

Wigton Motor Club Ltd

Start Line

Issue 06719

www.wigtonmc.co.uk

July 2019

David & Mike's first win on the LDC



After being in the top three many times Davie Marsden and Mike Garstang finally got a well deserved win on the Lake District Classic Rally

Motorsport for All

Club Officials

OFFICIALS

<i>President.:</i>	<i>Charles Graves</i>		
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>		
<i>Chairman</i>	<i>Peter Garforth</i>	<i>016973 21762</i>	<i>petergarforth@btinternet.com</i>
<i>Vice Chair</i>	<i>Graeme Mactavish</i>	<i>016973 44542</i>	<i>gmact123@gmail.com</i>
<i>Sec/Editor</i>	<i>Graeme Forrester</i>	<i>01900 825642</i>	<i>gtfmg@yahoo.co.uk</i>
<i>Treasurer</i>	<i>Marian Sloan</i>	<i>01900 85833</i>	<i>mazsloan1@outlook.com</i>
<i>Social Sec.:</i>	<i>Charles Graves</i>	<i>01768 776551</i>	<i>charles.graves@armathwaite-hall.com</i>
<i>Child Protect.</i>	<i>Alan Jackson</i>	<i>01900 828428</i>	<i>bigwalk1@gmail.com</i>
<i>Equipment Officer</i>	<i>Graeme Mactavish</i>	<i>016973 44542</i>	<i>gmact123@gmail.com</i>

COMMITTEE MEMBERS

John Graham	01228 534483	jlg86mpa@hotmail.co.uk
Lynda Graham.	01228 534483	jlg86mpa@hotmail.co.uk
Andrew Graham		andy-lake3rec@hotmail.co.uk
Jim Crockett		jamesmcrockett@yahoo.co.uk
David Wiggins	016973 49488	michellewiggins137@btinternet.com
Chris Leece	01768 867576	chris_1lowtherview@yahoo.co.uk
Paul Eastwood	01697 323693	paul.eastwood@carrsgroup.co.uk
John Sloan	01900 85833	johnsloan02@outlook.com
Ron Palmer	01228 575153	ronpalmer777@hotmail.com
David Agnew	01946 841455	DAVIDWAGNEW@aol.com

Membership Sec	Maggy Bateman	016973 49919	wmcmemsub@outlook.com
Championships	Geoff Bateman	016973 49919	geoffbateman@hotmail.com

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

Talking Point

Topical Comment from the world of motoring

I saw two news items which are linked in a strange way. One was that Network Rail were worried about the number of steam enthusiasts heading out to watch historic locos go past and the safety aspect. The second was that Formula E has so far lost £140 million. It's certainly the most boring form of motorsport I have ever seen, although these days F1 is not far behind in the boredom stakes!

A huge steam engine thundering past strikes all five senses (OK marginal on taste) and has a great atmosphere. A Formula E race is purely a visual sensation and that's not good with the lack of passing or dicing. No sound, no smell, no heat, it's all very clinical, not unlike playing a computer race game. No even the most ardent train spotter will not go out to watch a Virgin Pendolino go past for the same reason even though it will be going far faster than the steamer.

It's surely the same reason that historic events, races, rallies and demos are far more popular than events for current race and rally cars. If you are of an age when the RAC Rally, or the Scottish were a staple part of your calendar then you will remember for example if you were at the stop line of a stage, the heat, smell of hot brakes and engine, the sound of a Ford twin cam or a Mini with straight cut gears. When I used to go to major race meetings you could get right round the paddock and into the pits and meet your heroes, see engines being started and the smell of Castrol R and the raw noise of a racing engine. That's why events like Goodwood, Shelsley Nostalgia etc are popular, even with people who are too young to have witnessed in historical time.

It's interesting that Formula W is getting plenty of TV and press coverage. I have mixed views on it as motorsport is one of only two sports where male and females can compete equally. On the other hand we don't have enough female competitors. The TV coverage is on Freeview and a sensible time but does tend to emphasise that the girl racers are rather good looking! I am not sure how the series is funded as there is no obvious sponsorship and the girls are picked rather than having to buy their drives which happens in other series. It must be a bit galling for the lads in the equivalent Euro Cup F3 series who parents will be forking out at least half a million for the season and no TV coverage!

I see that F1 newcomer George Russell tested a Mercedes F1 recently and was a par of Hamilton. Sadly George has to cope with a below par Williams in races. I wonder how well Lewis would do in the Williams? Making a poor car go faster than it should is the mark of a real racing driver! GTF



Editor: Graeme Forrester

Email: gtfmg@yahoo.co.uk

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

The contents of Start Line are protected by copyright 2019

Forthcoming Club Events

July Pub Run

Wednesday July 3rd

The July pub run will start at 6.45 pm on Wednesday 3rd July from the cemetery lay-by on the A585 in Egremont just south of the junction with the A5086. The route will encompass a number of Fell roads with supper at the end of the run in Ennerdale Bridge. Cost is £6 per head. Please pre book before Monday evening July 1st by contacting Dave Nicholson on 07818 426848 or email dwandpnic@btinternet.com."

Breakfast Meet

Sunday, July 7th

9 to 11

At Lingholm Gardens near Portinscale

Café open from 9

July Grass Autotest

Wednesday, July 28th

At Branthwaite

Entry forms will be emailed out.

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call 0844 824 1135 and don't forget to mention your club when you do!

PG Tips



Snotty was just about perfect going in to Barbon at the beginning of June...but I couldn't have that now could I?! Yep – it all went wrong in the wet as my talent ran out before I finished my last run of the day. I often see people incentivised when they see times that I've put in with Snotty as they desperately try not to get beaten by a 1977 Skoda but it's fair to say that I was incentivised by the chance of winning the class and beating the V8 engined Morgan just ahead of me on the time sheet.

So back to the beginning of the day... Barbon was wet, really wet. Water was

streaming across the track on the main straight and during the first run of the day Snotty was aquaplaning at about 60mph on the straight which was very disconcerting and felt more than a little dangerous. Thankfully the rain let up a little and by lunchtime I was knocking seconds off my time and getting braver. My second to last run had me down to 33 seconds and at the end of it I felt like I hadn't gone anything like hard enough at the course and felt there was at least a second or even 2 to be shaved off even in the wet. At that point I looked at the class times and could see the V8 Morgan was only a second ahead of me and was leading the class.....that's when ideas of winning and giant killings entered my head. With the rain down to a mere light drizzle I set off on the last run going hell for leather and as I entered the barriered area for the hairpin and applied some hefty braking the



car slid on the wet track and BANG - front left corner into the barriers followed by the side of the car. There was nothing for it but to drop a gear and finish the run, which is what I did, completing the course with steering that can only be described as odd. It was odd because the front wheels weren't pointing in the same direction! As I descended the hill the marshals waved me down and handed me some parts of front grill and a couple of bolts. Assessing the damage I could see the first point of impact was the front wing and then clearly the wheel, followed by the rear arch. Other than the steering, the rest of it seemed cosmetic – to rub salt into the wound I still posted my fastest time on that last run even though I crashed. A win could have been on the cards if I'd made it to the top in one go.

I'd travelled in convoy to Barbon with Paul Eastwood who had his usual Alfa 33 and was in the same class. He had a fairly uneventful day with his Alfa, getting quicker through the day and coming in a couple of seconds behind me.....things were different with his trailer though! Paul commented that the trailer felt odd when he arrived and on investigating it found a massive bulge in one tyre, a tear and lots of wire sticking out – what was bizarre is that it still had tread and didn't look noticeably damaged to the casual observer. It certainly prompted me to check my trailer tyres.

I almost have Snotty back together and I only needed to buy a new steering arm and use one of my spare racks from the garage.....the bodywork is not entirely sorted but I can live with a few bumps and scrapes (covered with half decent rattle can) until the end of the season. Now I just need to get the wheel alignment set up and it's July Barbon here I come.....god I hope its dry and I must remember not to out brake myself again – it's too time consuming and costly!

Peter

Moota Update

Work continues at Moota with regular work parties. In the last week the land drains were completed and the area around the sides and rear of the building were levelled and covered in road planings. The rest of the land has been levelled and the surplus soil removed. The paperwork for the electric and water supplies have been completed and we have finally found the main water pipe. Hopefully services will be added in the next month.



Most of the excavating and earth moving has now been completed and many thanks to Roger Pope for his expertise and use of his excavator and tractor

The next step will be getting the floor concreted and coated. Then the roller doors and pedestrian doors to be inserted.

We now have an official postal address: The Motor House, Moota Business Park, Cockermouth CA13 0QE, although no doubt it will just get called Moota, which is appropriate as that means “meeting place”.



Lake District Classic and Targa Rally

There was an international feel to this year's Lake District Classic and Targa Rallies this year. The Wigton Motor Club run event was taking place for the thirty first time and was paced in the Penrith area with the new base for the event being the Penrith Rugby Club. Entries came from Ireland and Scotland as well as all over the UK.

The Classic Rally was for historic cars built prior to 1989 and the Targa event for standard specification cars built at any time. The event featured fourteen special tests on private land along with a road navigational section.

The Classic was won by David Marsden and Mike Garstang in an Escort RS who has been runners up on the event on many occasions and were understandably overjoyed by their first win. The very experienced Peter Tyson and Neil Harrison were second in their Mini Cooper S with Andrew Johnson and Malcolm Silbeck third in their Lancia Fulvia.

The pre-Historic Classic was taken by Jim Hendry and Graham Couser in Triumph TR2 with Graeme Cornthwaite/Craig Welsh winning the Historic section with their Mini Cooper S and the Post Historic class falling to John and Marian Sloan in an MG Midget.

The Classics class saw a win for David Garstang and Matthew Alexander and the post classics saw a win for Brian Bradley and Michael Marsland.

The Targa rally for modern standard cars was a battle between the Short brothers in their Protons with Stephen, navigated by James Greehaugh beating brother Robert who was guided by Kirsty Thompson. Teo very experienced navigators, Bob Hargreaves and Andrew Fist paired up to take third place in a BMW. Rob Iveson and Jacqui Raine were fourth in a Ford Ka.

The new start/lunch/finish venue at the Rugby club worked well and the event will in all probability return there in 2020.

The Lake District Classic was the second round of the Gates/Protyre Historic Rally Awards with the next round being the North Dales Rally run by Hexham DMC in three weeks' time.



Some more of
Tony North's
excellent pho-
tos of the LDC



Championship News

Club Championship Overall

1. Phil Hodgson	114 pts
2. Geoff Rae	92 pts
3. John Sloan	91 pts
4. Roger Pope	82 pts
5. Geoff Bateman	81 pts
6=. Craig Stamper	80 pts
6=. Callum Alexander	80 pts
8. Rob Iveson	74 pts
9=. Jack Palmer	70 pts
9=. David Alexander	70 pts

Ladies Club Championship

1. Jacqui Raine	58 pts
2. Marion Sloan	32 pts
3. Maggy Bateman	31 pts

Autotest Championship Overall

1. Geoff Rae	92 pts
2. Craig Stamper	80 pts
3. Phil Hodgson	75 pts
4. Jack Palmer	70 pts
5. Callum Alexander	68 pts
6. Roger Pope	64 pts
7. David Alexander	58 pts
8. Rob Iveson	52 pts
9. Dave Garner	49 pts
10. Geoff Bateman	43 pts

FWD Autotest Championship

1. Craig Stamper	97 pts
2. Roger Pope	95 pts
3. David Agnew	67 pts

RWD Autotest Championships

1. Geoff Bateman	72 pts
2=. John Holliday	25 pts
2=. John Sloan	25 pts

FWD PCA Championships

1. Geoff Rae	98 pts
2. Callum Alexander	87 pts
3. David Alexander	84 pts

RWD PCA Championship

1. Phil Hodgson	97 pts
2. Ian Cowan	65 pts
3. Drew Maclean	48 pts

Specials Autotest Championships

1. Willie Keening	25 pts
-------------------	--------

Autosolo Championship

1. Peter Wright	25 pts
2. Phil Hodgson	24 pts
3. Drew McLean	23 pts

Marshal's Championship

1=. Mary Parsons	50 pts
1=. Eddie Parsons	50 pts
3. Maggy Bateman	40 pts
4=. David Wiggins	30 pts
4=. Steve Palmer	30 pts
4=. Christine Agnew	30 pts
4=. John Sloan	30 pts
8=. David Agnew	20 pts
8=. Graeme Forrester	20 pts
8=. Marion Sloan	20 pts

Things have been a bit busier over the last couple of weeks since the last Start Line was published as we have seen an autotest at Whinn's Farm thanks to Chris and Fiona and also our annual Lake District Classic and Targa Rally.

The championship tables have all been updated with the latest results with the exception of the Marshal's championship which does not include points for the LDC as the sheets have not yet been available as we went to press, so to speak.

The Whinn's farm test was another enjoyable evening's sport. The field had been recently mowed and was in very good condition and the weather was lovely and sunny and dry although a cool breeze did come up later in the evening just to remind those of us in shorts and tee shirts that this was the English summer. Craig Stamper was 1st overall in 607 with Geoff Rae in 2nd place 30 seconds adrift with 637. Jack Palmer claimed 3rd with 649 followed by Phil Hodgson in 4th with 675. Rob and Jacqui were in a 3 way tie with Callum Alexander on 690 for equal 5th place. Other times were: Roger Pope 710, Geoff Bateman 726, Edwin Cook 733, Ian Wozencroft 741, Dave Garner 749, David Alexander and Ben Rae 765, David Agnew 835, Ian Fisher 865, Ben Fisher 981, Chris Steele 1031 and Ian Cowan 1046.

There were 4 tests in all, 2 all forwards and two with reversing which made for an interesting evening with a high number of wrong tests being recorded for some reason. However, an enjoyable night was had by all and was followed by good craic and lovely food supplied by Fiona.

There will be reports of the LDC elsewhere I'm sure but on a personal note it made a nice change to be able to get round this year without incident and Maggy and I were very pleased with our 5th place in the Targa event.

As far as the championships go, Phil Hodgson is still leading the club championship with 114 pts ahead of Geoff Rae with 92, closely followed by John Sloan just one point behind on 91. A nine point gap to Roger Pope in 4th then sees just 2 points separating the next 4 places. The Ladies competition has seen a lot of change and has a new order with Jacqui Raine leading on 58 with Marion Sloan in 2nd place on 32 and Maggy one point behind on 31.

Geoff Rae continues to head the Autotest competition with a 12 point lead over Craig Stamper who has a further lead of 5 over Phil Hodgson. All to play for there over the coming months. Craig and Geoff share the two front wheel drive competitions between them although Roger Pope is only 2 points adrift of Craig in the autotest class whereas Geoff has a more comfortable 12 point margin over Callum Alexander in the PCA class. Rear wheel drive PCA is being dominated by Phil Hodgson in the immaculately presented MX5, leading the class by 32 points from Ian Cowan in the Escort.

The next competitive event should be the Branthwaite autotest so that's something for us all to look forward to next.

Geoff Bateman

From The Top

News from UK Motorsport, Regions and the WMC Committee

The June committee meeting was focused on the LDC and the ongoing work at Moota. Marain is getting organised in her new role as treasurer. And the various bank forms were duly signed.

A new venue has been investigated which has some potential although the costs may be too high to be viable.

The Coast to Coast event already has 28 entries but anyone interested needs to enter soon to secure a hotel room.

The Membership Report showed an increase in the number of members compared to this time last year.

It was agreed to give a £50 donation to the Kirkgate Centre from our Ferrari film night.

Reports were received from the Gallop and the June Pub run.

Consideration is being given to sponsoring a pony at the Calvert Trust.

News from Motorsport UK:

It looks as though hydraulic handbrakes will be allowed in 2020 on historic events as long as the lever remains in the same location.



**motor
sport
UK**

**Recognised
Club**

Classic Column

News from the Classic and Historic Scene

Cumbria Classic Weekend

August 17/18th

Including

Rose & Thistle Challenge

On Saturday, August 18th

Houghton Hall to Lowther via the Borders

Cumbria Classic and Motorsport Show

On Sunday, August 18th

At Dalemain

Classics, Motorsport, Autojumble Autotests, Club stands

Featured: Mazda MX5, Bentley, Citroen, Capri, Mini

Entry forms for both events are on the website@

www.wigtonmc.co.uk

- ♦ **This is our biggest event of the year and we need your help to make it bigger and better this year!**
- ♦ **Distribute entry forms at other shows**
- ♦ **Enter your car and if you have a competition car please enter it on the WMC display.**
- ♦ **Please enter in good time.**
- ♦ **If you know of any likely advertisers for the programme please let us know.**
- ♦ **Offer to marshal**
- ♦ **Bring a friend and their car!**

Welcome

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

Chris Warden of Tobermory

David McCausland of Ballymena

Matthew Alexander of Ellington

Ed Martindale of Wigan

Geoff Dean and Suzanne Barker of Hubby

David Ruddock of Raskell

Kevin Savage of Carnforth

Andrew Johnson of Easingwold

Ian Mills of Barnoldswick

Keiran Dillon of Belfast

David Barritt of Burnley

Duncan Menzies of Carnock

Dave Boyes of Farley

Kevin Carruthers of Easingwold

Phillip Savage of Morecambe

Malcolm Skilbeck of Stamford Bridge

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**

Marshal Force

Marshals are the life blood of our activities

Future events requiring marshals:

July 28th

Branthwaite Autotest

Contact Angel Jones

August 18th

Classic Show

Contact Graeme Forrester

Spadeadam MC have their Blue Streak Rally on August 11th and we usually get a team together for that.

Elderly Utterances

The Voice of Experience!

The Kendall / Bird team organised a most enjoyable pub run on Wednesday 5th June starting as usual y Mockerkin Tarn. Some 24 crews turned up in a fine array of cars some modern and some a little older. The route was simple and along many familiar roads and aren't we fortunate to have these on our doorsteps. Via Brandlingill through Lorton and onto Whinlatter all devoid of traffic except for the odd cyclists taking advantage of the light evenings. Along the back of Derwentwater under Catbells and over Grange bridge heading up to Honister through Rosthwaite and Seatoller. From the Slate Mine at the top of Honister it was nice to see the descent to Gatesgarth twisting away into the distance with little traffic on it. Without doubt the best times to drive our great roads – now where did I put that stop watch. A drive alongside Buttermere and Crummock took us through Lorton Vale to the finish at Hundith Hill for good sandwiches and chips and a good craik before heading for home. You really couldn't better it for an evening run, thanks lads.

We bought an MGB roadster a few months back but haven't given it much of an airing so we took that along and despite Christine saying it was a bit 'jiggley' it went well and I think it will get on OK in our garage with the XK150, one being 50 years old and t'other 60, relative youngsters in some eyes.



In organising the Rose and Thistle I submit the route to Fred Bent our MUK RLO – which stands for Motorsport UK Route Liason Officer – for the Cumbrian section and to Jonathan Lord of the RSAC for the part we run over the Border. Now Jonathan and the older Cumbria rallyista go back many, many years as he was instrumental in helping Major Bob Tennant Reid - whose MC was won in Normandy in 1944 - run the Scottish International Rally from 1969 including Jonathan's 38 years as Clerk of the Course. I'm trying to fill in some gaps of information for my years on the Scottish from 1964 to 1978 and in doing so I learned that that since the first Scottish in 1932 next year's will be the 75th running of the event. They are looking at a suitable way to mark the occasion so those of us with connections as competitors, marshals, service crews etc, keep an eye out for further developments as it could turn into a memorable occasion.

We have a steady stream of entries for the Breakfast Meet at Lingholm, Portinscale on Sunday 7th July, which will be our third year at this lovely venue on the shores of Derwentwater. Last year we had 50 cars on the front lawn of the big house and we may exceed that this year. You are not restricted to bringing only one car – why not bring them all? The cafe will be open for breakfast food and drinks from 9am and we break camp from 11am. There is no charge for entry but please let me know you are coming and what you are bringing ronpalm-er777@hotmail.com 01228 575153.

The Rose and Thistle runs as usual on the Saturday of the Dalemmain Show weekend 17/18 August and there is still room for more entries. I promise an interesting route on both sides of the Border on quiet roads. Simple navigation, bacon butties at the start, lunch to the east of Carlisle and a finish at Lowther Castle. Details on the Wigton MC events section and entries to me please.

The Coast to Coast Drive will be a first time event for the club on 20th September running from St Bees to Ravenscar. There is still room on the entry list and at the finish hotel but perhaps for not much longer so get cracking and send your entry in to me please. Full details on the club website, events section - wigtonmc.Co.uk

Auto Jumble

Triumph Spitfire 1500 1977(S)

Poor body. Unleaded engine. SS exhaust and manifold, roll bar and steel hardtop. Possible re-build. Numerous extras including leaded engine, overdrive gearbox, door panels and boot lid.

Offered as a package only. For fuller details call 07724 100193, or email jimchapple@msn.com

Fuchs Silkolene 20/50 oil for classics. 4 litres for £14.50. Red rotor arms for most British classics £6 each. Contact Graeme on 01900 825642 or email: gtfmg@yahoo.co.uk

Jottings

We need a volunteer to run the August Pub Run, roughly 40 miles and finish with some food. Any offers?

Even if you are not on Face Book the Wigton MC page can be viewed for the latest news and photos.

Some members have cars suitable for PCT/Trials. All we need is a venue - hilly but relatively smooth. Any ideas?

It was great to see so many of our friends from other clubs out on the LDC, whether marshalling or competing. I reckon we had folk from: Berwick, Hexham, Furness, Kirkby Lonsdale, Eden Valley, Spadeadam and South of Scotland. What a great atmosphere!

Talking of the LDC, if anyone in the Penrith/Eden area knows of any potential test venues we could use in 2020, please contact Paul Eastwood.



Rallying Call

Historic & Targa Awards

Drivers Competition

Historics Overall

- | | |
|--------------------|--------|
| 1. David Marsden | 74 pts |
| 2. Brian Bradley | 47 pts |
| 3. Tom Pearson | 43 pts |
| 4. David Short | 25 pts |
| 5. John Sloan | 24 pts |
| 6. Ian Dixon | 23 pts |
| 7. Paul Slingsby | 22 pts |
| 8. David Alexander | 21 pts |

Class H

- | | |
|--------------------|--------|
| 1. Paul Slingsby | 10 pts |
| 2. David Alexander | 9 pts |

Class P

- | | |
|------------------|--------|
| 1. David Marsden | 30 pts |
| 2. Ian Dixon | 9 pts |
| 3. John Sloan | 9 pts |

Class C

- | | |
|----------------|--------|
| 1. Tom Pearson | 20 pts |
| 2. David Short | 10 pts |

Class D

- | | |
|------------------|--------|
| 1. Brian Bradley | 20 pts |
|------------------|--------|

Targa Overall

- | | |
|--------------------|--------|
| 1. Simon Jennings | 71 pts |
| 2=. Quentin James | 48 pts |
| 2=. Stephen Short | 48 pts |
| 4. Robert Short | 46 pts |
| 5. Geoff Bateman | 43 pts |
| 6. Phil Hodgson | 40 pts |
| 7=. Liam Charlton | 23 pts |
| 7=. Bob Hargreaves | 23 pts |

Class T2F

- | | |
|-------------------|--------|
| 1. Simon Jennings | 26 pts |
| 2=. Quentin James | 18 pts |
| 2=. Stephen Short | 18 pts |
| 4. Robert Short | 16 pts |
| 5. Geoff Bateman | 13 pts |
| 6. Liam Charlton | 8 pts |

Class T2R

- | | |
|-----------------|--------|
| 1. Phil Hodgson | 20 pts |
|-----------------|--------|



Navigators Competition

Historics Overall

- | | |
|---------------------|--------|
| 1. Mike Garstang | 50 pts |
| 2. Michael Marsland | 47 pts |
| 3. Jim Stairs | 43 pts |
| 4. Bob Hargreaves | 25 pts |
| 5=. Roy Heath | 24 pts |
| 5=. Marion Sloan | 24 pts |
| 7=. Michael Fox | 22 pts |
| 7=. David Alexander | 22 pts |
| 9. Callum Alexander | 21 pts |

Class H

- | | |
|---------------------|--------|
| 1. Michael Fox | 10 pts |
| 2. Callum Alexander | 9 pts |

Class P

- | | |
|-------------------|--------|
| 1. Mike Garstang | 20 pts |
| 2. Bob Hargreaves | 10 pts |
| 3. Marian Sloan | 9 pts |

Class C

- | | |
|---------------|--------|
| 1. Jim Stairs | 20 pts |
| 2. Roy heath | 10 pts |

Class D

- | | |
|---------------------|--------|
| 1. Michael Marsland | 20 pts |
|---------------------|--------|

Targa Overall

- | | |
|---------------------|--------|
| 1. Tom Howe | 50 pts |
| 2. James Greenhaugh | 49 pts |
| 3. Kirsty Thompson | 47 pts |
| 4. Maggy Bateman | 45 pts |
| 5. Ian Giles | 42 pts |
| 6. Geoff Fletcher | 24 pts |
| 7. Clive White | 22 pts |

Class T2F

- | | |
|---------------------|--------|
| 1. Tom Howe | 20 pts |
| 2. James Greenhaugh | 19 pts |
| 3. Kirsty Thompson | 17 pts |
| 4. Maggy Bateman | 15 pts |
| 6. Geoff Fletcher | 9 pts |
| 7. Clive White | 7 pts |

Class T2R

- | | |
|--------------|--------|
| 1. Ian Giles | 20 pts |
|--------------|--------|

These are the competition placings after the first 3 rounds, The Berwick Classic, Shaw Trophy and Lake District Classic and Targa. Next qualifying event will be the Northern Dales event on July 14th, see you there!

Geoff Bateman

Inside The Industry

Paul Gilligan has his say

Having found only bad news to relay in my early June article I'm very pleased to say that for the late June edition I at least have a mix!

Pendragon Woes Continue

In May I wrote about the problems facing Pendragon PLC, the UK's largest car dealer. A couple of days ago the Company released the results of a full review of the business carried out under their new boss. Results are worse than expected and the share price immediately dived by 20% as a result. That's on top of a drop of 50% since 2016! Biggest problem is the chain of used car supermarkets trading under the Car Store brand which were the key point of the previous Chief Exec's strategy for the business. These managed to lose £11.9M last year but this loss is forecast to rise to "over £25m" this year, which will mean the company as a whole has no chance of showing a profit in 2019. The Director in charge of the Car stores remains on gardening leave, presumably while a package for his departure is agreed? Pendragon have postponed release of their half year results to end September, seven weeks later than usual and just about as late as stock exchange rules permit. Nobody expects them to contain anything except more bad news.

Shortage of Vital minerals Threatens Electric Car Growth

Electric cars need batteries. To manufacture these you need several minerals, the rarest being cobalt. To meet the Government's targets batteries required for UK cars alone will demand almost as much cobalt as the whole of European industry currently consumes. Worldwide total cobalt production will need to triple within 20-25 years.

More than 60% of the World's cobalt comes from the "Democratic" Republic of the Congo where production is controlled by Chinese traders. So if there is a shortage no doubt where the mineral supply will go. Researchers have basically said that unless new sources can be discovered hopefully in more stable and friendlier countries the whole electric car targets will be just impossible to achieve.

SOME GOOD NEWS AT LAST

I've managed to dredge some up!

Bright Future At VW

I've just read a fascinating interview with VW Group Boss Herbert Diess. His time in charge didn't get off to a good start, two weeks after he joined from BMW the diesel emissions scandal broke! Weiss and his team at that point decided that much more resource had to be immediately invested in electric car development, and the fruits of this we'll begin to see when the first of VW's new electric cars the ID hits the markets. His predictions of electric car growth are more measured and to me sensible than many. Whilst admitting increase or decrease in government grants can have "dramatic" effects one way or the other VW expect that by 2021 5-6% of new cars sold in Europe will be pure electric. This will rise to 20% by 2025 and around one third by 2030. To add more balance than many Herr Weiss points out "that means by 2030 two thirds of new cars sold in Europe will still have internal combustion engines". Whilst that means VW will be closing engine plants they will at the same time be opening battery factories.

And on petrol/diesel VW's boss doesn't see diesel dying anytime soon, saying diesel is still the best alternative for bigger cars that travel long distances at relatively high speeds. He also adds that diesels are the cleanest, most economical and best for CO2.

Great to read such reasoned and careful views from one of the top guys in the industry. And he drives one of his selection of British classic cars most weekends!

VW To Offer 8 year Battery Warranty on New ID Electric Car

Determined to build demand ahead of the September launch of this very important car VW have sought to take away as many as possible of the worries that stop people buying electric cars. First they will offer a choice of battery capacities to suit their budget and driving range requirements. Range starts at just over 200 miles and tops out currently at 340, as expected the more range you want the more you pay. So that takes away most of the range worries.

Another major concern for potential buyers is the possible cost of replacing a very expensive battery pack once this is required. VW have decided to warranty the batteries for 8 years and 100,000 miles. This guarantees the batteries will retain 70% of their design capacity for this period, so even when down to that level range available will be between 145 and 240 miles.

Buyers worry about the time it takes to recharge so VW have designed the batteries to have a charging capacity of 125 Kwh, higher than ever achieved in a small electric car, so using a fast charger 30 minutes gives you another 160 miles. Over 15000Eu

ropean customers have already placed a deposit on a new ID – no surprise!

Jaguar Land Rover & BMW Partner To Develop Autonomous & Electric Cars

Further proof that no manufacturer can afford to develop these new products alone came with the announcement last week that these two will be working together. Items covered are “the research and development, engineering, and procurement necessary to manage the transition towards a future of autonomous, connected, electric shared mobility vehicles. In other words – the lot!

BMW brought electric cars to the market well before JLR but Jaguar’s i-Pace has been widely acclaimed as the best electric car available just now. So both have a lot to bring to this particular party, I can’t see any bad news in this deal at all.

No More Wheel Changing

Michelin and GM recently announced the prototype of an airless tyre made from a form of fibreglass and aluminium and is expected to be available for public use in under 5 years. The “tyre” is designed to be much tougher than current rubber products so avoiding dangerous blow outs. It also features reduced friction improving fuel economy. Because these tyres will be much longer lasting they are also expected to be cheaper in the long run.

There should be environmental benefits to. Around 200 million tyres are scrapped early every year worldwide as a result of punctures, under or over inflation and things like pothole damage. Last year defective or underinflated tyres were involved in 472 road accidents in the UK, 115 of these were serious and 14 fatal.

The timing is perhaps good. Only last week an environmental group demanded action to reduce the amount of rubber particles entering the atmosphere from vehicle tyres.

TWO Items of Good News From Aston Martin

It’s been no pleasure to report the bad financial news from Aston in recent months, so doubly pleasing to mention more positive announcements.

First Their new plant in St Athan South Wales has been officially opened. It currently employs 200 people and another 550 will be recruited and trained in the coming months. The factory is to build Aston’s new DBX SUV and pre-production cars are already rolling off the lines. While not everyone will like the idea of an Aston Martin SUV I think it looks fabulous, far better than the results of Rolls-Royce and Bentley competing to build the ugliest SUV possible.

The St Athan factory will also be Aston Martin Lagonda’s “Home of Electrification” and all the new Lagondas to be launched shortly will be built there.

Second bit of good news is that within hours of the FIA announcing that the World Endurance Championship would feature a new “Hyper Sport” category from 2020 Aston announced that they would be part of it. They will run a minimum of two of their Valkyrie hypercars and the intention is no less than to repeat their 1959 Le Mans victory. The programme is for at least “two to three years”. Adrian Newey was very involved in the aerodynamics of the Valkyrie road cars and he and Red Bull Advanced Technologies will be involved in the development of the race cars also.

What Car Reports On New Car Discounts

And they’re WRONG! WC (apt title?) recently reported that new car discounts were increasing as demand weakened. They say the average discount is 7.9% off retail and Citroen offer the biggest discounts at 12.8% with VW and SEAT close behind at around 11%.

This information is so inaccurate as to be amusing if it wasn’t for the fact that some people rely on this advice when spending their hard earned cash. Our customers would simply laugh at us if we offered the sort of discounts WC suggest are the best available. For many manufacturers the truth is figures at least double those quoted. For commercial vehicles particularly larger vans we’re not that far off BOGOF.

So don’t believe everything you read in motor magazines, except my bits of this mag of course!

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

If you're anything like me you'll have spent years dreading the time when your car insurance renewal information arrives through the letterbox or more likely in this day and age, as an e mail. Over the years my costs have regularly gone up in the "tens" of pounds per year, and you get accustomed to either moaning a bit and then paying up, or delving into comparison sites and messing about for ages to find a new provider. Well this year it was different, my premium went up by £1.76 which was an unexpected but very welcome bonus, maybe common sense will prevail and rewards for long standing customers will become the norm.

Continuing on the theme of cost, I can't help feeling that new car prices seem to be rising more quickly than they used to do. I think I notice this more than most as I actually buy my cars rather than using a PCP or similar deal and so the actual price is of more importance to me. On the other hand, when you think about it, if you're shelling out £290 or £320 per month, or if the deal you sign up for has been extended from 3 years to 4 to keep costs down, it isn't a big issue as you still have the car to drive and a similar arrangement can start again when the present contract ends. The one thing people using this system don't need to consider is the cost to actually own the vehicle, and so it makes it easier for manufacturers to bump the prices up and at the end of the day the buyer suffers.

It was sad to see that Niki Lauda had died. Being honest I never took to him as a driver but did admire his guts when he came back so quickly from the injuries he received in the German Grand Prix. In all honesty he should have been world champion in 1976 and I suspect would have trounced Hunt given an even playing field. What I did enjoy about the man was the fact he maintained his love for the sport that had given, and taken, so much to and from him. You don't see many drivers from 40 years ago still so involved, a lot seem to vanish to pastures new, and of those that do stay none are as forthright, honest and in some cases downright rude when addressing the obvious greed, snobbery and financial jiggery-pokery of the modern era. No, Mr Lauda's voice will be missed, it was a beacon of normality which could bring some driveline spouting chancer down to earth with a pretty big bump and we all owe him for that.

Continuing on the theme of motor sport, what about Alonso failing to even get on the grid at Indianapolis. Last year he nearly won the race, this time he can't get start so what went wrong? In a nutshell it seems that McLaren got a bit too big for their boots and seriously underestimated that necessary "nous" to run an "Indy" car. Last year Andretti racing were employed to run the project, this time McLaren thought they could do it on their own. They couldn't! Maybe they saved a few bob but if you look at the end result it certainly wasn't worth it.

And finally, I see that one of the meetings scheduled for Donington had to use the shorter circuit as marshals couldn't be found to man the Melbourne loop. It really is quite worrying, a lot of volunteers are getting on a bit and youngsters aren't a common sight. In ten years time what will happen? It seems likely that many people who have multi million pound businesses running racing cars will find them going to the wall because elderly marshals are no longer able to stand outside every week getting soaked and frozen.

Ends

AA

What's On

WMC events and other events of interest

July

3rd	W	Pub Run	
6th	Sa	Barbon Hill Climb	KLMC
7th	S	Breakfast Meet at Lingholm	
14th	S	Northern Dales PCA	H&DMC
21st	S	Cars the Star Show at Holker	KLMC
21st	S	Tar Autotest	SMC
28th	W	Grass Autotest at Branthwaite	

August

7th	W	Pub Run	
11th	S	Blue Streak Historic & Targa	SMC

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