

Wigton Motor Club Ltd

# Start Line

Issue 09/19

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

September 2019

## Show Survives The Rain



Despite the rain that appeared in mid morning the vast majority of the cars appeared and stayed until after the awards presentation. Also a fantastic effort by the 70 or so marshals in keeping it going and smiling at the same time! We also got everything back in The Motor House to dry in double quick time.

# Motorsport for All

# Club Officials

## OFFICIALS

<i>President.:</i>	<i>Charles Graves</i>		
<i>Vice Pres.</i>	<i>Ron Palmer &amp; 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>
<i>Championship Scorer</i>	<i>Chris Leece</i>	<i>01768 867576</i>	<i>chris_1lowtherview@yahoo.co.uk</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		jamesmccrockett@yahoo.co.uk
David Wiggins	016973 49488	michellewiggins137@btinternet.com
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

**Visit the Facebook page for the latest news or the webpage at**  
[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

# *Talking Point*

## *Topical Comment from the world of motoring*

Did you know that you can fly from the Lake District to London? Well neither did I but you can fly from Carlisle Lake District Airport to London Southend Airport and have an extra forty mile journey at each end of your trip! If the rebranded Carlisle Airport was being truthful perhaps Carlisle Hadrian's Wall Airport would be better, it's a World Heritage Site as much as the Lake District. Of course this is par for the course as many major cities in Europe have smaller airports used by the budget airlines some distance away that take the city's name. There are other examples, such as Robin Hood Airport which you would think was at Nottingham but of course they have East Midlands but it's Doncaster that has got the Robin Hood name.....

It's the same with railway stations, Penrith North Lakes for example, any map will show Penrith to the east of the Lake District and a good thirty miles from where I am in the most northerly parish in the Lake District National Park. Locally we had the North Lakes caravan park which was an accurate name but it was taken over and rebranded as Keswick Reach, a rather long reach from Keswick of about ten miles! Another renaming is a chalet village near Newbiggin which is now Ullswater Heights, a rather long walk to the lake! There are a fair few like that, I wonder if it infringes the Trade Descriptions Act?

If you have ever considered an electric car then an article in the Independent about one of their team driving his Golf e from London to Cornwall for a weekend break will put you off for life. It took him eleven hour and four stops. He was constantly worried about where the next plug in would be, some did not work, all cut off after 40 minutes so he only got 80% recharge, the recharging points have different plugs and you need various different apps to pay for it. When he got to his destination he dare not go anywhere in case he ran out of "juice." He said it great around the city where he can recharge at home but longer journeys it's a complete nightmare.

I also read on face Book on a Nissan Leaf advert where readers were asking difficult questions, the Nissan chap admitted that battery efficiency could be 20% worse in cold weather and when asked about defrosting and getting the car warm in winter , he advocated getting up early and plugging the car in to do that before you set off! You couldn't make it up!

GTF

**Editor: Graeme Forrester**

**Email: [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)**

**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

## Breakfast Meet at Gilcrux Village Hall

**Sunday, September 15th**

**0900-11.00**

**Bacon Butty and coffee just £1.50!**

**Please book in advance so we have enough food!**

[petergarforth@btinternet.com](mailto:petergarforth@btinternet.com)

## Coast to Coast Tour

**Sept 20/21st**

**Entries to Ron Palmer**

[ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)

## Cumbrian Canter

**Saturday October 5th**

A gentle tour in the Eden Valley

Entry forms are on the website

Contact Ron Palmer on [ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)

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# PG Tips

Where to start this month.....I probably have enough material for half a dozen editions.....traffic down south, traffic lights, selling Snotty, buying a race car built by a vicar and a Citroen BX!

I will start with the 10 year anniversary of me owning Snotty – that prompted me to look into selling, and the Czech man who offered me such good money I couldn't refuse. It started at July Barbon whilst watching the single seaters going flat out up the hill and got me reminiscing about my old Hawke single seater a decade back. My thoughts weren't helped by the fact I failed to beat or even equal my previous best time in Snotty despite having made several improvements over the previous year. Mulling it over I put a couple of pictures of Snotty onto SkodaVirt.CZ on Facebook and was suddenly inundated with crazy Czechs offering to buy the engine and or car. One particular guy was quite persistent and after a few people had told me that I couldn't sell Snotty I decided to do it! Aware that the straight cut gearbox with LSD was worth a fair bit on its own, I put that up on some UK sites and had more than one person (building historic rally cars) interested and quickly bought. Various other parts including the spare short engine were also snapped up by UK buyers and suddenly it was all done. As things stand today, a Czech firm who buy cars at UK auctions and ship them back in an articulated truck are coming to get Snotty later this week. Apparently the exchange rate is very favourable at the moment and cars are over-priced in CZ so they are over on a weekly basis. I will be sad to see the old green Skoda go but I'd also reached a point where I could go no further and was beginning to get frustrated. So then I started looking for a cheap single seater – I didn't need (or have the money for!) an expensive front runner but there were a couple of bike engined single seaters within budget and I initially looked at a Jedi with a Kawasaki ZX10r engine but when sitting in it, the steering wheel was on my knees and it felt all wrong.

The reverend Barry Whitehead was a notorious tinkerer, engineer and speed event enthusiast who built a string of single seaters from the 1970s up until his death in 2017. He labelled them RBS (Reverend Barry Special) and RBS 8, his final creation, was bought by a motorsport dealer in 2017 and was hanging on the wall of his workshop – yes you read that correctly, dangling from a couple of ratchet straps 15 feet up! It was also for sale at a very low price given the modern fuel injected Suzuki engine installed in it. The pictures made it look quite tidy and I took the plunge – buying it unseen based on the low price and spec. As soon as I let a few people know what I'd done, I was put in contact with Eve Whitehead, Barry's daughter who was racing the car in 2017 when it last turned a wheel. She gave me a lot of information on such eccentricities as the rubber band suspension which made me begin to question what I was doing! I collected the car earlier this week and it's fair to say it is filthy and in need of some cosmetic TLC but does have a decent spec and based on the 2017 times Eve managed in it, should be competitive at club level events. The car has gone for re-commissioning at JDM Dyno at Kirkbride (now in his new bigger premises) prior to competing at Harewood in September – I don't have time for a test session so it's going to be in at the deep end with my first drive of it being morning practice. I am a little nervous.....the main thing will be to not stall it off the start line! The longer term plan is to lighten the car (which at 360kgs is quite heavy for a bike engined single seater) and tidy up the bodywork and use it.

The show at the weekend went surprisingly well considering the weather – it's fair to say that it rained all day and yet the turn-out was still good with not nearly as many gaps as I'd expected given the weather. I even made it on to Border TV and my children told a variety of staff at a restaurant that they Dad was famous and had been on TV. Thankfully I wasn't there!

Did I mention buying a Citroen BX, traffic down south or selling the Alfa? No time to go into them this month but you will hopefully get to see the BX at the breakfast meet in Gilcrux in September.....which brings me on to my final bit – Sunday September 15<sup>th</sup> is going to be the now annual breakfast meet at Gilcrux village hall from 0900-1100. Bacon butty and a coffee (or tea) for £1.50. I know last year we ran out and a few people turned up who hadn't booked.....this year we will have more bacon, more rolls and more coffee! Please, if you want to come, send me an email to let me know so we can get some idea of numbers. My address is – [petergarforth@btinternet.com](mailto:petergarforth@btinternet.com)

Peter

## Auto Jumble

### FOR SALE.

**MGC GT AUTOMATIC - £16000.00**



Originally supplied to University Motors in April 1969 and in one of 450 RHD Models supplied to the UK market. Presented in Tartan Red with a full Webasto Sunroof and sitting on Chrome Wire Wheels. The car comes with a detailed history file with invoices and receipts going as far back as 1982 and MOT certificates covering the last 15 years. The last of which gives no advisory actions required. Subject to an earlier restoration (photo's held on file) the car still remains in excellent condition showing no signs of body damage or underbody corrosion. The speedometer shows the current mileage of 24500.(supported by MOT certificates)- however it must be assumed to be 124500

Within the last 6000 miles the engine was subject to an engine and carburettor rebuild with the fitting of an unleaded head conversion and electronic ignition. Within the last year complete new front and rear brake units have been fitted together with ECB Pads and polybush units to the front suspension. New Door Glass and seals fitted. Recent repairs included the fitting of a new boot floor, fuel tank and pump and new steering rack and track rod ends. An ideal classic touring car letting the Borg Warner T35 gearbox taking the strain out of motoring. Comes with the option of the classic steering wheel as shown or a leather covered Mot Lita unit.

Any inspection welcome.

Would consider P/X with Lotus 7 or early Caterham 7 with necessary cash adjustment

**Barn Storage:** There are now three spaces at the barn in Wigton suitable for long term storage or projects, trailers etc. From £20 per month according to size. Contact Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

**Oil: Fuchs Silkolene 20/40.** 4 litres for £15.50. Two for £30. Also red rotor arms for most cars £6 each. Contact Graeme on [gtfmg@yahoo.co.uk](mailto:gtfmg@yahoo.co.uk)

**Race & Rally Numbers:** The club has standard sized numbers at 50p per digit. Contact Graeme for details.

# Cumbria Classic & Motorsport Show Results

<b>Award</b>	<b>Number</b>	<b>Car</b>	<b>Owner</b>
Class A 1st	26	Morgan Super Sports	P. Pattinson
Class A 2nd	20	Lea Francis 2.5	D. Oliver
Class A 3rd	4	Austin Ruby	D. Trickett
Class B 1st	4	Standard Vanguard	B. Powton
Class C 1st	10	Lotus Elite	G. Rice
Class C 2nd	13	AC Bristol	P. McNair
Class D 1st	6	Triumph TR4A	N. Adkins
Class D 2nd	1	Sunbeam Alpine	M. Harrington
Class E 1st	12	Jaguar E Type	I. Hornby
Class F 1st	10	Ford Anglia	G. Wright
Class F 2nd	39	Cortina Crayford	R Elebly
Class F 3rd	15	Morris Minor 1000	V. Curry
Class G 2nd	6	Triumph TR6	J. Lockhart
Class H 1st	14	MG B GT V8	S. McKenna
Class H 2nd	3	Lotus Elan +2	M. Mansergh
Class I 1st	6	Ford Escort RS2000	B.Jackson
Class I 2nd	4	Vauxhall VX4/90	C. Leach
Class I 3rd	18	Austin 1300 V.P.	T. Cooke
Class J 1st	3	Lotus Esprit	J. Bell
Class J 2nd	22	Ginetta G33	D. Armstrong
Class J 3rd	17	Jaguar XJ-SC	J. Lewthwaite
Class K 1st	21	Mercedes 420SE	G. Sheldon
Class K 2nd	19	Ford Cortina Mk5	S. Walton
Class K 3rd	2	Ford 1.6, Cabriolet	B. Askew
Class L 1st	11	Land Rover S2A	R. McLearn
Class L 2nd	4	VW Camper	M. Duff
Class M 2nd	7	Westfield Magablade	I. Wright
Class N 1st	7	Kawasaki KH250	T. Hall
Class O 1st	4	Ferrari 348 TS	I. McMeekin
Class P 1st	17	Jaguar XK8	J. McLoughlin
Class R 1st	7	Lotus 6	R. Milne
Class Y 1st	9	Ford Escort XR3i	S. Benn

Citroen 1st	6	Citroen Light 15	J. Dawes
Bentley 1st	1	Bentley Turbo R	S. Richardson
Capri 1st	4	Ford Capri 3000E	S. Handley
MX5 1st	4	Mazda MX5	B. Fisher
Mini 1st	9	Austin Mini Cooper	B. Powton
Mini 2nd	23	Wolseley Hornet	S. McGrath
Clubs 1st		Lakes Land Rover Meet	
Clubs 2nd		Fellside A.C.	
<b>Car of the Show</b>		<b>Standard Vanguard</b>	<b>B. Powton</b>

## The Motor House

The last six weeks has seen work parties at Moota at least once a week with around a dozen volunteers lending a hand and core of about seven who were there virtually every time. Our project manager David seemed to be everything running seamlessly while Roger dug and scraped with his various machines. Putting in the floor took three days with bulk concrete being delivered and then smoothed by a remarkable device that looks like a vibrating ladder and then polished by another machine that looked like an upside down helicopter! Marian, Mary and Christine then gave it three coats of sealer. In the week before the Show the roller doors were fitted and it was only on the Friday that David fitted the locks on the pedestrian doors and the place was secure.

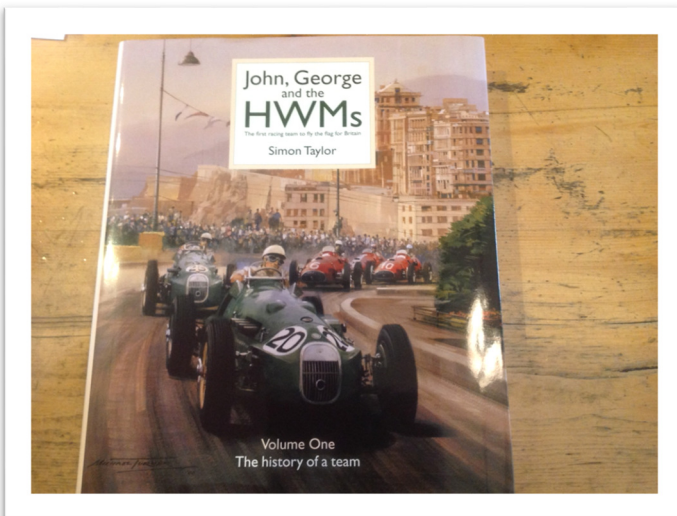


That was just as well and everything came back from Dalemmain wet and needed to be hung up to dry which was done in a very short time. So we now have the caravan and about half the cones etc at The Motor House and we will sort the remaining stuff at the Wigton barn and move it in due course. We are having a well earned rest for a while. Work will then start on the inside with the internal walls, toilets and kitchen to go in plus a mezzanine area which will be an office and archive. Lots to do plus the painting so we welcome more volunteers!

In due course there will be sorting and cleaning of the club equipment so again volunteer teams to help would be most welcome.



# A superb history of HWM cars



Simon Taylor has just published the history of HWM, one of the most famous firms ever to build a racing car, they only built 19 cars in total but some of these cars were so brilliant they have become iconic symbols where quality, performance and superior design are paramount. They were the supercars of the 1950s and are still regarded as supercars today with price tags to match yet they were built using many ex MOD parts that were no longer required after the misery of the second world war had finished and superb quality parts could be purchased for a fraction of their value at government auctions.

Simon is world famous as a BBC and ITV F1 commentator, a very highly regarded journalist, expert on racing and sportscars especially the ones from the 1950/60s. His services are always in demand as a judge at the world's top classic shows, as an interviewer who puts his guests at total ease as well as after dinner speaking, Simon excels as a communicator. This is very evident in his writing. When at boarding school which he hated, in fact he regarded it as a prison, he wrote to all the manufacturers of sports and racing cars for their brochures, Lotus, Elva, Mallock, HWM, Buckler, Ginetta to name but a few, he still has all the information he gathered even today. He compiled and devoured the contents of those brochures, in fact it channelled him towards his future career paths.

After leaving university he joined Autosport as editorial assistant, was quickly promoted to editor, a post he held for many years. Haymarket Publishing took over the magazine so he moved on to a managerial post where he helped devise and start the magazines What Car & Classic & Sportcar. He was so successful he went on to become managing director of Haymarket, a company that has countless magazines covering all kinds of topics under its vast portfolio.

If that isn't enough recommendation, he co-wrote Stirling Moss' autobiography, "My Racing Life", as well as chronicling the history of AC, Midland Automobile Club, Shelsley Walsh, Goodwood and individual personalities.

He has been friends with every F1 racing driver and constructor since the 1960s and has been a very successful driver himself competing at venues in Europe and America.



Guess which car is his favourite; yes, it's an HWM, his car is known the world over as the Stovebolt special, it's a car he saw and lusted over as a youngster when he saw it in a magazine. In fact, he cut the photo out of Sports Cars Illustrated mag and taped it to the underside of his desk; that was the thing that kept him going whilst at school. It was always in his mind during his career in Motorsport, In the book he relates the bizarre occasion fate allowed him the good fortune to be able to own it later in his life.

No one is better qualified to write on motorsport than Simon, HWM has been his passion, he describes how two enthusiasts created, financed and at times failed to finance their race team but did succeed in constructing

cars that beat the likes of Ferrari, as well as the works sports cars from Jaguar and Aston Martin.

Simons work is a masterpiece, it comprises of two books, printed on very high-quality glossy paper as one would expect from the former boss of a publishing company, contained in a slip case that oozes quality too.

The two volumes contain hundreds of superb photos with basically the history of the team in vol. one and the cars the tracks and the drivers in vol. two. It's not boring information, Simon is a great storyteller, all sorts of anecdotes crop up, information about the two founders, their lifestyles, the buildings where cars were produced and interestingly the people who built them, such as Alf Francis, Stirling Moss' legendary mechanic, how they drove to and from races all over Europe in old commercial vehicles that can loosely be described as team transporters.

It's not cheap, it costs £130 but I googled the cost of a Man United v Chelsea ticket. the cheapest was £130 rising to £475 and that would normally last 90 mins, HWM would last considerably longer, entertaining, educating, even providing an interesting slice of social history around wartime Britain.



Simon praises fellow Cumbrian Kirk Rylands for being the perfect owner of not one but two HWMs, including the most famous one of all HWM1, the works sports racing car he owned, maintained and raced very successfully for 34 years, Kirk sold it in 2009; it's recently up for sale again with a price tag of over£2 million.

I have known Simon Taylor for a number of years now, his research is meticulous, his style of writing is easily read yet, somehow, he manages to have a way of imparting knowledge to his readers in an entertaining, light-hearted way.

This book comes highly recommended and is a worthy addition to anyone's bookshelf, perhaps Santa could bring HWM for Christmas although maybe like me you couldn't wait that long, my wife placed an order and it arrived 24 hours later and exceeded all expectations.

Keith Thomas

## Jottings



This Aveling Barford Steam Roller was the last steam roller supplied in the UK and was bought by Cumberland County Council in April 1950, it now fully restored and appears at major steam shows.

Very few steamers were made after that date and for some unexplained reason they ended up in Thailand.

# CSCC

## Cumberland Sporting Car Club

**Recognised By Motorsport UK**

**Members of ANECCC and CMSG.**

The Cumberland Sporting Car Club, organisers of the Pirelli International Rally, have had a major shake up to their organising team with the long standing Chairman, Brian Kinghorn, standing down, along with the club's Treasurer Chris Walker and committee members David Love and Brian Davidson while Jonathon Lord also departs after 20 years exemplary service. Together, they have given well over 150 years of loyal support to the club's major event with Brian in particular, a key element in the rallies long standing relationship with Pirelli.

Paying tribute to the retiring committee members valuable input over many years, the committee's longest serving member, Ed Graham, said " This is a really sad day for the Cumberland Sporting Car Club as all those departing have become not only valued colleagues but also close friends and we will miss their expertise and vast experience greatly. We hope that we can still call upon them, in particular Brian, for advice and guidance as they have a wealth of knowledge concerning the running of the event which we will continue to rely on when necessary".

The Cumberland Sporting Car Club are well underway with preparations for the 2020 event which has a projected date of April 25<sup>th</sup> and will see the rally based mainly to the North Tyne Valley with the intention to keep road mileage to an absolute minimum and run a short, sharp event utilising the classic roads in the vast Kielder Forest complex. The rally will have a new team with Andrew Smith retaining the role of Safety Officer, ably assisted by Graham Parker and Steve Waggett, well known for their role on the Grizedale Stages event, the hard working Barry Lindsay will continue as Chief Marshal assisted by Dave Brodie who will also take on the role of Equipment Officer. Entries Secretary will again be the super efficient Lynne Cooke while Husband Richard will retain his role as Headquarters Liaison Officer and the indispensable Heather Grisedale will retain her role as Service Area Co-ordinator.

For further information, please contact the event Media Manager, Ed Graham at [edgraham01@sky.com](mailto:edgraham01@sky.com)



A young Elfyn Evans in action with a Pirelli backed car. Unfortunately following a heavy landing Elfyn has been ruled out of the next few WRC events while his back receives treatment.



# From The Top

## News from UK Motorsport, Regions and the WMC Committee

### A few bits from the WMC Committee:

Chris Leece is taking over doing the scoring of the championships.

We are looking for a volunteer to take on the membership secretary's role. In the mean time Graeme Forrester will update the membership files.

Marian Sloan is quickly getting into the groove with the treasurer's role. We would all like to thanks Susan Eastwood who stepped into the job when we lost the past treasurer.

We are already planning next year's events and we would love to hear from members as to what they would like to see and of course volunteer organisers as well.

### Motorsport UK

I had the pleasure to talk to Ian Berry, Head of Sports Promotion at the Silverstone Classic at M-UK's new hospitality unit. It certainly seems that Motorsport UK is heading in the right direction - doing things that should have happened thirty years ago. Certainly it would seem that many of the things that we suggested last year are on the cards. It's so good to have positive vibes from our governing body!

**News:** This week (31 July) the Royal Automobile Club awarded the prestigious Segrave Trophy to double amputee racing driver Billy Monger. Acknowledging the young man's remarkable return to racing after an horrific accident, the citation for the award reads; 'for demonstrating exceptional courage and determination after great adversity and returning to high levels of motorsport.'

Upon receiving the Trophy, Billy said: 'My life has become so busy with my Formula 1 commentary and my own racing I haven't had a chance to digest how amazing this award is. But I stayed at Pall Mall last night and it's starting to sink in just how incredible it is. I'm super proud.'

The Club also awarded Trevor Carlin of Carlin Motorsport the Segrave Medal in recognition of the fundamental role that he has played on Billy's journey back to motorsport. The Segrave Medal, presented at the Club's discretion, is only awarded in conjunction with the trophy when the Committee feels it's justified. It was last awarded in 2014 to Dr Wolfgang Ullrich, Audi's Head of Motorsport and team drivers Tom Kristensen and Loïc Duval for their contribution to Allan McNish's dramatic victories at Le Mans 24 Hours and the FIA World Endurance Championship.



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# Classic Column

## Cumbria Classic & Motorsport Show Photos



**Some of the great photos taken by Pam Frankland and Joint Gathering Photography. See more on our Face Book page and Owen Frankland's great video.**

# The Motor House



The new building was made secure with steel doors and the twin shutter vehicle doors in the week running up to the Show so after the Show the caravan and awnings, cones etc were dropped off there and hung up to dry. There is still plenty of stuff at the Barn of Doom to be sorted and moved in the next few months and we then undertake phase two of the build which is the internal walls, toilets and kitchen area. We are hoping that the electric meter will be install in the next couple of weeks. Marian will be looking for painting teams as well.



The car park was completed just a day before the Show and is now smooth road planings.



# M-Sport Hit 40!



Gathering to celebrate 40 Years in Business for M-Sport Managing Director Malcolm Wilson OBE, staff at the Cockermouth-based motorsport company are also looking to the future with work on a state-of-the-art Evaluation Centre at the Dovenby Hall Estate now entering its final phase.

The multi-million-pound development includes a 2.5 kilometre test track which was completed in 2017. Designed to FIA standards, the track includes a 750 metre straight, 70 metre low friction area, steady state cornering pad and a variety of corners to best test the latest motorsport and automotive technologies.

Work has now also begun on the self-contained workshop and conference centre that will complete the unique venue – a new 10,723 m<sup>2</sup> space enabling M-Sport to attract mainstream manufacturers seeking a high-tech engineering facility to design and test bespoke products and technologies.

The project was made possible with investment from the UK Government's Regional Growth Fund (RGF), as well as Growth Fund investment provided by Cumbria Local Enterprise Partnership (CLEP) – allowing M-Sport to develop a one-of-a-kind facility in the UK and ensuring Cumbria plays its part to boost local economy, skills and innovation within the region of the Northern Powerhouse.

**-Sport Managing Director, Malcolm Wilson OBE, said:**

*"When I started the company 40 years ago, I never dreamt it would expand into what it is today. I never thought we would outgrow Dovenby Hall, but here we are in the midst of building the M-Sport Evaluation Centre – a centre of excellence for engineering design and development that will grow the business while safeguarding 200 skilled jobs and creating a further 100."*

*"It's always been important for me to keep the business in Cumbria, and with investment from Cumbria LEP we're able to expand on the success we've achieved over the years. Creating a one-of-a-kind facility that is unique in the United Kingdom, the M-Sport Evaluation Centre will allow us to provide an exclusive facility where world leaders in automotive technology can follow their concepts from design and development, right through to production."*

# Welcome

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

David & Vivien Caldon	of Ravenstonedale
Simon McKenna & Saraj Cooper	of Ulverston
David & Georgette Noble	of Penrith
Seamus Inport	of Appleby
Robin, Sam, Joe and Julie Benn	of Cockermouth
John Lamb	of Annan
Brian Jamieson	of Carlisle
David & Yvonne Cleminson	of Carlisle
Robin MacLeod	of Brampton
Raymond & Marian Barker	of Barrow
Thomas & Eileen Barr	of Penrith
Russell & Alison Ion	of Irthington
Alan & Mary Bennett	of Whitehaven.
David Taylor & Marilyn Smith	of Burton in Lonsdale

## Marshal Force

**Marshals are the life blood of our activities**

**Solway Historic & Targa Rally, October 13th**

**We need loads of marshals for this in north and west Cumbria.  
Marshals get a meal after the event. Please contact Steve Fishwick  
to offer your services. [fishwick38@gmail.com](mailto:fishwick38@gmail.com)**



# Elderly Utterances

## The Voice of Experience!

**Ron Palmer has his say**

The first weekend in August saw what is now a traditional Retro and Classic weekend at Croft, so brother Steve and I headed there on the Saturday for two main reasons, firstly the forecast was the better of the two days and secondly because you get the chance of seeing all the cars race whereas some have expired by Sunday. The meeting has a Revival feel without the Goodwood costs but alas the size of the fields in the tin tops and Jaguar races continued the trend of diminishing returns. It appears that the southern softies can't manage the long haul to Scotch Corner or there are other attractions for them closer to home. This year even the club display stands were smaller but the quality was there and there were enough friends and acquaintances to fill the gaps between interesting races. Eddie Farrell and Robert Graves had their E Types with them and Eddie and his second driver David Coyne managed identical 'offs' in front of us in the stand during qualifying, the camera doesn't lie I have evidence. After a new pair of rears was fitted at lunchtime the afternoon saw some close racing despite there being only seven Jaguars in the one hour Classic Challenge. Our thanks to the E-type circus for the usual hospitality and tickets. Ed and Chris Glaister were absent this year due to Ed being unwell but happily now on the mend and Chris's Anglia engine also being unwell. I'll be back for this event again next year.



A big thank you to the 74 entrants on the Rose and Thistle which saw a surprising number of pre-war gems at the front of the field and an equally surprising showing of 'supercars' towards the rear with everything in the desirable list in between. There was something for everyone. I was only aware of one retirement, the '29 Frazer Nash Supersport of Mark Powley which was towed back to the A7 by Good Samaritans David and Debbie in the 3 Litre Bentley. The Gilsland Hotel was the lunch halt and unfortunately they let us down in the food and service dept as the later numbers arrived. It can't be that difficult to get

right can it? Apologies to those who suffered from this problem. I will try to get a venue that can do it properly next time even though I was assured it would work OK this time. Thanks to Chris Leece who kept order at the start and halts and to all those who said complementary things about the event.

Dalemain, without stating the bleeding obvious, was wet this year and Wiggy had Charles and I to 'help' him but on the club stand but actually Jim O'Neil did the selling to prospective new members. The banter was good especially when the rain was hardest and apart from the well meaning souls who kept poking the roof of the tent like structure causing instant waterfalls it was the place to be. I vote Chris Spencer is our entertainment at the Awards Night as he had us in stitches with his tales. The club stand was a gathering point for no less than four old Bentleys (and crew) huddled together for protection from the weather like elephants. Kirk and Hamish had the hoods up for a modicum of protection whilst David and Charles clearly thought that was only for softies. Let's hear it for all the mar

shals especially those without any shelter on the day.

By the time you read this Chris Leece and I will have been to the opening of the new Jim Clark Museum representing Wigton MC after our 2017 Club donation to the rebuilding fund. More of this next month.

The Coast to Coast takes place on 20<sup>th</sup> September and there is still the odd place for those who wish to join us, but soon please! See elsewhere in Startline for the Cumbrian Canter on 5<sup>th</sup> October, entries now open. See the club website, Events section, for information.

Ron.



## Rose & Thistle Photos

By Chris Leece



# Rallying Call

## The Blue Streak Rally 2019

### – our part in the Historics.

We were convinced it would be cancelled – the rain battered down and all the rivers in Cumbria were on flood alert and the newly opened Carlisle Airport had to close because the runway was flooded. Summer, eh?

But all the flood water in Cumbria did not prove to be an insurmountable burden to those hardy folk that call themselves Spadeadam Motor Club. Which was a relief really. The husband had planned ahead and prepared the Midget engine room with an overly generous application of TecTane Protection Wax – the one which renders “a plasticine-like, water repellent film which is almost colourless” and, by all accounts, equally impossible to remove without the aid of a blow torch. So water interfering with electricity was not going to spoil the event for US. Two new rear tyres went on for good measure and various other irrelevant tweaks and embellishments made - but no Rainex on the windscreen. A major oversight which came back to haunt us - big time.

God it was wet. And muddy. And narrow. And DARK. And ever so slightly scary. There were some excellent new tests in amongst some familiar old friends and only one had become a victim of the weather. We battled through to an early lunch in the Airport restaurant with fairly unremarkable times but with a clean sheet and all the code boards duly recorded. We were ahead of the historics field at this point, surprisingly – usually an excuse for everything to go downhill and pear shaped from there on in. There is a rule in the Sloan household “Go clear first and go fast second” which, naturally, the husband ignores. So we ploughed about on the first trip to Haggistone Holme with me throwing out the verbal anchor shouting “Slow effing down!!” Frantic reversing followed by “Left of E – NO! – LEFT of effing E!!!” And then..... the windscreen wipers packed up..... thank you, God, thank you. So we finished the test by a miracle of nature, and thanks to the lack of Rainex, by peering through a square inch of clean screen just above the dashboard.

No amount of pressing the switch on and off a million times, checking the fuses, checking the wiring or giving the motor a swift kick up the jacksie, would make the wipers work. Perhaps I could lean out of the window at intervals and wash the screen with a sponge? No prizes for guessing whose suggestion that was and no prizes for guessing the answer. So we carried on to Rabbit Holes regard



less and braced ourselves for the inevitable.

We lined up at the start and the marshal instructed “Headlights on” and, with them, the wipers made a miraculous re-appearance. No idea. Complete mystery. And then we found out why the test was called Rabbit Holes. A ninety left into sudden and complete darkness as we entered a tunnel. Yes, a tunnel. Under the M6. A tunnel so narrow that just a single careless glancing blow and we would ricochet off the walls like a billiard ball. And then just when we had recovered there was another one.....aaaaargghhhh! How on earth would the Volvo Amazon get on or Mr Agnew’s Porsche? By all accounts everyone emerged unscathed but slightly stunned whilst congratulating themselves on a variety of near misses.

But, more by good luck than good management, we won the Historics section overall. The system for awards goes like this: if you won overall last year, you have the dubious pleasure of having a photo of your car and its occupants appearing on this year’s awards. So, when we won last year (smug, eh?), we got a photo of the delightful Andy Beaumont who had won the year before. This year’s class award winners will have to put up with us grinning like idiots from the safety of the mantelpiece or, more likely, the back of the cupboard – I understand totally. Still it could be worse – the Targa winners have Chris Hunter and the lovely Fiona on theirs – need I say more.....?

We always appreciate the incredible hard work of the organisers and marshals on events but this year was exceptional. Most worked under very wet and miserable conditions but everyone had a smile of encouragement or a few words of praise – absolutely brilliant – thank you all so much!

Cheers!

Marian (aka Maz)

PS Whilst on the subject of electricity – the husband doesn’t think I can fix the electric shower – well he’s in for a shock.



# Social Scene

There are quite a few non competitive events coming up so we hope that you will support them.

Peter is running his annual **Breakfast Meet** at Gilcrux Village Hall on September 15th from 0900 until 1100 while the following weekend we have the **Coast to Coast Run** which Ron has put a lot of time into. There may just be time to get an entry. Ron has been very busy as he has kindly taken over the **Cumbrian Canter** on October 5th which starts in Penrith and heads down the Eden Valley.

There are a few more ideas up in the air at the moment including a BBQ at The Motor House and a children's Christmas Party (how many children or grandchildren are there in the Club?

## Rallying Call

We are delighted to say that Bob Hargreaves is taking over the scoring of the Gates/Protyre Historic Rally Awards. Bob already does the NESCR0 Challenge which runs over a similar list of events and had had many years doing championships so we are sure he will run the series in his usual efficient and friendly manner!

Entry forms for the Solway will be heading your way shortly. Stephen and Wiggy have been hard at work to bring you some new twists (and turns) on the successful format.



Chris and Fiona won the Hexham & DMC Northern Dales PCA last month. Photo courtesy of Hexham DMC, It was before the month's rain started from the amount of dust!

# Inside The Industry

## Paul Gilligan has his say

### Aston Martin Woes Increase

Things look to be going from bad to worse for Aston. Late last month they announced a £79M loss for the first half of this year, a figure even worse than the markets were expecting after their profit warning a couple of weeks earlier. The shares, floated at £19 late last year have dropped to under £5 even after their major Italian investor had bought a large tranche from major Kuwaiti investors at £10 per share to stop them being dumped on the market.

The company announced it expected to sell less cars to its dealers this year than last and in fact the final total would probably be about 15% less than forecast. In addition gross profit margin on the cars is expected to drop from 13% to around 8% so a 40% drop in average revenue per car.

Analysts have called for “aggressive” cost reductions including suspending executive pay (which has been running at extremely high levels). It now seems that if Aston can’t launch their new DBX SUV bang on time and to the correct quality levels the company may be in serious trouble. It’s currently facing the double whammy of losing money whilst still having to fund the DBX investment with no cash coming from that direction until early next year. There are genuine fears they will run out of cash unless they can borrow on the debt markets or from shareholders.

In order to maximise declared profits before floatation the company forced a lot more cars than usual on their dealers, but to persuade the dealers to accept the increased stock had to increase the credit terms from 30 days to 90. Which means that they could declare a paper profit on the cars invoiced to the dealers but didn’t actually receive any cash until 3 months later.

I’ve always been a great admirer of Aston Chief Executive Andy Palmer, but was appalled when in the midst of all the recent bad news announcements he also publicly stated that if Honda were to pull out of supplying F1 powerplants to Red Bull Racing (who AM sponsor to the tune of many millions a year), then he would be keen to fill the gap. Which begs two questions, has he any idea how much an F1 engine programme costs, and equally any idea how little his company has in the kitty?

### Failure To Wear Seatbelts Contributes To Rise In Road Deaths

Deaths in UK road accidents have been dropping since the 1960s but this decline stopped in 2010 and have stabilised at around 1800 fatalities a year.

Amazingly (to me) in 2017 over a quarter of those killed weren’t wearing a seat belt? So legislation has demanded ever safer cars featuring air bags, ABS, traction control and a lot more and almost 500 people a year throw their lives away by not bothering to buckle up. Unbelievable but true.

The Department of Transport is now considering a total of 74 proposals to improve road safety. One is to introduce penalty points for those caught not wearing a seat belt, currently its just a fine. Another is a graduated licence for young drivers restricting them from driving late at night and carrying passengers perhaps. An investigation is to be carried out into rural roads as they are the most dangerous.

Another plan is to introduce compulsory eye tests for drives over the age of 70 to be repeated every 3 years after that. Over two thirds of people over 70 have a full driving licence, 25 years go it was half that. However the impact is far less than the seat belt issue. In 2017 only two people were killed in accidents where poor eyesight was a factor, and that covers all ages.

### Almost 2.5 Million UK Cars May Have Had “Mileage Correction”

A study of mileage data from one million cars has suggested that around 6.5% have been “clocked” at some time. With 34M cars on UK roads that could mean almost 2.5 million with inaccurate mileage displays. And this study only inspected mileages between MOT tests it excluded those below 3 years old. It is thought that a large number of these younger cars are now having their mileage recordings altered to avoid excess mileage charges at the end of finance agreements.

### Motorpoint Used Car Supermarkets Issues Profit Warning

Following on the bad news from new car dealer groups Pendragon and Lookers, Motorpoint who own a chain of used car supermarkets have followed suit with their profit warning. Their problem is not principally the drop in sales but more the rapid monthly decline in the value of the used cars they hold in stock. They normally stock around 5000, so if the cars are dropping in value by only £100 a month on average that’s a loss of half a million pounds a month. Worse average drops are a lot more than £100 a month just now!

Last year I wrote that I feared this would happen in 2019 as the record number of new cars sold in 2016 and 17 came to the end of finance contracts and entered a weaker economy, and this has come to pass although earlier in the year it seemed it might have been avoided. This monthly drop in value isn't uniform. Diesels are dropping more quickly than petrols, large expensive cars of all types are depreciating more quickly than the average. Many dealers are trying to reduce their stock levels especially with the influx of part exchanges due against new 69 plate cars next month, and this only makes the situation worse.

Used car values traditionally decline more rapidly in the last quarter as demand slows, so this problem is likely to get worse before it gets better.

### **Electric Car News**

In July sales of pure electric cars, those with no other means of propulsion than the batteries, almost trebled compared to July last year. The total was still only just under 2300 cars for 1.4% of the total but the trend is clear. And with many more new model pure electric cars to be launched in the coming months this growth will only continue. Many of these new models will offer longer range and most important of all lower prices. VW, MG, Honda, Peugeot and Vauxhall are just some of the manufacturers with new electric cars coming soon.

However surveys suggest that growth in sales of these cars is being slowed by lack of clear guidance for consumers as to what Government policy actually is. Certainly the reduction in Government Grant for Plug In Hybrids a few months ago sent all the wrong signals. Better news was the announcement that state funding for vehicle charging points in residential streets is to be doubled with an extra £2.5 Million allocated to fund more than 1000 new charging £1.5 points in the next year with forecasts saying over 50000 new pure electric cars will be sold in the next year simply doesn't begin to tackle the charging problem. Never mind the cars already on the road, each new one will have to share every new charging point with 49 other cars?

### **Scrappage Schemes To Speed Sales Of Low Polluting Cars?**

Some months ago the Mayor of London announce a £25M scrappage scheme designed to encourage owners of higher polluting cars to trade up to a new clean vehicle. This goes live soon but has been criticised as its forecast that less than 2% of the higher polluting cars in London will in fact be scrapped. Many people are campaigning for a much larger national scheme with a £1.5 Billion budget with a target of seeing almost half a million older high polluting vehicles taken off the roads. However they don't offer much explanation as to where that vast amount of money might come from.

There is one point that they've missed. If the average price of a new electric car reduces to £25000 (it's a lot more than that currently) then the Government receives over £4000 of VAT for every one sold. So half a million new cars = £2 Billion extra income for the Treasury. So the scheme costs nothing. Why the Green campaigners can't work that out and shout about it I've no idea.

Paul Gilligan

[pg@gilliganvehicleconsulting.co.uk](mailto:pg@gilliganvehicleconsulting.co.uk) [www.gilliganvehicleconsulting.co.uk](http://www.gilliganvehicleconsulting.co.uk)

07785 293222



# Andy's Armchair

## **Andy Armstrong takes an irreverent look at motoring and motorsport**

After months of being told by all and sundry that Formula 1 is boring we get a string of events where, for various reasons, the entertainment levels provided hit new highs. Starting with the “push to pass” shenanigans in Austria. Now usually the above phrase means a button on the steering wheel which gives extra power allowing an overtake to be made, but in this instance not so. It appears that in the mind of young Max it means physically heaving Leclerc out of the way so he can go on to win the race. From this event to Hockenheim and the comedy turn of the very best drivers in the world all charging into the same barrier like a herd of lemmings. Wet slippery tarmac to blame we're told, but it was only ice like off the circuit so how come they were on it. Track limits gentlemen. Finally the nail biting chase by Hamilton of leader Verstappen in Hungary. Entertaining in the extreme but it just seems plain daft that whoever's tyres are ten laps older is condemned to being beaten, surely an out and out scrap would have made even more compelling viewing.

Whatever, it's all been good to watch, if it carries on like this the “ne'er do wells” will start to claim it's fixed like wrestling used to be on ITV on Saturday afternoons.

I was recently reading “1965 Jim Clark and Team Lotus. The UK races”, and as the title

implies all the book covers are the 11 meetings he took part in in this country during the course of that year where he drove F1, F2, sports racing and saloon cars, and of course still kept up a full world championship of Grand Prix races where at the end of the season he came out victorious for a second time. He wasn't alone either most of the top drivers of the day joined in the fun and the British public were treated to premier league racing, no wonder the crowds were so huge. It makes you think, wouldn't it be great if the modern F1 calendar could be reduced and the “hot shoes” of today could copy their forebears, it would certainly boost spectator attendance and I suspect the drivers would enjoy the idea of racing for fun from time to time. It won't happen of course, profit for Liberty media can't possibly allow such frivolity.

I was recently spectating at the Revival/Nostalgia meeting at Croft, which was OK although there were no air displays this year and the entry in some races was decidedly thin, Jaguars and saloons particularly so. Never mind it was still enjoyable even though much of it was spent nursing a large soft toy “Tigger” on my lap, more of which later. The commentary team made quite a big deal of the fact that Dave Coyne was taking part in the Jaguar event and that many years ago he'd been the “coming man”, a serious charger who'd almost made it to the very cusp of F1, in other words playing the fame card, a point I mentioned above. Talented no doubt, but it appeared to have deserted him as during qualifying he managed to beach Robert Farrell's E type which he was share driving in the Clervaux gravel trap. Bad enough, but he did it about five minutes after his co driver had done exactly the same thing, and left a nice hole for him to land in, they certainly kept the tractor driver busy! Poor car it must have suffered from déjà vu. Continuing the Coyne theme I think I'm right in saying that many years ago I saw him attempt to establish an outright lap record at Inghelton in an F3000 car. Whether he achieved it or not I can't say but I seem to remember that our illustrious editor was sitting in the grandstand with me so maybe he's got a better memory.

I've just been listening to the news about the power cuts. Thanks to two power stations packing up more or less simultaneously, there's been chaos and that, so they are saying is the result of only a 5% drop in the national grid capacity. Does that mean when we're ALL forced into electric vehicles we can assume the total power used must be less than 5% or the lights will automatically go out. It all looks a bit ominous if you ask me.

Oh, and “Tigger”. We were sitting up on the grassy knoll at Croft and had young families either side of us each with a two year old daughter. By lunchtime they'd become big mates and charged back and forward in front of us all day. Needless to say we got involved in stick collecting imaginary eating and drinking not to mention dolly nursing. All highly entertaining, better than some of the racing. We did learn something mind, never admit to being retired primary teachers, the mums don't mind you taking on a starring role after they know your history.

Ends AA



# What's On

## WMC events and other events of interest

### September

8th	S	DAC Wearside Targa
15th	S	<b>Breakfast Meet at Gilcrux</b>
15th	S	Stocktonian Targa/Historic (Gates Protyre Series)
21/22		<b>C2C Run</b>
22nd	S	SoSCC Doonhamer Historic/Targa

### October

5th	Cumbrian Canter
13th	Solway Historic & Targa Rallies
27th	Autotest

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