday 20th February.

Starting from Dobbies Garden Centre Café the route covers approximately 70 miles and finishes at Moota Café close by our new club development . Entry fee for club members is £5 with refreshments and food being available at the start and finish at entrants expense. Entry forms on the website.

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PG Tips

The DVLA have, without a doubt, got me highlighted as some kind of target at the moment! Following on from my recent vehicle excise refund wrangle I now have another gripe with them. They supplied my details to a parking company who have been sending me demands for money...but it's not me they really need to get hold of. Remember the black Alfa GTV I sold in November, on Sunday November 25th to be precise? The car was bought by a London bus driver, who finished his shift at 6am and then got the train up to Cumbria to collect the car. He clearly got a bit weary in Cheshire and stopped off at Knutsford services for a rest. Unfortunately for me (and him in the future I'd imagine) he stayed for 2 hours 40 minutes and didn't pay for any parking. Seemingly only the first 2 hours is free and then you have to pay at these places. Just prior to Christmas a letter turned up from CP Plus parking advising me that I had to pay £60 because I'd parked too long and hadn't paid, along with pictures of the Alfa entering and leaving. I replied telling them I wasn't the owner of the car at that time on the date and it wasn't me driving and advised them to go back to the DVLA and obtain the correct details. They replied after a week or so telling me that I needed to provide them details of the new keeper or a letter from DVLA confirming the date or the fine would increase to £100 in 2 weeks time. I replied advising them that I didn't have the new keeper details but I was at work by 20.45 that night in West Cumbria so I couldn't have been in Knutsford at 20.15 and they needed to go back to DVLA and make another enquiry for the correct keeper details. Yesterday another letter came in the post the same as the first one but now asking for £100. Out of frustration I rang DVLA and was able to talk to a person very quickly who agreed that I had sold the vehicle that day and said they would provide me with a letter confirming it. Whilst I am not very happy with DVLA over the various issues I've had, they are getting pretty efficient and do seem to answer the phone a lot more quickly than phone or utility companies. I've passed this information to the parking firm and now await their response. Ultimately someone at work will be able to confirm I clocked on duty at 20.45 hours so if they want to keep pushing then I will be able to win, but it may not be simple identifying who will confirm this for me. I also worry that when the £100 goes unpaid they will start debt recovery proceedings which could affect my credit rating.



The new Alfa GTV – the one with the amazing V6 engine, is proving to be a lot of fun but it likes a drink more than a thirsty alcoholic! The problem is it sounds so good between 4-7000 rpm it's hard not to drive it in that rev range, which unfortunately translates to about 10-15mpg. I am trying my hardest not to modify it in any way but I do want it to be as good as it can be and figured the front shocks looked original and were probably tired. In the post Christmas sales I managed to pick up a pair of new gas shocks for not very much money and set about changing them, expecting a battle royal but was pleasantly surprised to find it all came apart remarkably easily and was a very simple process. The originals were

very tired, in fact I'm surprised they got through the MOT. The result is a much better behaved car and that caused me to investigate the rears which turned out to be ok and I got a pleasant surprise by finding the rear suspension is partially poly-bushed. I also got an unpleasant surprise when I found the rear spring pans are both starting to rot. Very simple to replace because they are a floating design, suspended by rose joints from the sub-frame, but for some reason they are eye watering expensive for new genuine Alfa Romeo ones (over £500 each in some places) and even copies are £250. I am keeping my Ebay bargain eyes open for now and I've cleaned the current ones up and soaked them in wax oil to try and slow things down. Despite the GTV being in very good condition for its age and type I suspect it's going to hurt my wallet....typical Alfa Romeo!

Interview With Hugh Chambers

By John Fife

Q: What made you jump ship from World Sailing (and no, he didn't think the joke was that funny either, but he had the grace to smile!) to join the Motor Sports Association?



I had ten years working with David (Richards) at Prodrive. I was one of the partners there. Even before that, my father Marcus Chambers was something of a character in the motor sport industry, both as a driver pre-war and post war as competitions manager for the British Motor Corporation and then of Rootes, so I grew up in a motor sport family surrounded by motor sport people, so I suppose it's sort of in my blood. When I found myself at Prodrive working with David I had the most extraordinary 10 years that coincided with the World Rally Championship title, and with Colin's (McRae) first title, multiple British Touring car titles and of course we ended up in F1 with BAR Honda.

One of my fondest memories in motor sport was working with Colin and being around him – I think we all have Colin stories that we can tell – a quite extraordinary character, but being driven by him in a stage at the 1000 Lakes will definitely always go down in my memories as my most exciting moment in a car I think.

So you might well ask, 'If you love motor sport so much and grew up in motor sport why did you leave?' I think it was one of those moments in time with David where we had achieved so much over those 10 years I felt that at that stage of my career I wanted to go and try different things. I was very fortunate because I didn't go straight to another job (I had sold my shares in Prodrive by that time) and I was then recruited to be part of the London Olympics so I became the commercial director of Team GB, on the athlete side as opposed to the infrastructure side.

It was an extraordinary success and it really opened my eyes to so many other sports and the way that other sports are run. There were 26 summer sports and 13 winter sports and so you got a little taste of all the different governing bodies and the way things are managed. Of course it was a great success which helps.

It was natural after that I then left, I had already seen the London Games as a discrete project. It was through that I had met Dave Brailsford, or rather Sir David Brailsford, and he invited me to get involved with Team Sky the pro cycling team. He is a fascinating character and I was very fortunate to work also with Clive Woodward during the Olympics, so working with two of these sort of real pillars of sport, inspirational guys, I learned a great deal about the athlete sport management side of it which you don't tend to see so much in motor sport.

We now refer to rally drivers and F1 drivers as athletes, but the physical and psychological side has probably not been as prevalent or as important in motor sport as it has in other sports like cycling, so I learned a great deal about that. Then the guy that I had worked with in the Olympics took on the role of Chief Executive of World Sailing three and a half years ago and he invited me to rejoin the team.

So I got involved with World Sailing and this comes back to your original question, which was the relevance to the MSA, as it was. I would say World Sailing, when I joined at the end of 2015, was in an almost identical situation to the MSA last year, which is that it had become hidebound in a regulatory administrative role and had become the 'Ministry of Sailing' just as the MSA was the Ministry of Motor Sport and everything that goes with that terminology which is the civil service mentality.

That's not to deride the people that were doing it, because it's fundamental. The foundation stones of any sports governing body is that you need to make sure it's fair, and that the rules and regulations are properly written and applied. It's safe, particularly in a dangerous sport like sailing or motor sport, and it's fun.

You need to make sure that those rules and regulations are properly constructed but it's very easy, if that's what you focus on, to become bureaucrats. I think, not wanting to get into Brexit right now, but bureaucrats don't have a good reputation these days – let's put it that way!

What we needed to do was break the organisation out of that mindset of being the 'policeman' of the sport and turn it into being the promoters of the sport. The numbers speak for themselves, I don't know if you heard David's speech last January here, at the Sid Watkins (F1) lecture, but David and myself and Colin Clark spent a long time thinking about the content of that speech because it was a real keynote speech. The key point about it was that motor sport in this country, all four home countries, was if we don't do anything about it, it is in gradual decline and as much as my predecessors might have said – 'Ah, well you know, losing 2 or 3% of licence holders each year is no big deal'. In 10 years that becomes 30%.

Q: It's not only the licence holders we're losing, but the new ones we are getting are older generation competitors interested in Historic sport, and we are not attracting enough newcomers, new blood, youngsters.

Correct, you're absolutely right, it's in the demographics, and karting is probably the one that is most worrying. We have just gone from 6,000 licence holders ten years ago to 3,000, so it's halved, and so we have put a lot of effort into karting, but it was very clear to us that if we didn't do anything about this, the sport was going into a fairly rapid decline.

The biggest problem is that once you get to a tipping point, particularly in the regions, you get clubs that no longer have enough members to make it viable, and race meetings which are no longer viable with enough entries to cover the overheads, so your permits are suddenly going to start to decline and your revenue base starts to vapourise. Suddenly the governing body is up the swanny.

So that was the short term immediate problem, and then you've got the bigger long term question which is about the role of the automobile in society with autonomous vehicles, different power trains coming down the line, and kids today probably not owning their own cars. Nobody tinkers with an 'A' series Mini any more, you just plug it into a 3 pin socket.

So we need to be strategising and thinking about what is the wider role of motor sport in society moving forward, otherwise we're going to get left fielded and become a victim of circumstances. We've got to lead, working with government, working with industry, and figuring out what is the future of the sport.

When you look at those sort of strategic imperatives you need a very different structure of governing body. Rob (Jones) could see that with Dave there was a need for a very different style of management and a different strategic approach and he left, and then began a recruitment process to look for a new Chief Exec.

I'd already begun at the beginning of last year (2018) to work with David as a Consultant to start to think about the strategy for the sport and for the organisation and it was through that process, the nominations committee selected me as the new CEO.

I started at the beginning of November so it's only just over two months since I've actually been in post, but I had a running start. A week after joining we changed the name of the organisation and rebranded it. There's nothing particularly clever about it, it does what it says on the tin, as they say, but it gets us away from a 3 letter acronym (MSA) which is sort of indicative of a typical government department, you know the DfT, DVLA, that sort of thing. You always sort of imagine ministries having 3 or 4 letter acronyms, so we wanted to be Motorsport UK. It's who we are and what we do.

It gave us an opportunity to have a 'mindset' change within the organisation and have a bit of a shake up. Quite a lot of people have already left for a variety of different reasons and we've brought on some new people, some exciting new people. We're recruiting at the moment for a raft of very important roles, general council, safety director, head of events and so on and so forth. Over the next 6 months you'll get a lot of fresh thinking and fresh impetus coming into the organisation. The crux of it is that we've got to get back to the grass roots of motor sport in this country and what makes it tick.

For whatever reason, far too much effort has been expended on the 'elite pathway'. I'm not saying we should not do that, we should celebrate this year, we'll have four British drivers in F1 which is extraordinary.

Q: But we need to attract new blood.

Correct. We've got 30,000 licence holders in this country and if there are 50 drivers earning a living out of motor sport driving racing or rally cars then I'd be surprised. By definition, the vast majority of the sport is comprised of people who pay their own way, or their company pays for it, but it is low level budget driven fun on four wheels. People who want to go out at the weekends and have a bit of a laugh

in whatever discipline might be their thing.

We should be promoting autotests and autosolos, hill climbs, sprint events, autocross. All those wonderful ways of having fun on four wheels is absolutely what we need to focus on. We need to reduce bureaucracy, reduce the barriers to entry and both the costs and legislation.

Q: Could we do something about the complexity and cost of safety rules?

One hundred per cent. Clearly safety is something we have to tread carefully with, for all the obvious reasons, not least of which insurance, and with the FAI in Scotland and all of the consequences of that. The response that we made at the time to introduce the Rally Future programme was probably overdue but certainly welcome.

Q: Did the sport over-react, or perhaps was forced to over react?

Yup, I think that's right, but the point about it is that we need to look at safety in the proper context and the strategic context of the health and safety of the sport. If you went to the 'n'th degree with safety and said we were going to wrap everything in cotton wool, going to make something absolutely accident proof, you'd never get any motor racing. It would be completely costed out of reality and would be unaffordable to do it.

By its nature there is a degree of risk, and it is manageable risk. The best way to illustrate that is, if you've got a marketplace for crash helmets we should be stipulating that there is a certain level of crash helmet needed, and maybe it will cost you £200 because that in the safe interests of the drivers. However, if you want to pay £3000 for a helmet that's your decision. So we need to set the benchmark and the base level at the appropriate level that is safe and is appropriate, but not put the onus on to the competitors that they have got to spend too much money.

The change in regulations around seats and belts, is just plain common sense. This again comes back to that bureaucratic mindset which is that it's safer to actually err on the conservative side and let the rule book dictate everything that you do and all your actions, rather than looking at the bigger picture which is the health of the sport. If we don't make sure the sport is sustainable and that it's growing and that new people are coming into it we won't have a sport so we've got to have an overall strategic vision and then marry that together with the practicalities of insurance and safety and so on and so forth. Those two things have to work hand in glove.

Kate Adamson, the former Safety Director was highly competent, but she has left for personal reasons, so we're now actively recruiting for a new Safety Director and clearly we're looking for somebody who gets that right balance of absolutely having the right level of safety to make sure that the sport is appropriate in its response but at the same time doesn't kill the goose that lays the golden egg.

There will be more from this interview in the next issue. If you wish to read more of John's Fife's excellent articles please go to: www.jaggybunnet.co.uk

What changes would you like to see made in British motorsport? Send us an email and we will make a list and send it to Hugh.

How the motoring scene has changed, not always for the better

I was born in February 1947, a year noted for freezing temperatures and very heavy snowfalls all over the country, this means of course I am now approaching my 72nd birthday. I have seen tremendous changes in not only motorsport and motors but in everyday lives and lifestyle, some for the better and some for the worse, the following article highlights some of those changes.

I was born in the Cumbrian village of Dearham in a house that was under 6 feet of snow, so deep in fact they had to dig a tunnel in order to allow the district nurse to attend to my mother and assist with my arrival, home births were very common in those days I gather. I'm not sure what transport the nurse used the year I was born but I remember when i was five or six years old the sight of nurse Hall, who was a local farmers wife, going about in her Morris Minor was a common sight.

In the late 1940s not many people had cars, only doctors, vets, farmers and others who were deemed essential car users because the main production of vehicles was destined for export to help pay for money borrowed to fund the war. Petrol was rationed so was food, a fact I well remember because my parents, myself and grandparents still lived in the tiny house where I was born, two up two down. Grandfather worked at Risehow colliery one of the many in the area and grandma ran a little village food shop in the front downstairs room of the house where we all lived. I helped weigh out sugar from big sacks into blue bags carefully weighing it out using the old-fashioned scales with little brass weights and larger cast iron ones calibrated and checked regularly by a weights and measures inspectors. We still have those scales in our kitchen today. To buy a bag of sugar required not only money but rationing coupons as well. Being a two up two down cottage the other downstairs room was our only living area where, somehow, we all managed to cope until I was seven when my parents bought a house of their own.

In summer the tar on the roads in Dearham used to melt on hot days and invariably playing with my toy cars or marbles in the road it somehow got onto our skin particularly on our knees, this was removed by grandma using some butter, not sure why but it acted like Swarfega does with grease.

Every now and again a steam roller would come to the village towing a big wooden workmen's caravan rather like a shepherd's hut behind it, the steam roller rolled granite chippings into the tar during the day but at nights it was parked in a layby in the village where the council kept a supply of chip-pings. When the workmen had gone home, we used to climb on the roller and play in it trying to turn the steering wheel with the little handle that stuck out of the steering wheel whilst looking down at the chains going down to the foremost roller where the front wheels would be if it was a traction engine. We didn't damage anything just found it exciting as it would still be hot and had a smell of its own rather like a living thing although the firebox would have been raked out in readiness for the next day.

When I was seven my parents bought a house in Workington where the steel industry was the major employer, 4400 people worked at one plant, 2400 at another and the Workington Iron and Steel Company also owned the docks, coke plants, brickworks and many iron ore and other mines.

In the 50s Dad worked for a small building firm, like the majority of working people we didn't have a car, everyone had a "sit up and beg" bike, walked to work or people got about on the familiar double decker buses with the open rear platform. This allowed you to run and jump on the bus if it pulled away as you approached the bus stop, it also allowed you to jump off while it was still moving, health and safety wasn't a big consideration in those days.

By the very early 1960s cars became more readily available, some business owners seemed to be able to afford new ones, working people generally bought second hand ones and Malcolm Wilson's dad's scrapyard and tyre business was a popular place for people from all walks of life at evenings and weekends. Here they were to be found removing and buying an engine or gearbox from a Ford Anglia or a Minor 1000, maybe a CV joint for a Mini or an exhaust for their Austin 1100 from a crashed car; it was much cheaper than a new one. Motor factors as we know them today didn't exist and ones like Edmund Walker only sold to the trade. These items purchased from the scrapyard were probably fitted during the next weekend or may be on a weekday evening usually outside in the road as not many people had garages.

New and remould tyres were also a big seller particularly after the MOT test was introduced on September 12th, 1960, first as an optional test but only for cars that were over 10 years old. This cost 15 shillings, 75p in today's money. By the end of the 1960s car ownership had increased dramatically, often car owners wishing to avoid an MOT test bought a car that was less than 10 years old so demand for younger second hand vehicles stimulated the car industry. Ken Wilson scrapped literally hundreds of Austin 7s and similar cars, they looked too "old fashioned" compared to an Austin A30s, Standard 10s and Ford Prefects.

Ford Cortina MK1s were a great car from a slightly later period introduced in 1962/3 period, simple enough to be maintained by an owner with reasonable engineering skills, in our area, there were a great many people with such skills. Many cars were prone to corrosion especially in the sill area because they were never designed for longevity. This was a problem that also affected Morris Marinas, Minis, Vauxhall Chevettes, Vivas, Datsuns and other popular cars of that era. Probably Vauxhall Cresta's were the worst for the dreaded tin worm followed by some Fiat models and other Italian cars such as Lancia's and Alfa's. Obviously, these were designed for sunnier climes and dryer colder winters. Not sure why Vauxhall Cresta's rotted so badly, possible they had enlisted an Italian designer.

Volvos on the other hand boasted in their adverts the average life for one of their cars was 19 years, this advert must have impressed me and I can believe it because since the mid-70s we have always had bigger Volvos, 145s, 245s, 745s, 945s and then V70s, I've never bought a new one, but ran many of them for several years often to 150,000 miles then sold them to friends or customers, many have lasted way over twenty years some covering almost 300,000 miles. They would still have carried on giving good service, but the owners basically got bored with the same car and generally bought another similar Volvo to replace it.

Part 2 in the March Edition

Keith Thomas

For Sale



For sale 1972 MG Midget Round wheel arch and chrome bumper model.

Updated engine with bigger valve head, Kent camshaft and 1.5 ratio rockers. Stainless steel exhaust.

Frontline front suspension with updated antiroll bar

Spax telescopic rear shock absorbers.

Contact John Holliday for more details

Tel 07769035522

Email johnholl403@gmail.com

£4000

Autojumble



Currently set up for HRCR regularity rallying. Easy change to stage rally, sprints, or hillclimb. 1380cc engine, Kent rally/road cam, baffled sump, reground crankshaft, braced crank, ARP competition conrod bolts, lightened flywheel, competition clutch and thrust bearing, Piper timing gear, big valve cylinder head ported and polished. Single 45 Weber, electronic ignition, stainless steel large bore 4 branch manifold and exhaust system. Straight-cut 1275 ribbed gearbox built by Skip Tune. Braided fuel lines, facet, regulator - interior fuel and brake lines.

Safety Devices strutted roll bar - takes bolt on front cage. Soft top and hard top.

2 period bucket seats, 4 point harnesses. Fire extinguisher. Nav footrest. Classic Brantz trip and digital rally timer.

MOT to September 2019. Price includes spares.

Please email for information sheet and more photos. £9,500

Reason for sale - moving on to next project TR4 rally. andrew.katrina0@gmail.com

<https://www.carandclassic.co.uk/car/C1059052>

Submissions

I am delighted to receive articles, adverts and photos for Start Line. If you are using MS Word, please use a bank format, Times New Roman Typeface in 12 point size. A maximum of 1200 words, although longer reports on road trips etc can be run over a couple of issues.

Articles written into a email are fine as well.

Article etc should be submitted by the 22nd of the month prior to publication, although this may vary due to holidays etc.

I am trying to reduce the time taken to produce Start Line so your co-operation would be greatly appreciated. Thanks Graeme

Membership Renewals

There has been an excellent rate of renewals this year, well up in past years but there are a few of you who have not renewed so this, sadly, will be the last Start Line you will receive until you renew. It does save Maggy and the event admins team a lot of time and effort if you renew promptly and not leave it until you want to do an event.

Championship News

2019 Club Championships – January Positions

Club Championship Overall

1.	Willie Keening	25 pts
2.	Peter Wright	24 pts
3.	Geoff Rae	23 pts
4.	Jack Palmer	22 pts
5.	Nigel Moffat	21 pts
6.	Craig Stamper	20 pts
7.	John Holliday	19 pts
8.	Peter Masters	18 pts
9.	Phil Hodgson	17 pts
10.	John Sloan	16 pts

Ladies Club Championship

1.	Fiona Tyson	5 pts
2.	Bryony Garner	1 pt

Autotest Championship Overall

1.	Willie Keening	25 pts
2.	Peter Wright	24 pts
3.	Geoff Rae	23 pts
4.	Jack Palmer	22 pts
5.	Nigel Moffat	21 pts
6.	Craig Stamper	20 pts
7.	John Holliday	19 pts
8.	Peter Masters	18 pts
9.	Phil Hodgson	17 pts
10.	John Sloan	16 pts

FWD Autotest Championship

1.	Peter Wright	25 pts
2.	Craig Stamper	24 pts
3.	Peter Masters	23 pts

RWD Autotest Championships

1.	John Holliday	25 pts
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FWD PCA Championships

1.	Geoff Rae	25 pts
2.	Jack Palmer	24 pts
3.	Nigel Moffat	23 pts

RWD PCA Championship

1.	Phil Hodgson	25 pts
2.	John Sloan	24 pts
3.	Drew Maclean	23 pts

Specials Autotest Championships

1.	Willie Keening	25 pts
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The 2019 season started, as usual, with the Festive Autotest which was held at a new venue in Lilyhall between Christmas and New Year.

The tables are pretty sparse at the moment as there has only been the one autotest which is why the autotest and club championship tables are the same.

The next counting event towards the Club Championship and the new for 2019, Autosolo championship, will be the season's first autosolo at Maryport on January 27th.

The first counting event for the 2019 PROTYRE challenge will be the White Heather Tests being held at Kirkbride on Saturday 2nd March. Points will be awarded to both drivers and navigators in both the PROTYRE challenge and the Club Championship so there should be some significant changes to the tables by the end of March, provided, of course, that we do not have any inconvenient visitations from any "Beasts" from the East, or anywhere else for that matter!

With only the one counting event so far the Marshal's championship has all the marshals from the Festive Autotest tying for equal first place as they all have 10 points! I haven't included a table in this report because, as yet, there is no clear order.

As some of you may be aware I am also going to be acting as co-ordinator for the PROTYRE challenge this year so, hopefully, should be adding the challenge tables to the regular monthly championship reports. The rules for the challenge have been altered for 2019 to attempt to reflect the increasing popularity of the Targa categories by increasing the awards on offer so that should give all our Targa competitors something to go for.

Thanks to Mike Garstang for looking after the Gates/PROTYRE challenge for the last five years, I'm sure that all those who have taken part in it over that time would like to thank Mike for all his work and wish him all the best for the future.

Geoff Bateman

Events News

Most Motor clubs have announced the dates for their 2019 events recently and some have made significant changes to their dates, I'm not sure why but there will be a valid reason for it as they need to tie up with big events at other venues because of the same clerks of course, marshals, paramedics etc are often used at the different venues.

Here are some of the dates for the Revival or Classic car type events

Harewood Classic & vintage event Sat 1st June and Jim Thompson Hillclimb the following day on 2nd June

Barbon Clubmans event is on June 8th and their championship meeting weekend is on July 6th

Shelsley Walsh Classic Nostalgia weekend is now on June 15/16th this has moved from its July date so make a note of it.

Boness (Near Edinburgh) revival hillclimb and classic car show is on weekend of 31st August /1st September

Prescotts Autumn Classic is on October 5/6th

Goodwood Revival is on 13/14/15 September

Check the various websites to confirm dates and for more information.

Don't forget new helmets will be required this year for many competitors as the regs have changed see Motorsport UK website

Keith Thomas

Festive Autotest 2018

Sunday 30th December saw 25 competitors gather at the old Alcan Factory Distington for this year's event. It was encouraging to see the number of entries this high as they have been dropping a bit recently. There were 18 entered in the Production Car Autotest and 7 in the Autotest. It does appear that the PCA style of event is more popular in the club overall but there are those that still like to compete without a passenger.

I had laid out 2 tests with 2 options one for the PCA and one for the AT. Never having used the venue before I could not be sure how long it would take to get through things so 3 runs at each were attempted before lunch. One test site was a little waterlogged and some of the open top drivers did look a little damp! Lunch of hot soup and a roll was enjoyed by all and then as it was taking a little longer than hoped only 2 runs were done in the afternoon giving a total of 10 tests. Hopefully everyone enjoyed what had been laid out the tests were a bit longer than normal.

Due to the numbers in the PCA I awarded a 1st o/a in both the PCA and the AT as it seemed the fairest way.

PCA 1st o/a Geoff Rae: PCA 1st FWD Jack Palmer: PCA 1st RWD Phillip Hodgson

AT 1st o/a Willie Keaning: AT 1st FWD Peter Wright: AT 1st RWD John Holliday

I must thank all those who marshalled on the day as without you the event wouldn't happen. I also must mention Whitehaven Developments who kindly let us use the area as long as it was for charity. Therefore the event was run with ALL the profit going to the Blood Bikes Cumbria charity. Thanks to Willie Keaning from Scotland who brought a porta loo down with him and to Cumbria Motorcycle Training who did all the printing for free we have managed to raise £200.00 for them. I hope to get this presented to them very soon and will hopefully have a picture in future editions.

Stephen

1	Willie Keaning	527	RWAT
2	Peter Wright	599	FWAT
3	Geoff Rae	643	FWPCA
4	Jack Palmer	650	FWPCA
5	Nigel Moffat	681	FWPCA
6	Craig Stamper	686	FWAT
7	John Holliday	701	RWAT
8	Peter Masters	701	FWAT
9	Phil Hodgson	708	RWPCA
10	John Sloan	714	RWPCA
11	Drew Maclean	735	RWPCA
12	Brian Iveson	743	RWPCA
13	Rob Iveson	763	RWPCA

14	Roger Pope	769	FWAT
15	Aidan Gregory	770	FWPCA
16	Callum Alexander	786	FWPCA
17	Angus Cowan	786	RWPCA
18	David Agnew	795	FWAT
19	David Alexander	812	FWPCA
20	Dave Garner	816	FWPCA
21	Fiona Tyson	820	RWPCA
22	Paul Hodgson	885	FWPCA
23	Chris Hunter	888	RWPCA
25	Joseph Hodgson	906	FWPCA
25	Bryony Garner 9	18	FWPCA

Festive Autotest Photos



From The Top

News from UK Motorsport, Regions and the WMC Committee

WMC Committee News:

The committee were updated on the Moota project with construction expected to start very shortly. Clearance of the soil bund had taken place.

A set of new stop watches had been bought and the Autotest Resource Box was now finished.

Charity donations: it was agreed to give £500 to the two nominated charities for 2018. For 2019 we would give what is collected at DID and other events in the charity buckets and our surpluses would be needed for Moota.

Young driver sponsorship: This had been very successful with Jack and Sam. It may be something we revisit in the future.

Start Line: Graeme has produced a more streamlined" template which will make it easier to use and less of his time. Articles submitted should not be over 2,000 words.

Classic Show: We had agreed terms for the next two years with Dalemain. There were already people asking for entry forms so these will go out in the next month.

Ron give an outline of the new Coast to Coast Run in September.

The next event is the Autosolo on Jan 27th. David Wiggins is in charge.

The Festive Autotest had been a popular event.

It was reported that both Protyre and HPE Construction were continuing their sponsorship.

We were looking at new ways to reward marshals.

Entry forms were available for the Geordie Gallop in May.

We have asked to marshal on the Flying Scotsman on April 5th and 6th.

Membership renewal is a high rate.

ANECCC News:

The ANECCC Stage Championship is still looking for a co-ordinator if anyone is interested.



**Recognised
Club**

Important Information For Owners of Older Cars

From the FBHVC



Department
for Transport

RE: Vehicle Of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it: was manufactured or registered for the first time at least 40 years previously is of a type no longer in production, and

has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristic of its main components.

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory Instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on-line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest – in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely,

Duncan Price

Divisional Manager, Freight, Operator Licensing and Roadworthiness

The First Twenty Years

Cars bought and sold

I have been sorting out my paper work recently and came across a load of receipts for my first ten cars. It's fascinating how prices have changed over the years and the amount of inflation there was in the eighties. Indeed in 1982 I got £3,600 trade in against the MG Metro for a car I had paid £3455 for a couple of years earlier.

The first car, the Imps was three years old (GRM 366D) when I got it at the end of my student days. I started teaching in Ulverston, so it made the twice weekly commute from Wigton. It didn't do much motorsport, but it did win an autocross at Kirkbride which was so muddy that my RE RWD car was able to get around the course while the Minis did not!

Back teaching in Wigton I got a Mini Clubman in Aqua which got used in autotests and PCT and when finances improved it was swapped for the 1275GT which did a lot of autotesting including rounds of the British Championship.

I then bought a Datsun 120A coupe, a slightly odd shaped car which was quicker than the Mini but lacked visibility. It then morphed into a GLS coupe which didn't get any motorsport use as my father and I bought a Mini 1000 from Armstrongs and John Willis tweaked it and we did many road rallies and other events. That was replaced by a white 1275GT which did all sorts of events and was successful in local autotests and PCTs as well as in the Cumbria Field Championship. In 1980 we decided to reshell it and make a "proper" rally car and it had so many new parts that we registered it as a new car. (MRM 943W). If we had know that historic rallying was coming a few years alter we would have left it as a 1970 car! That car got a lot of use and more success in autotests, trials, 12 car rallies and road rallies.

Another Datsun coupe was my road car and all three had a deserved reputation for reliability compared to European cars at the time. I then got the first MG Metro which was nearly twice as much as the Datsun due to spiralling inflation at the time. The second Metro was red compared to the first silver one. However, by that time BL were paring costs and there were about a dozen small items that were not on the second car that were on the first. Both were a lot of fun but not used in competition.

Competition car wise I was looking for something different as road rallying was nearing the end and stage rallying was not within my humble budget, so my father and I bought 1977 Midget which had had a cherished life up to that point and we sold the 1275GT to Andy Armstrong who rallied it and I often navigated for him on road rallies. The Midget got an LSD and was good on autotests but being a rubber bumper car was not at its best when being pushed on the road. Thus, I bought a 1970 1275 Midget for just £400 which I developed into a successful autotest and speed events car. I'll write more about that at a later date.

As I now trailed to car to events, I needed something bigger, so the Metro became an MG Maestro which was a hugely under rated car, quicker than a Golf GTi, handled like a Mini and had a huge amount of space in it. The two-litre engine also had massive torque which made it great for towing.

In due course that became a second Maestro which towed the sprint and hill climb Midget all over Scotland and the north of England to events. However, Helen said the Maestro looked like a brick!

After that my paper trail has gone dry as the next car was a BMW 318 Touring which I bought from my father when he got a new BMW. The BMW was a handsome car for its day. However, it was not a happy car for me, it's handling, particularly in the wet was dreadful and it had an ongoing problem with the tappets sticking, effectively making it a three cylinder.

In those days most people in the motor trade were enthusiasts and have remained so WMC members like Jim Stairs and Rob Grant sold the cars while John Willis and Alan Jackson serviced them. Indeed, John Willis has looked after my cars for some 40 years and knows more about Minis etc than anyone I know.

GTF

Hillman Imp	£360	Paton's	1969
Mini Clubman	£555	Dias	1971
Mini 1275GT	£725	Appleyard's	1972
Datsun 120A	£1225	Masons	1973
Datsun GLS Coupe	£2283	Dias	1977
Datsun 140Y	£3455	Masons	1980
MG Metro	£6114	Huntington's	1982
MG Metro	£6888	Huntington's	1985
MG Maestro	£7600	County Motors	1988
MG Maestro	£10,000	Huntington's	1990

Just for a change a picture of the blue Midget, painted by Andy Armstrong who when he is not in his Armchair coming up with erudite comments on the racing scene is an accomplished artist and has done many wonderful picture of racing and rally cars.

It hangs in pride of place in my office!



Welcome

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

Stephen and Jaclyn McGrath of Frizington

Alan Hilton of Far Sawrey

Howard and Anne Ellis of Burgh-by-Sands

John Welton and Christine Pahlke of Armathwaite

Ralph and Susan Farrell of Crosby

James and Sarah Greenhough of Hovingham

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

Maggy Bateman on 01697349919

or by email at wmcmembersub@outlook.com

Marshal Force

Marshals are the life blood of our activities

February	23rd	Northern Trial	David Agnew
March	2nd	White Heather Tests	David Wiggins
March	9th	Malcolm Wilson Rally	David Agnew

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Many of our members will have encountered the writings of the Scottish motoring journalist John Fife whose column *Jaggy Bunnet* has been widely read over many years. Recently he interviewed Motorsport UK's new CEO Hugh Chambers who is second in command to Dave Richards. I confess to never having heard of Hugh and wondered what background the man might have to equip him for such an important role. Jaggy reveals all in his interview and I would commend it to those interested in the future of Motorsport to read the first part of the interview in this issue.

Thank you to those quick off the mark with entries for our Midweek Meander on 20th February. Sixteen entries in hand a month before this modest little event is very satisfying and I'm sure there are several more who will join us for this our first touring event of the year. Fear not if you had an expensive festive period as the entry fee is only £5 and full details and entry form are in the events section of the club website.

Jim and Anne Crockett have organised their second Gallop Tour and entry form and details are now available for the three day event in Northumbria in mid May. We often spend time in those parts and never tire of the beautiful countryside, coast and fishing villages. We have sent in our entry and if you are not a past 'Tourist' why not join us this year? See events section of club website for details.

Having just seen on BBC news (Sunday evening) some more info on the Duke's accident in his Land Rover it has been noticed that he is not currently wearing a seat belt. I have no problem with that as he is 97 and will have no worries about dying young but perhaps setting a good example is desirable. His replacement car arrived PDQ so he can presumably still get down to the local for a quick half even without his personal bodyguard. One thing I did notice on the news footage was that the broken glass and broken parts from his damaged car were still lying around. This seems to be typical of the recovery industry in that they remove damaged vehicles from the scene of an accident but the site is rarely tidied up and rubbish remains on site until mother nature tidies up the site. There is a bend about half a mile from home which is 'challenging' and a young lady failed to stay on the road just after Christmas and rolled her car into a field. I know this bend is challenging because I had an incident on this same bend travelling in the opposite direction in my Morris 10 in 1962. This year's car was totalled but remained unmoved for over two weeks but has now gone. What remains is the glass and rubbish not cleared up by the recovery driver. About time this shoddy work practice was changed. On a similar theme I must agree with Kirk Rylands' recent letter to the Cumberland News concerning litter on the Carlisle relief road.

I believe this is the time of year when some people experience SAD for all sorts of reasons and at the committee meeting in January it was said that it was possibly responsible for the apathy which seems to exist amongst some at the moment. So far this winter the weather has been kind and significantly better than last year. So why not shake off any lethargy and volunteer to marshal on a club event or two. The usual hard core of organisers keep rising to the challenge but you are needed this year.

Ron.

Rallying Call

Regulations for the Gates Protyre Historic and Targa Challenge are now available on the website and have been mailed out to those interested.

The first round will be the White Heather on March 2nd (not the 9th as previously planned as the MWR is running on that date).



Social Scene

We have two social events this month:

February 2nd	The Annual Awards Dinner
February 20th	Midweek Meander

We would like to hear from members what other social events we can run and indeed if anyone would like to run something different! We have the programme of pub runs, a couple of breakfast meets and DID. Is there some indoor events you would like during the spring or even just a monthly Natter?

Let us know please?

Autojumble



Currently set up for HRCR regularity rallying. Easy change to stage rally, sprints, or hillclimb. 1380cc engine, Kent rally/road cam, baffled sump, reground crankshaft, braced crank, ARP competition conrod bolts, lightened flywheel, competition clutch and thrust bearing, Piper timing gear, big valve cylinder head ported and polished. Single 45 Weber, electronic ignition, stainless steel large bore 4 branch manifold and exhaust system.

Straight-cut 1275 ribbed gearbox built by Skip Tune. Braided fuel lines, facet, regulator - interior fuel and brake lines.

Safety Devices strutted roll bar - takes bolt on front cage. Soft top and hard top. 2 period bucket seats, 4 point harnesses. Fire extinguisher. Nav footrest. Classic Brantz trip and digital rally timer.

MOT to September 2019. Price includes spares.

Please email for information sheet and more photos.

Reason for sale - moving on to next project TR4 rally. andrew.katrina0@gmail.com

<https://www.carandclassic.co.uk/car/C1059052>

Inside The Industry

Paul Gilligan has his say

It has now been ruled that all contributions to this magazine are limited to 1200 words each. This is to make “formatting” easier and help the few who have very slow download speeds and are (understandably) impatient to get their Start line fix every month. Sometimes I can tell both of my regulars all I want to in 1200 words, but most months I go over that figure. Certainly, that is the case this month because at the start of the New Year there is an awful lot going on. However, rules are rules so there are 1197 words (including this introduction). There is also (included in the 1197) a list of the subjects covered in the other 3 magazines (that kindly publish my articles in full) and how you can access these. Thanks to both of you for reading this.

2018 Decline in UK Car Sales –Not All Segments Suffer

End December saw the final scores for 2018 UK car “sales” revealed. The market was down 6.8% in total with diesel down 29.6%, petrol up 8.7%, hybrid and electric up 21% but still only 6% of all sales.

Within these winners were few. Jaguar managed a 4% increase in sales on the back of their SUVs E Pace and F Pace (remember when Jag sold sports saloons and sports cars?). MG sold 9000 cars against 4500 last year but hardly significant in a 2.37M market? Mitsubishi recovered from two bad years with a 31% increase in sales. Real winners were perhaps SEAT 12% up and now taking a respectable 2.7% share of the market and Volvo up 9%. I have a good friend who’s a Volvo dealer and he’s one of the few happy new car dealers I talk to currently.

Losers? Well most, but Audi down 18%, DS which was meant to bring Citroen into the premium market down 44%, Fiat down 20%, Nissan down 32% all have bad news. However, % scores only tell half the story. Biggest losers in volume terms were Audi down 31000 cars, Ford down 23000, Vauxhall down 18000.

The fight amongst the German prestige manufacturers went down the wire. Audi (see above) had a dreadful year due to supply problems because they had failed to prepare properly for the new emission regulations that came into force on September 1st. Which left it to Mercedes and BMW. Merc were just ahead at end November. In December BM registered 11600 cars, Merc 11365 but even then, Merc won by a mere 190 cars 172238 to BM’s 172048.

What interests a nerd like me is how this builds up from the segments that make up the sales. Developing new models means enormous investment for the makers. So, they have to decide where to place these investments. Last year in the UK against a market down 6.8% what is called the D Segment (eg Mondeo and Insignia) fell 26%. The segment including the same sort of cars like BMW 3 Series and Audi A4 fell also by 26%, which is why Jag’s XE and Alfa’s Giulia struggle so hard to make any impact.

Two other segments are in deep decline. Sports car, which includes everything from a Mazda MX5 to a Lamborghini Aventador is down 21%, and large MPVs like Ford Galaxy down 38%. People buy 7 seat SUVs now.

Betting on investing in the wrong product groups can be dreadfully expensive for manufacturers (see below).

Very Bad News from Ford & Jaguar

It was no surprise, but still very bad news, when Ford and Jaguar opened the New Year with announcements of large job losses, Ford are to announce a minimum of 13500 job losses in Europe and I think that could be a lot more. The UK and European HQ in Brentwood is to be closed as I discussed a few months ago with the (remaining) jobs being based at the Dunton Essex Engineering Centre. Brentwood HQ will become houses and apartments. And Dagenham? Well they still build engines there as they do in Bridgend South Wales. But for how much longer, Ford have announced the closure of the auto gearbox plant in Bordeaux which has enraged the French to the extent that the Government has said it will no longer buy Fords for police use. As most manufacturers supply cars and comer

cials to "Blue Lights" (Police, Fire, Ambulance etc) at a loss I don't see that as Ford's biggest problem just now.

So where did it go wrong for Ford?

Simple, with that wonderful thing called hindsight of course. Ford dominated in the 1960s and 70s Cortina and then the Escort. They placed the investment dollars on replacing these with the Sierra (bad) Focus (good) and Mondeo (good). But then they kept going with several more new Focuses and Mondeos. All better than the last one but the market d moved on to SUVs. And Ford hadn't. The best car in its class Ford has currently is the Fiesta but as Henry Ford II said when asked to approve the original Fiesta in 1975 "Mini Cars Mini Profits". New Focus is great, but doesn't everyone want at least a VW Golf badge?

So, Ford got it wrong by investing in dying segments of the market. And by being late into electric cars.

Which brings us to Jaguar Land Rover (JLR). They have just announced another 4500 job losses in the UK on top of all the bad news they gave us in the second half of last year. Why? Two reasons basically: China and Diesel. JLR particularly the LR bit have come to rely on booming sales in China, but now Chinese growth has stalled. JLR produce about 90% of their cars with diesel engines. The World rightly or wrongly has turned against diesels. Which leaves JLR in a big mess.

And there are more minor but significant problems. The biggest is probably the small Jaguar saloon the XE. Projected to sell 100,000 cars a year the actual is not much more than 30,000Jag are between a rock and a hard place here. Without 100,000 a year they can't reach the economies of scale to reach the let's say £249 a month lease rate the others can. If they can't match the price point, they never will sell 100,000.

VW/Ford Alliance

I wrote a bit about this month, but I think some of that was missed out for technical reasons. Now things have been made more official and it is public that Ford and VW will now jointly develop new vans and pickups. Ford will be responsible for the larger vans which will replace Transit Custom/Transit and VW Transporter/Crafter as well as a pickup to replace Ranger/Amarok. VW will engineer a smaller van to replace Caddy/Courier/Connect.

The two will also work together on development of autonomous (driverless) and electric vehicles.

I think a lot more to come from this partnership?

For other articles I'd hoped to include this month being UK Electricity Resource, 2021 Emissions Limits, White Van Scrappage, Rolls Royce, Franchised Dealer Numbers, Used Car Market and Tesla Job Cuts. Please email me and I'll send the full version.

Paul Gilligan

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

07785 293222

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

I've recently been having a tidy out and was delighted to find a couple of boxed unbuilt Tamiya racing car kits, both 1:20 scale, one a 2001 Ferrari F1 car and the other a Benetton of a similar age. "Right" I thought "I'll have a go at one of these" picked the Ferrari as the decals looked a lot more simple to apply, and then spent a good bit of time trying to source model paints, polystyrene cement, knife, and those lethal one sided Stanley razor blades etc. Sad to say the centre of Carlisle proved fruitless, even the toy shops didn't stock what I needed, but I eventually found the necessary bits at a place called "Hobbycraft" near junction 44. On leaving I worked out that these few pots of paint which held 10ml each and other various bits and bobs had cost considerably more than the price tag on the box showed the model itself had set me back a good few years ago. Never mind, I'd soon have the pleasure of constructing a beautiful recreation of Mr Schumacher's winning car.

Let battle commence!

Many hours later, the thing is nearly complete and I can't decide whether it's a "dog's breakfast" or a "pig's ear", all I can say is that Humbrol acrylic spray gets a better finish on the kitchen tiles than it does on Tamiya plastic, Stanley blades cut flesh very cleanly and to call polystyrene cement a glue is challengeable under the trades description act.

Somehow it all seemed a lot more fun when you bought a two Bob Airfix Spitfire at Woolies and made a hash of it. At least I can say my modelling skills haven't declined with the passing of the last 60 years or so, I'm still working at the same level I was in my youth.

Moving on.

This time of year I miss Motorsport on the television so got quite excited when the first round of the new Formula E season was shown live on the Red Button. It was going to be much better, new cars, more works teams and no more of that stupid leaping out of one car into another half way through the event. We still had the ridiculous "fan boost" to contend with where the pretty boys were given an extra 10W of power over the phone by their supporters. (Will the rich teams start to pay spectators for their votes?) There was also a piece of coloured track which if you drove through it rather than on the racing line you got a shot of extra power for a certain length of time. Now this was only available for, I think, three times during the race and when you did it it caused the halo to light up in pretty colours so fans and competitors could see you were flat out.

Start time drew near and the first sight of problems was that Oliver Turvey and his NIO team mate were at the back of the grid because they'd used too many watts during qualifying, penalised for trying then, unlike the old F1 days when they turned the boost up to 1500 bhp. The race began, no noise, no atmosphere and very little overtaking, even the commentators sounded bored but manfully soldiered on.

I really can't understand the logic of using street tracks, Monaco, Macau, Pau etc. don't provide a lot of action as a rule, except when the bold Sophia attacks upstairs windows or the track is completely blocked by an innocuous spin. Maybe the cars would look better on a proper circuit, I don't know, but it seems to me the whole thing is more of a circus than a race.

I love Motorsport and will watch the next event in the hope I'll discover the exciting part of the whole concept. It must be there somewhere but after a few years of watching and expecting improvements this season I'm still of the opinion that a Formula Ford heat at the Walter Hayes meeting at Silverstone beats the international E race hollow, maybe Mr. Agag should go and have a look, he might pick up some useful tips.

Ends

AA

What's On

WMC events and other events of interest

February

2nd	Sat	Awards Dinner at Keswick
20th	Wed	Midweek Meander
22-24		Race Retro at Stoneleigh
23rd	Sat	FSAC Northern Trial

March

2nd	Sat	White Heather Tests
9th	Sat	Malcolm Wilson Rally
21-23		National Restoration Show (NEC)
30th	Sun	Training Day

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