

Wigton Motor Club Ltd

Start Line

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Autumn Tour



We had a lovely. Socially distanced tour in the northern Lake District

Thanks to Dave Nicholson

Motorsport for All

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Talking Point

Topical Comment from the world of motoring

The way things are going it does look as if it will be well into next year before any form of normality returns to our lives and to our hobbies. But what will that normality be? I would suggest there will be big changes. I don't think we have seen the full economic impact by far and indeed it's been surprising how many people still have a lot of money to spend on motorsport looking at the BTCC and BGT grids and the take up on the few HERO rallies that have taken place. Certainly, some well-known sponsors have gone and of course budgets were signed off before COVID so things may well be different in 2021.

Motorsport UK have done a brilliant job in the circumstances, particularly as they were about to move to Bicester and were in the middle of a revamp of the sport. One of the long term issues that MSUK inherited is a lack of income. Other sports rake in millions from running major events and having national sponsors. Rugby Union for example has a budget of well over £100 million to help clubs and promote the sport. Even hockey has an income of several million while tennis supports local clubs and player training from the income from Wimbledon. In few years ago after our dreadful floods, two local cricket clubs whose grounds were damaged got grants from the cricket authorities that amounted to more than the total club development found that the then MSA had.

Of course this is historic and goes right back to the days of the RAC and the "blazers" who did not want the sport commercialised in any way ("the right crowd and no crowding" as they said at Brooklands). This allowed the likes of Bernie Ecclestone and many others at national level, to effectively run the sport for their own financial gain. It has got so ridiculous that Silverstone has to pay such a huge amount to have the GP there, that in reality any club competitor who races there is subsidising the GP!

We have about a dozen race circuits in the UK and only a handful of permanent speed venues and just about every other type of event relies of the use of private land with the agreement of the owner. Over the past thirty years these options have diminished massively, whether it is getting a field for a trial, a car park for an autotest, old airfields for stages or sprint etc. Neither MSUK nor clubs have the income to create motorsport facilities now. If we had started thirty or more years ago, we would have been able to.

Perhaps we should all get simulators and race each other from our homes?

GTF



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The Goodwood Effect



The influence the Goodwood estate imparts from a sleepy corner of one of England's most rural counties is felt across the world. Talk to any car enthusiast, from Vancouver to Tokyo, and attendance at a Goodwood event will surely be on their bucket list. It is hard to imagine car culture in the UK – or anywhere – without Goodwood.

And yet, for three quarters of the 20th century no cars raced on the Goodwood tracks, and the name was known to most of the general public solely as a venue for horse racing. The conversion of the estate into a motoring mecca was started by the 9th Duke, known to most simply as Freddie March, who established the motor racing circuit (where racing took place from 1948 to 1966) but it is the current 11th Duke, Charles Gordon-Lennox, who created the estate's three current annual flagship events: the Festival of Speed (started in June 1993), the Goodwood Revival (1998) and the Members' Meeting (2014).

Goodwood has become such a regular part of motoring culture that we almost forget what a phenomenon it was when it reopened. From the very start, Goodwood was different to 'regular' motor racing meetings: when the first Silverstone International Historic Festival (now known as the Silverstone Classic), took place in 1990 Motor Sport reported that it 'lacked the atmosphere of the Nürburgring' and that the infield had 'several rides for kids'. Its photographs showed some great racing cars, but sparsely-occupied stands and lots of sterile barriers. Compare this to eight years later, when the same magazine named the first Goodwood Revival as 'The Motorsport Event of the Decade' on its cover. Even that very first Revival meeting attracted 80,000 visitors, and it is now a 150,000-person sell-out event that, according to a recent study by the London School of Economics, helps Goodwood attract more than a million people to the UK each year, generating £500m for the

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country's economy and £350m to the local area. And, for the lucky few who actually race at the Goodwood circuit, there's a bonus: their cars are likely to be worth more just for the association with this hallowed asphalt.

"We have these great looking events, enthusiasts taking their cars somewhere exotic and having a wonderful time," James Knight, Bonhams Motoring Group Chairman, told me. "It was only natural that others wanted to participate. But you needed an eligible car to do so and the cars already competing – and being seen to do well – became very much in demand. They already had acceptance and the cars winning, or placed, became the 'must haves'. It was the best form of advertising those cars. And this of course pushed up the price. Auction houses like Bonhams would therefore regard a race car's recent success as a marketing tool to help sell the car. It very much becomes part of the car's provenance."

Recent auction results show the inflationary power of a Goodwood scrutineering sticker: in April 2019 a Riley One-Point-Five with Revival history made £28,750, nearly three times the top UK Hagerty Price Guide value of £10,200 for the model. At the 2019 Bonhams Revival sale, an Austin A35 doubled its Hagerty Price Guide top figure selling for £26,450 and a 1965 BMW 1800 with history sold for £58,650, well over the top Guide price of £18,500. The most extreme example was the Ford Galaxie that sold in 2017. A regular front-runner at the Goodwood Revival and ex-Jack Sears car, it smashed its pre-sale estimate of £180,000 to £220,000, selling for £471,900. That's a huge £458,200 over the top Hagerty price.



Of course, all that glitters is not always gold. Many cars are sold as 'Goodwood eligible', having raced in period prior to 1966, but that's not the same as being an entrant. "Eligibility is one thing, but cars only race at Goodwood if they're invited to do so by the Duke," explains Gary Axon, who has been responsible for selecting cars for a range of Goodwood events over many years. "There are many factors that go into the decision regarding what appears on track, and eligibility is just one."

So, what is this secret sauce that makes Goodwood so different? Commentators often mention the circuit itself: Britain's other airfield motor racing venues like Silverstone and Thruxton had evolved with

the times, growing swathes of Armco barriers, run-off areas and catch fences, from 1966 to 1996 when redevelopment started, whereas Goodwood was preserved in an unmolested state.

"Since the chicane was added in time for the 1952 season, the line of the circuit hasn't been changed at all," a Goodwood spokesperson said. "Although it looks the same, and the driving experience is the same, it has been, and continues to be, constantly updated, with new tyre walls, additional gravel and tarmac run-off areas, metal fencing, a new surface etc. Our aim is to make these changes in ways that don't spoil the aesthetic of the circuit, so the fact people describe it as 'unchanged since the 1960s is a compliment.'"



But preserving the circuit in a suspended state does not account for Goodwood's success: there are plenty of historic racing venues around the

world where the old and the new combine. Gordon-Lennox's genius was to create a theme that continues to bind everything the estate does to this day. He knew that the 'Goodwood experience' had to be different, to be special. At his direction, the circuit, rather than being restored to a specific point in its history, was rebuilt to reflect the best parts of each era. So, concrete barriers and rusting corrugated iron were removed, but spectator embankments, an open

paddock, the iconic pit lane and clock tower were restored.

Then, once the set is dressed, the actors are called on stage. At the forefront are the racing drivers, who flock to be part of the show and who love the memories the location evokes. "These events are not just about the spectacle of seeing these incredible cars perform and race wheel to wheel," explains Anthony Reid, the ex-BTCC Masters and Japanese F3 champion who serves as one of four

Goodwood Members' Meeting House Captains. "The public can get up close to view the machinery in the paddocks and rub shoulders with the likes of Emerson Fittipaldi, Jackie Stewart, Jenson Button, Niko Rosberg and many, many more in a way that is impossible at any other event including F1. The huge crowds, the hospitality, the social scene... the shops, the aeroplanes, the parties and Hollywood stars that attend are unparalleled at any other event anywhere else in the world."



Then there are the extras. For every Revival meeting, the Goodwood Actors Guild recruits hundreds of performers who mix with the crowds, creating flash

performances in character as everything from 1950s taxi drivers and 1940s acapella singers to groups of 'Teddy Boy' greasers who face off with each other, combs at the ready. Everything is curated, everything orchestrated: VIP transport is by a volunteer fleet of classic cars and even the official busses from the local train station are veteran 1950s and '60s machines. The visitors become part of the show: almost everyone wears period dress, and many go to extraordinary lengths to achieve authenticity: the 1950s pop-up hair salons are booked out months in advance, and the local town of Chichester has shops dedicated to 'Revival' fashion.

Other events – Radwood and Luftgekühlt spring to mind – have certainly embraced this 'curated' concept, but not on the same scale as Goodwood. Other circuits too have launched retrospective events – since the Goodwood Members' Meeting started in 2014 there has been a flurry of new or restored historic racing events at locations including Monza, Estoril, Nürburgring, Sebring and Zandvoort. It's impossible to say whether Goodwood was the reason these started, but it is undeniable that it had an effect. Plus, as Dan Hughes, Director of Kinrara Consulting, Goodwood's little-known consultation arm, told me, the Estate has actively helped a number of different circuits develop their events. Although unwilling to name specific circuits, he told me they have worked with teams developing new motoring locations including Miami, Mumbai, Toronto and elsewhere in Europe through the conception, design and development of drivers' clubs and membership models. Hughes told me, "Almost every aspect of Goodwood's diverse luxury lifestyle business has been asked to contribute to these prestige projects including circuit operations, membership, hospitality, F&B [food and beverage], events and guest experience. As a truly global brand in the luxury motoring and motorsport world, the association with Goodwood brings that instant recognition and respect amongst target markets."

This year, all three of Goodwood's flagship motor racing events were cancelled, but a one-off Goodwood SpeedWeek took place from the 16th to the 18th of October 2020.

In all its many guises, Goodwood is a place apart and long may it remain so.

John Mayhead

PG Tips

Peter Reflects On His Month

Astra and putting it away for the winter. The whole corona virus thing has killed off most club level motorsport and even if it hadn't, it's winter now so I'd be packed up until spring – but as I packed up many months ago now I've completed a lot of the tasks I'd usually have done during winter. Instead, I seem to be filling my time dreaming of cars to buy even though I have no money and I really don't need the complications! One of my favourite publications to get my imagination going for such flights of fancy is Modern Classics magazine that concentrated on 80s, 90s and 00s car and was a very entertaining read. Sadly, corona virus seems to have done for it and it stopped being published in August. It appears it's not the only magazine to have been killed off and several low volume classic and specialist car mags have disappeared. I can't see any or many of them making a comeback given that physical print magazine sales were already dropping as attention has shifted on line. Personally, I still like a magazine to be a physical copy rather than an on-line publication. Ironical given where I am writing this article, but there is still something nice about having a copy of something in my house and I tend to go back and dip into it for several days – something I don't tend to do with on line things. I wonder how many magazines will be left once this whole debacle finally finishes or diminishes enough to become part of everyday life?

Recently I've been thinking of three cars to fill my three garages on the basis of one dream motor-



sport car this month is a Citroen BX 4TC – a disastrous Group B rally car, but so whacky and out of tune with the other Group B cars in 1986 that my underdog sentiment makes me want one. Over weight and underpowered compared to the likes of Peugeot and Lancia, the best finish one achieved in its short half season run was 6th place. Citroen bought many of the cars they'd sold back and destroyed them when they realised that they weren't up to the job. There was one for sale over the summer for about £90k – which is cheap for a group B car

and even though it's a bit rubbish I still want one! My attainable dream car is a Maserati 3200 – so beautiful and fitted with a cracking V8 engine; you can pick a decent one up for less than £15k. Ok so the bills are probably going to hurt if you use it and it isn't the best car in the class – but it's a Maserati, sounds and looks amazing and no one will have any idea that you bought it for the price of a mid-range Dacia Duster! The unattainable car is a Lexus LFA for the simple reason that the V10 engine in it sounds better than any engine I've heard on a road car. Is is very reminiscent of a V10 Formula 1 car from 20 years ago – oh and I watched an old episode of Top Gear on Dave the other afternoon that featured it when it was new! I probably won't ever own any of these cars but you never know when I might win the lottery...well actually never, because I don't do it, but my wife does and she's a very generous woman (I hope!).

Finally – Top Gear is back and its okish. Having been on shifts of late I've seen a few old episodes from the early Clarkson and co days, and it's fair to say the new show isn't in the same league but at least it's a car program. I am unsure as to why they have Paddy McGuinness on the show or even Freddie Flintoff as neither seem to know much about cars but the trio do seem to have some chemis

try even if they do grate on me at times. If you are short on car programs to watch - Quest channel (channel 12 on Freeview) shows endless hours of Wheeler Dealers of a weekend! Both Ed China and now Ant Anstead do a good job repairing and improving the classic cars they get, even if Mike Brewer is a bit of a wide boy who seems to fail to make any money or ever do a really good deal.

Peter

Thrill of the chase

What better elixir is there than to embark upon a motor expedition to lift the humdrum of life? I don't mean a fifty-mile canter to satisfy one's urge to break out from the confinement of four walls, but a proper gallop of mind-bending proportions – and if possible at the wheel of a suitably spirited steed. Let me elucidate about one's charger: it doesn't have to be the like of an Atalanta or a Crossley Two-Litre Sports; neither a Frazer Nash nor 'WO' Bentley or Jaguar XK120; not even a Bristol 401, Morgan Plus 8 or Jensen 541.

If you've experienced the gratification of a truly long-distance sprint you'll recognise the thrills of route planning, an exercise itself in anticipating the most challenging and rewarding roads in tune with one's driving satisfaction coupled with a car's characteristics.



More modest but no less charismatic machines as mentioned can suitably fulfil the thrill of galloping over open roads. Completely opposite in personality to the bespoke sports car is Renault's first front-wheel drive car, in this instance an oily-rag 4L with which I chose for a non-stop (apart from fuel and comfort breaks) dash along the often tree-lined *routes nationales* from Calais to St-Tropez. Parking the *holdall-on-wheels* alongside Maseratis, Citroën SMs, Lancias and Lambor-

ghinis merely demonstrated the little Renault's egalitarian persona. Only a rear-engined Renault 4CV or a Panhard Dyna X might have been more chic. With its full-height tailgate, push-pull gear selector sprouting from the dashboard, the R4 is the car Renault somewhat belatedly introduced in 1961 to rival Citroën's 2CV.

It is the 2CV's sibling, the equally idiosyncratic Dyane, I subjected in 1989 to a non-stop (fuel and other essential stops excepted) marathon from Lands End to John o' Groats, the stipulation being that the 900-mile journey be made without use of motorways and undertaken in under 24 hours. The miniscule 602cc air-cooled, flat-twin engine performed as intended, pulling the 'posh 2CV' into its destination with 20 minutes to spare.

Even this feat paled into insignificance when, a year later and with the same car, I drove from West



London to Newcastle-upon-Tyne and boarded a ferry to southern Norway. Looking at the map, the ensuing tramp northwards to the North Cape (next stop Spitzbergen and the North Pole), crossing the Arctic Circle *en route*, calls for some trepidation, especially noting the mountainous route and high altitudes. Most of the roads outside Norway's southernmost region were unmade, and the terrain

more suited to the steadfastness of mountain goats. The Dyane with its front-wheel drive, light weight and front-rear interconnected torsion bar suspension provided all the ingredients of go-anywhere traction, the 3,500 miles expedition being completed without mechanical incident. Despite being mid-summer, much of the journey over mountain ranges involved traversing snow-clad roads.

There have been other expeditions, for example a 24-hour return trip from London to Paris, via the Newhaven-Dieppe ferry, in a roly-poly and well-worn 425cc 2CV van. At least the return trip was all the smoother with more than several cases of wine as ballast. Slowest of all expeditions was a Cockermouth to Central London and return trip in a Fiat 500. The venue was the Thames-side Design Museum to celebrate the Fiat Cinquecento. It was neither a retro 500 nor the 1957 onwards Nuova with which I made the voyage, but a Topolino 500C being the immediate post-war version of the 1936 model.



The grandest trek of all was a 1,300 mile tramp in often extreme conditions from Brisbane to the top of Queensland in 1978. I was taking a two-month trip to Australia and whilst there contacted a friend who owned a number of Citroëns including a brace of Traction Avants and a prototype rotary-engined car based on

the odd-looking Ami. I called at an opportune time: Ann was planning to make the journey in a UK specification 1972 Citroën DS which she'd acquired in England and had shipped over to Sydney. Her fiancé, Graham, was working at Cooktown, once famed for gold mining but now a deserted relic of a ghost town, and the trudge north to be with him would double as a means of sorting the car: would I like to co-drive to the last outpost of civilisation?

We're talking 42 years ago when the roads were no more than dirt tracks and at best had a thin width of pot-holed tarmac in the centre. One kept to the middle and only went off-surface when avoiding the few oncoming vehicles or when overtaking a truck or tractor. The DS was the ideal car for such an expedition, its hydropneumatics making for a superbly stable ride, effortless gear changes and amazing braking power. The suspension made easy work of the rough road, and with its ability to raise the vehicle's ground clearance enabled the car to negotiate deep ruts as well as rocky outcrops.

Owing to the difficult terrain, the DS, introduced in 1955, enjoyed with the like of the Peugeot 404 and ancient Holdens a loyal following because of its rugged construction. The DS was nevertheless treated with a measure of suspicion by garage mechanics, who were unfamiliar with its hydraulic systems.



The DS came into its own when encountering a wide creek located in northernmost Queensland, the domain of rain forests, deadly snakes and hungry crocodiles. Not even Land Rovers and Toyota Land Cruisers could navigate the water which was swollen after heavy rain. Courtesy the DS's adjustable suspension, the car raised itself as on stilts, and with a

lot of encouragement crept across the deep creek, the water level dangerously encroaching the engine compartment and passenger cabin. Hot sun, myriads of flies and dodging dangerous insects were all part of the buzz that was covering some 300 hostile miles a day.

Forty-something years later the will to explore is just as strong. Recently satisfied by an east-west blast from Inverness to Wester Ross and returning via Ullapool in a Mazda MX5, it simply begs for more. One day.

Malcolm Bobbitt

2020 Championships

The committee has agreed that as there have only been
three events held this year that
no championships will be awarded.

Hopefully we will be able to resume events sometime
next year.

From The Top

News from UK Motorsport, Regions and the WMC Committee

CEO's Message



I was standing on the banking at the PFI kart circuit in Lincolnshire on a cool windy morning in April last year, watching the first round of the 2019 British Kart Championships, and enjoying the spectacle of thirty junior drivers barrelling into turn one, then under the bridge and sweeping round 360 degrees at the edge of adhesion. There was one driver that caught my eye, who was not only quick, but clever tactically, and brave in every move. I didn't have the running order with me so it was not until I got back to the paddock that I could find out who this driver was. Her name is Jessica

Edgar and right now she is in the final eight selected for the FIA Girls on Track – Rising Stars academy, for 12 to 15-year-old girls. This is a programme that has engaged with all 146 FIA country ASNs, who were invited to put forward their best young female drivers. These were pared down to the top 25, who competed in an intense week at the Paul Ricard circuit in France, from which we now have eight who will be testing in F4, and put through a range of other challenges to identify the strongest candidates. The winner will become part of the Ferrari Driver Academy, with all of the resources the FIA and the Scuderia can bring to them. Pretty good at the age of 15.

My story illustrates two things – firstly motorsport is one of the few sports where females and males can compete on completely equal terms, and secondly that at the highest level of our sport, people are taking action to address the extraordinary missed opportunity we have inadvertently created. With only 10% of our competition licence holders being female, we are clearly undercapitalising on what could and should be one of our greatest strengths. There is an argument that 'girls are not interested in the way that boys are', which may or may not hold true to some extent, but undermining this stance is the fact that participation in indoor karting is 35% female. That seems to indicate to me that where the barriers to entry are lower and the perception of being a male bastion is less pronounced, a very large number of girls and women love to take on the thrills of the race-track. And now we are maximising this phenomenon by partnering with TeamSport – the UK's



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largest indoor operator with 35 tracks across the UK. They have a top tier racing club called The Grid, and all of the members now get a Motorsport UK, K-I licence (Kart Indoor) which enables them to race in the British Indoor Karting Championship. From this we hope to start identifying talented youngsters that maybe would not have the means to jump straight into full-blown karting at our tracks. In turn, we will then start to see an emerging pool of talented female racers that we can guide into the next steps of the competitor pathway. Increasing the inflow of people is fundamental, but we also need to make sure that they have a great time and stay in the sport.



If we are to diversify the make-up of our community, we need to have a clear strategy and take positive steps, as nothing will change without positive intervention. To effect these changes the board has created a new committee, expressly to address the subject of Equality, Diversity and Inclusion, with working groups appointed for Disability and Accessibility, Women in Motorsport, BAME and LGBTQ+. The chair of EDI is Catherine Bond Muir, who is a Motorsport UK director and the CEO of the the all-female single-seater championship, the W Series. We are taking this seriously. Having said all of this, we do already have amazing women in our motorsport community, including W Series winner Jamie Chadwick and F4 podium finisher this year, Abbi Pulling. In this issue of Revolution we have a feature in

‘Vantage Point’ with Leena Gade, the first British race engineer to win the 24 Hours of Le Mans, and under My Motorsport we have Shirley Gibson, mainstay of the British rallycross scene.

In Club Corner: Truro High School Motorsport Club (Truro High is a girls’ school and the first school in the country to be recognised as an official club by Motorsport UK in 2019). So we have great ambitions but perhaps we should see this as more of a renaissance than a revolution - for women have long taken on the greatest challenges of motorsport, and won, whether it be Pat Moss and Anne Wisdom, Michèle Mouton, or going further back a plethora of women competing in the fastest cars of the day such as Kay Petre clocking a lap at an average of 134.75 mph at Brooklands in 1935. I am sure you will join me in wishing Jess a great result in the final stages of the Rising Stars programme, but also spare a thought for Ella Stevens who also made it to the last 25 but was just shy of the lower age limit for the F4 race prize.

I am sure she will be back next year, armed with invaluable experience. I hope all of you and your families are staying safe and well.

Kind regards,

Hugh Chambers

CEO, Motorsport UK

News Snippets



Chris Glaister has sold his HSCC race Anglia 105e, and is going back to racing Ed's 100e, the family heirloom. In an effort to replace the 105e with something entertaining, he has replaced it with a Lotus Elise, deliberately choosing the lowest power one so he can have fun without being ridiculous.



Ed Glaister's GSM Delta is very nearly finished, and will appear on the circuits next year. Many thanks to Chris Hodgson for some very tricky welding to get the roll cage under the hard top!

Do you have a roundtoit car? Something you bought and stored until you have to get around to doing something with it? Off the top of my head I know of about 20 locally. Bought with the best of intentions but you never have the time and when retirement comes you don't have the time you thought you would have. Possibly some are getting attention during lockdown as I've heard that the classic car parts companies have been doing rather well this year.

There are a couple of Face Book pages; UK Barn Finds, and Unfinished Projects which list all such items that turn up on Ebay and other sites. Most are in good condition and not the piles of rust you see on the scrap columns in the classic press. Every so often something rare comes up, even vintage. In the unfinished projects section there seem to be a lot of nearly finished kit cars, you wonder if they got to appoint where they could not make it go, pass an MoT or what and just gave up. There is probably potential for a good mechanic to buy one and get to sorted and sell on at a good profit.

Did you know that electric vehicles must not ben towed or pushed, as this can cause major damage. The use of the air conditioning and lights can reduce the range by 20%. So one winter's afternoon you are heading up the M6 and at Shap the snow has brought the convoy of EVs to a halt for several hours. Many of the drivers thought they had enough power to get home but if they used the air con, the power rapidly goes and they start to freeze. They are rescued but the convoy of EVs is stuck and has to be rescued by a fleet of flatbed transporters.

The ability of lithium batteries to retain power diminishes after about five years and can be halved by seven years. What will that do to second hand car prices?



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Contact Graeme on gtfmg@yahoo.co.uk

Forgotten Makes



Alex Gowan founded The Hozier Engineering Company in 1899, and it was at this factory that the first *Argyll Voiturette* was produced; copied from the contemporary Renault, it featured a $2\frac{3}{4}$ hp de Dion engine and shaft-drive. 1901 models had an upgraded engine of 5 hp; cars made in 1902 were upgraded even further, using 8 hp units. Soon there appeared a 10 hp twin with radiator tubes forming the sides of the hood; in 1904 the company introduced a range of front-radiated Aster-engined cars. One of these was a 10 hp of 1985 cc; others were fours of 3054 cc, 3686 cc, and 4849 cc. All cars featured Govan's rather awkward gearbox, which had a T-shaped gate and separate

reverse and change-speed levers. The company, by now named Argyll Motors Ltd. had now become Scotland's biggest marque and soon moved from its premises in Bridgeton, Glasgow to a grand, purpose-built factory in Alexandria, West Dunbartonshire. The Argyll Motor Works covered 12 acres (4.9 ha), had its own railway line, and was opened in 1906 by John Douglas-Scott-Montagu, 2nd Baron Montagu of Beaulieu.^[1] However, the new factory was never used to capacity, and the company began to decline after Govan's death in 1907. It went into liquidation in 1908.



The factory is a listed building and for a while was an outlet retail park with a small motor museum. It was certainly a palatial building to walk round with large photos of the cars being built. Somewhat better than what Henry Ford did but then he did not go bust!

Production restarted in 1910, under a company now named Argyll Ltd., with a new range of cars including the famed "Flying Fifteen", and a six-cylinder model. The 12/14 was widely sold as a taxi even being exported to New York. Four-wheel brakes designed by J.M. Rubury of Argyll^[2] and patented on 18 March 1910 by Henri Perrot and John Meredith Rubury (Patent number 6807)^[3] were available from 1911 on, and in 1912 the single Sleeve valve engine designed by company director Baillie P. Burt and J. P. McCollum began production; the entire range featured Burt-McCollum engines by 1914.



Argyll changed hands in 1914 and the Alexandria factory was sold to the Royal Navy for torpedo production. Car production was resumed on a small scale in the original Bridgeton works under the control of John Brimlow who

had previously run the repair department. The first product from the new company was a revival of the pre-war 15.9 hp model, now with electric starter but few were sold. In 1922 it was joined by a 1½-litre sleeve valve model and in 1926 by the 12/40 sports.

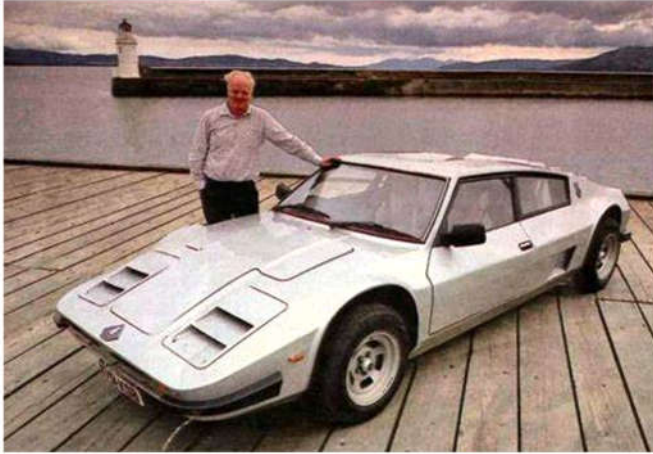
The company made a final appearance at the London Motor Show in 1927 and the last cars were probably made in 1928 though still advertised until Argyll closed in 1932.

The name was re-used in 1976 by a new company who made a mid-engined sports car, the Argyll GT in Lochgilphead, Scotland.

The new manufacturing company was founded by Bob Henderson. The new car was named after the original Argyll of 1898, in honour of a grandfather of one of the investors who worked in the Argyll

factory at Alexandria. Bob Henderson was/is an eccentric inventor and was involved with the Minnow Fish carburettor which was a popular upgrade for Mini in the day.

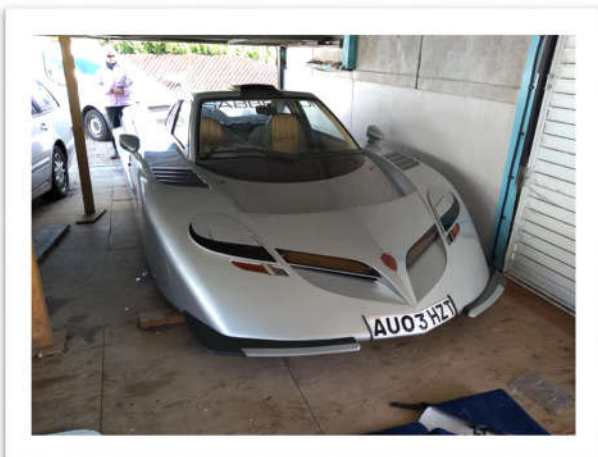
The only model was the mid-engined Argyll GT (or "Turbo GT"), which was based on a sturdy box section chassis with space frame clothed in a fibreglass bodyshell made next door to the old Arrol-Johnston factory in Dumfries by Solway Marine. The 1976 prototype car featured a turbocharged Rover V8 engine. A version with a turbocharged Saab engine was also mooted, but none were built. The suspension came from the Triumph 2500 and the gearbox was a ZF 5-speed unit. By undoing ten bolts, the entire rear end, suspension, gearbox and engine came away.



A production version of the car, which made its debut in 1983, had a non-turbocharged version of the *Douvrin* Euro V6 as used by Renault, Peugeot and others, together with a Renault 30 transaxle. Other manufacturer's components used were the hexagonal tail lights were from the Datsun Cherry, the dashboard from Volvo, the steering wheel from the Triumph Dolomite, and the door handles from the Morris Marina. A turbocharged V8 of 3.5 - 4.2 litres, together with the ZF transmission, was an option, but none were built. Other engine options were the Lancia Beta engine and transmission, and a Buick V6 which had started out as a

stillborn Indycar engine. A top speed of 160 mph (ca. 260 km/h) with the turbo V8 was claimed but never ratified. The quoted price at launch was £25-30,000, which was comparable to the contemporary Ferrari 308 GTB. Production capacity was stated to be twelve cars a year, but none were sold. The silver version used for the launch and publicity material belonged to the company accountant and was virtually never driven.

A Real Rarity



This car was built by Alan Sabberton of Sabena Marine at Wroxham on the Broads. . His father raced on Oulton Broad and he followed with catamarans powered by Chevy V8s. He is currently building a boat to try for the water speed world record. It's a one off and no doubt uses his boat building expertise for the body. It has got a 4700cc Chevy engine.

Thanks to Paul Goodman (MGCC guru and commentator who also commentators on power boat racing) for the info.

Caister Castle Motor Museum



We had a short break in Norfolk at the end of September while it was still safe to do so and managed to fit in a visit to this museum. It's quite an odd ball one and is based on cars collected by a Dr Hill of Leicester who somehow bought the castle and built the museum near Great Yarmouth. There is actually very little information at the museum or on the web about how he accumulated the cars and why he moved to Caister. In terms of motor museums it's a bit of a throwback as many museums have closed over the years and those that have survived have modernised their displays.



The museum is now run by trustees and has very limited opening from mid May to September 25th and not on Saturdays. It's laid out like a crankshaft with cars on both sides of the aisles but with little or no information about them. Sadly virtually all the cars have not been run for many, many years and some look very sad, particularly the two 60s racing cars, the Lotus 33 and the H16 BRM. Quite a number of more modern cars have been donated by the families of their owners, right up to a Honda S2000. A fair few oddities as well, when did you last see a Ford Scorpio Estate for example.



Quite a number of people have tried to buy the two racing cars including Clive Chapman whose Historic team Lotus is only a few miles away but the trustees won't sell anything. No one seems to know why but it may be in the terms of the trust but the museum does need a complete make over, even putting the cars in some sort of order or groups would help. Perhaps selling the Lotus and BRM would provide funds for a revamp and getting a dynamic curator to make the most of the lovely cars.



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

When we retired some fifteen years ago Christine and I had planned well ahead and our new house being built in the orchard was complete and we were able to move into it. Living next door to the building project for the 18 months it took to complete we were able to see the daily progress made or when the weather was against us the lack of it. I confess to being in awe of the skills of the various trades involved with each being a specialist and working magic in their own sphere. So I have deep respect for our club building expert David Agnew who for the past 18 months or so has brought a lifetime of experience in all the trades to the Motor House at Moota every Wednesday. In support there is the small band of volunteer club members who turn up week after week to do their bit. No names today as I would hate to miss anyone out, but they know who they are, take a bow everyone, completion is not far away.

Although I've been to the Goodwood Revival meeting several times since it was reinvented in 1998 I miss not having attended in recent years. The interest is still there and I catch up on screen whenever I can so I enjoyed a feast of historic and some recent motorsport over the past weekend. So much so that if you add in a couple of Rugby finals and except for a few dog walks I was a couch potato for three days. But wasn't it brilliant viewing with the Duke of Richmond and Gordon having pulled together a great field for each of the races with ITV filling the gaps with two good sessions of terrestrial viewing. High spots for me were the Edwardian Race, St Mary's Trophy and the RAC TT which rounded things off on Sunday but alas Sir Stirling was a big miss this year.



The KLMC Devils Lockdown Tests Part two is scheduled to take place on 31st October (as I write this) in West Cumbria and is eagerly awaited by those club members who have entered and been accepted for this well oversubscribed event with accepted entries now up to 61

reserves. Among those entered is Robin Murray and Rob Grant in the 1965 Cooper 1275 S which Robin has owned for many years. Several of my early rally years were spent alongside Robin in various Minis our first joint event being the R L Brown in September 1964 and a 4th place finish. So we move forward to October 2020 some 56 years later and Robin is still active and up for it. Good luck guys and to the rest of us entered on the Devils. A couple of photos are attached of the early days of Robin and me in his first Mini, a 997cc Cooper.

November Tourally – on OS map 85 - which can be bought at discount on line from **dash4it.co.uk**. Starts from the A595 layby at Mealsgate and finishes at Bowness on Solway. Total distance is 40 miles and no hills. A pub and coffee shop awaits at the finish but check for opening times and please remember no more than three cars – 6 crew members maximum at a time. Plotting instructions are on separate sheet, remember you can pre plot the route in the comfort of your own home and select when you wish to drive (or cycle!) the route.

Enjoy.

Ron.

TOURALLY Route Instructions

Nov-20

**Coloured
roads only
OS Map 85**

Location		Map Reference	Approach from	Depart to
START	Layby A595	208419		NE
	Mealsgate			
	via	201463	SSE	SW
	via	198488	S	ENE
	via	222502	SSW	NE
	via	259512	NW	ENE
	via	250544	S	NE
	via	278561	SE	ENE
	via	291534	N	E
	via	312550	S	NE
	via	335567	SSE	W
	via	343586	SSW	NNE
	via	328591	N	W
	via	291569	NW	WNW
	via	275596	S	W
	via	223627	NE	
Finish	Bowness			
	total miles	40		
refreshments	Pub	Kings Arms Inn		
at finish.	Coffee	Hunter Cafe		

From the Archives

Now we have the office/meeting room part of the Motor House more or less complete we have been able to start the archiving of our files. We have the minute books from the mid sixties up to date and the club magazines from 1968. They were all well organised and it was just a matter of putting them in box files each containing two years files. Over the next few months, I will dip into them and pick out some memorable or amusing moments.

We also have a very early sheet of address labels for our membership and it's good to see members who have been with us since those days: Ron Palmer, Ed Glaister, Wilf Crozier, Robin Murray and Mike Little to mention a few. Sadly, we have lost much missed members like Stuart Turnbull, Keith Baglee and Neil Rudd.

We also have many of the Club's older trophies. The oldest is a silver hall marked one dating back to 1923 which as far as we know was the first year of the club when it was the Wigton & District Motor Cycle and Car Club.

At that time and for many years to follow there was a simple club rule; if you won an event then you had to organise it the following year. There were exceptions for folk who won multiple events but there was never a shortage of willing organisers. The odd person who did not organise tended to be "black balled" by other organisers. We ran four "novice" twelve car events in the autumn and then another four "Expert" ones in the winter and spring and in April the Ladies Rally. There was also a full programme of autotests (still called "driving tests") and slaloms and car trials so we had at least two events per month plus a club night and sometimes a film show.

With there being very little motorsport on TV, the annual offerings of films from the likes of Castrol and Duckhams and the film of the Lombard RAC Rally were very popular. Club nights with a film at the White Heather regularly attracted 150 folk and when we could get a forum even more. Films did take a long time to produce and it would often be February before the film of the RAC Rally (held in November) would be released. A very different situation now with lots on FTV and particularly this year live streaming on You Tube.

Delving into the Minute Book produces some interesting gems. One being the club ropes. Back in the late sixties and seventies the club was active with motorbike "scrambles" what we now call motocross. We were obviously pretty progressive then as we leased land for these events at Rosley and bought drums of rope to act as a spectator barrier. Now barrels of hessian rope take up a lot of room

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

50th Anniversary of the Toyota Celica



theme. In addition to inspiration from the Mustang, many similar features are evident on the Pontiac Firebird, Plymouth Barracuda Dodge Challenger



Announced in Japan in September 1970, the Celica made its public debut at the Tokyo Motor Show on 30th October, followed by sales in Japan commencing on 1st December. The Celica first came to the UK in May 1971, this being the 1600ST priced at just £1,350. It was capable 105mph and 0-60 in 11.5 seconds. Contemporary cars back then included the Ford Capri, Opel Manta and VW Scirocco.



Toyota Team Europe was founded in 1972, when Swedish rally driver Ove Andersson asked Toyota to prepare a car for him to use in international rallying. A deal was struck and in the 1972 RAC Rally, Andersson drove a Celica to ninth overall and a class win. The immediate success so impressed the Japanese management that Toyota helped Andersson establish a team

run from his house in Uppsala, with four mechanics and his co-driver Arne Hetz.

The team moved to Brussels in February 1975 and was soon attracting top drivers. They subsequently moved to Cologne in 1979. Other notable early Celica rally drivers also included Walter Boyce, Hannu Mikkola, Win Percy and Martin Brundle. Later generations of Celicas went on to dominate the World Rally Championship in the early 90's.



There are currently 25 first generation Celicas still on the road in the UK. My car 'Fang' was built in October 1973, registered in March 1974 and bought by me in Southend-on-Sea in January 1977. I recall having difficulty getting insurance to cover for my under 25 year old wife, as the car was in group 6, in the days when the highest group was just 7.

The first trip in 1977 was to Switzerland to stay with family friends in their mountain chalet and attend the Fete des Vignerons in Vevey. Shortly after that, the car spent 7 years in storage at my parents, while I enjoyed my first spell living in Hong Kong. I have done another 10 years overseas since then, but notwithstanding these long periods in storage, 47 year old Fang now has 180,000 miles on the clock and is still going strong.



John Midgley also has first generation Celicas within his large collection of rallying Toyotas. John also recalls when Pat Moss drove a first generation Celica on the 1974 RAC rally and won the Coupe de Dams award in it with Liz Crellin co driving. John was in the service crew!! John's Ove Andersson rally car has been shown at Dalemain in recent years and is part of his collection of rallying Toyotas.



There was a particularly good turnout at the show in 2013, including four first generation Celicas.

Bill Sykes

and are quite heavy. For many years we hired them out to local sports clubs like Welton, Sowerby Row, Fellside and Wigton Rugby Club and there were regular debates as to the fee. In 1970 this was raised from 7/6 to 10/-

In June 1971 it was suggested that the Club buy some tools for members use, it was further suggested that the Club rent premises for a workplace and club room. It just shows that nothing is new, and it took nearly 50 years to get there!

The annual Dinner Dance at the White Heather Hotel was a major event sometimes attracting 300 people (the club had about 60 members at the time). In 1972, it was suggested that we had two bands playing one to provide more modern music compared to that provided by the Aubrey Melville Quartet. Looking at the accounts for the awards dinner, on a turnover of £312, it made a surplus of £46. Indeed, it was suggested that we ran two dinner dances a year.

I see that I got landed with the editor's post in June 1971 and shortly afterwards the secretary left the area, and I took on that roll for a short time!

In 1971 there were discussions with the Keswick Motor Club about joint events and a meeting took place at the Swinside Inn but appeared unproductive as the KMC did not want to run under an RAC permit.

The June 1971 minutes saw the committee discuss running events for trials cars which was agreed. Committee meetings were held at the Sun Inn at Red Dial although club nights were at the FE centre at the secondary school.

Event reports were often detailed and discussed in some depth. John Stamper was a prolific winner of driving tests (autotests) and autocross. Concern about events being organised by clubs from out with Cumberland coming into the area was expressed and to be raised with the RAC. (Again nothing is new!).

For many years we did run events in August as it was seen as a holiday month and the Rayplane factory had a fortnight shut down. We also did not publish a magazine that month. At that time the magazine was printed courtesy of Stan Palmer at Bolton Low Houses. However, that had timing issues and it was agreed to buy a duplicator.

GTF

Reminder

**2020 membership has been extended until
December 2021**

No 2021 membership cards will be issued and
2020 versions will be valid
until the end of 2021

A Tale of Two Rallies

It's been a funny old year Motorsport wise, in light of the COVID19 Pandemic and the new watchwords of "Social Distancing" "Facemasks" use hand sanitiser and wash your hands! I thought to share my experiences and views from the co-driver's seat this year, starting with the Malcolm Wilson Rally in early March and concluding with the recent M-Sport Return to Rally Stages competing alongside my long time regular driver, Rory Young.

At the start of this year, we had agreed a fairly limited calendar of events depending on Rory's work commitments and holidays. Really it was events that we fancied plus one or two old favourites like the Malcolm Wilson and Rallye Mont Blanc in the French Alps. However as we now know the World was due to change.

Rory describes himself as a simple Farmer, but he is far from that, with diverse business interests based around Agriculture, including Scottish Christmas Trees which is our main sponsor. In fact, I have to say that Rory is a fair pilot who doesn't realise how talented he actually is.

Anyway, our Malcolm Wilson Rally started with me filling out the online entry form, although it's a bit of a challenge to find out from Dommy, exactly which car we are using. Rory normally uses a Ford Fiesta R5 from Dom Buckley RSC Ltd of Kelso.

Leading up to the event about 10 days before, I felt really out of sorts with a temperature and night sweats, stomach cramps, loss of appetite and no sense of taste. At the time I just thought it was something I had picked up from my Grand children, now in hindsight I am not so sure!

Anyway by the time of the event I was feeling better, just really tired and washed out. We tested up in Sleetbeck at the test organised by John Parker and Brian Kinghorn. It was six months since we had been in the car together so it was a good chance to get some much needed practice. The test went well and by the end we felt totally in harmony and up to speed. Talking to Eric Richie who was marshalling the test later, he was most complimentary how our pace and smoothness increased throughout.

I had to have the co-driver's seat raised slightly during the test, as on previous events I had been too low and struggled to see reference points at speed to accurately time the notes.

We spent the few hours after the test going over the safety notes and DVD from Brian Patterson before signing on. Brian's notes are too detailed and need some serious modification before they suit Rory.

As we now know the Malcolm Wilson was probably the last Rally run in the UK prior to lockdown and was the first to recommend regular hand washing and to limit personal contact with anyone else.



Rally people are on the whole a sociable bunch and I must admit it was hard to remember not to shake hands. I did lapse at signing on with an old acquaintance, Phil Short who was the Motorsport UK Steward and again the next morning with Andy Irving and Martin Wilkinson, both old friends. I did however manage a socially distanced elbow pump with Jock Armstrong!

What are my memories from the event itself? I suppose it's the dramas and stages that stand out and not always for the right reason. We had a good solid start in the top 6 cars which isn't bad considering there was a goodly number of World Rally cars in the event. On Stage 3 Wythop, everything seemed to come together, Spadeadam Motor Club where marshalling this Stage. Rory had some good advice not to lift or brake before the final crest at the end of the big dipper and the banter from the start and finish Marshals was cutting to say the least!! Especially from David Love!!!

Anyway, we got to the end of the stage really pumped on adrenalin and pleased with our performance. The first part of the stage is fairly technical which suits us and is followed by the "Big Dipper" which is absolutely awesome! On the limiter, flat out in top gear, down the hill in a 300 hp 4wd, Go-kart! It sure makes the hairs on the back of my neck stand up. 4th Fastest achieved!

Just got my time card sorted at the end when Malcolm Wilson stuck his head into the car and shook my hand and said, "What are you doing you silly old b****r, I thought you had retired". I replied "I don't want to give up Rallying yet, I want to keep going as long as I am fit and able!"

Malcolm just laughed and wished us luck.

I think that day there was certain euphoria about the whole situation; we knew already most Rally's were cancelled and that uncertainty lay ahead so we all just wanted to enjoy the experience while we could.

On to the first run through Greystoke which was OK. We managed 4th fastest, two places ahead of Adrien Fourmaux in the M-Sport R5 Mk II who made a rare mistake in a Forest he must have tested in on numerous occasions. Adrien still led the Rally by a solid 26 seconds!

Greystoke doesn't really suit an R5 Mk I as it has many straights and 90 degree corners with very little technical content when up against World Rally Cars and Mk II's. However at the end we had risen to 4th overall which was amazing really.

After the first Service at Penrith Truck Stop we had the long run down through Glenridding, over Kirkstone and "The Struggle" to Ambleside, then all the back roads via Hawkshead to the first and shorter of the two Stages in the Grizedale complex. The traffic that day was horrendous even though visibility was poor over the tops and the weather wasn't the best. It seemed as though every tourist in the country was in the Lake District that day. Even with slack timing on the road I am sure everyone ate into their lateness on that section. The pressure had certainly been on, as a num

ber of crews needed a comfort stop prior to starting the Stage, including us!

Grizedale South was a very technical Stage at just under 8 miles. We had a good start and soon got into our rhythm, then after about 2 miles in just after junction 4, I felt that the car was sliding wide on corners and struggling for grip on the steep uphill towards the summit. I quickly looked across at Rory who seemed to be struggling and fighting with the car rather than his normal smooth driving style. After a couple more notes, I said "problem?" Rory replied "Puncture I think but haven't hit anything". I quickly replied after some more notes! "Keep going, we can't afford to stop and change it". By this time we were on the downhill part of the stage and the car became even more of a handful to get round the corners especially left hand ones as we later found out. Rory drove brilliantly and was having a real fight to control the car. Every now and then he would ask me "how far to go?" and I would reply (lying through my teeth) "Not far now, keep going, you are doing well"

As a Co-driver you have to absorb all the anxiety and stress from your driver, keep him going and encourage him until you get an outcome good, bad or indifferent. It's not always easy to be economical with the truth when you can see the trip meter out of your right eye and our notes usually have the mileages at each junction!!

Anyway we made it to the end of the Stage, I sorted our time out and Rory jumped out to check on the car. We had a right front puncture which luckily hadn't started to delaminate or hadn't damaged the rim. We could see the arrival Control for Grizedale North from the stop Control so we pulled down the hill into a bit of a lay-by and set about changing the wheel for our spare. I think we were both really disappointed!! As it took us longer to change than it normally would have. We got through the arrival control only to find out that the Stage was delayed due to an accident in the 2WD cars running at the front. So we were all double stacked and parked up in running order for about an hour while everything was sorted out. I am pleased to say that no one was badly hurt, just dented pride, so "all good".

I was able to check our overall time and the affect our puncture had on our overall position while the Stage was delayed. I calculated we had dropped over 50 seconds to our nearest rivals which amazingly had only dropped us to 7th overall and as I said to Rory, "it's never over until the morbidly obese lady sings" so we keep going!

So with a long delay, what to Rally crews do? Stand around and talk, that's what, it was a surreal chance to catch up with old friends and rivals and to make new acquaintances especially with COVID on the horizon. It was good to catch up with former Club member Heather Grisedale and her partner Mark Fisher, both co driving for different people. Mark was in an Escort Mk II with Rob Wright and Heather was sitting with John McIlwraith in a Subaru. It was also good to see old friends Stuart Egglestone and Brian "Dak" Hodgson doing well. We also got the chance to talk with Adrien Fourmoux and his co-driver Renaud Jamoul both who came across as being down to earth and enthusiastic about our Sport.



Grizedale North Stage was about 10.5 miles in length and again very technical which suited us fine and we managed a creditable joint 4th fastest with Russ Thompson who is the son of John Thompson. I used to sit with John years before, first in his ex Bannister Escort Mk II BDA and then in his Escort Cosworth. Our overall position didn't change!

Now it was the long run back to Penrith for Service, before tackling Greystoke for the second time.

With Greystoke being the last stage of the Rally, we had nothing to lose, so we decided to push as hard as we could. We already knew we would be at a disadvantage to Adrien Fourmoux and to the World cars.

Well! We set off into the stage and everything just seemed to come together. The braking was buttock clenching-ly late, the power was always on and the co-driver was singing the notes!

On the long straight after junction 12 we caught sight of the

"Hippo" World car of Tom Preston/Carl Williamson just exiting the chicane at Junction 13. I said to Rory don't concentrate on catching him just continue to drive your own rally as you are. Anyway we continued to overhaul Tom and as we got closer we could see he had been off backwards into some scenery as he was trailing his bumper behind. He must have spotted us as he eased over to let us through just before junction 18. We only had to get through the quarry without making a pigs ear of it and we were finished.

We stopped the clock on 7.51 which was the 2nd fastest time on that stage which was 20 seconds behind Adrien Fourmoux and only 2 seconds quicker than Russ Thompson. With Tom Preston losing over a minute we were elevated to 6th overall and 2nd in class, 12 seconds behind Dylan Davies/Lion Williams who were 5th in their Skoda. You could speculate that without the puncture we would have been 3rd overall, but as they say "That's Rallying for you".

Due to COVID the finish was a bit of an anti-climax really. Once round Gerry Braithwaites Garage, here is a set of results, two bottles of beer, thank you and goodbye. Due to COVID and Lockdown the organisers couldn't even send the trophies out until the end of July. Not their fault but a real shame.

Back to Penrith Truck Stop to meet up with our team before heading for home. Dommy was in Mexico trying to get home, so our team Manager was Dougie Redpath and we had a brilliant team of mechanics looking after us.

On the following Monday, the World changed and Motorsport was suspended until further notice. What do we do now? Keep in touch by whatever means, stay home and keep safe. Motor club newsletters were a godsend to keep us in touch but with all events cancelled we had to enter the virtual world of Motorsport. Garages have never been cleaner and all those jobs put off for a rainy day were completed. When lockdown was eased and the new "normal" was the way forward, I think we all wondered how we would get back to Rallying. Towards the end of June we received news that there was likely to be a Forest Rally held in Greystoke called the M-Sport Return to Rally Stages. This was to be organised by

West Cumberland Motorsport and Eden Valley Motor Clubs in conjunction with M-Sport and UK Motorsport. It would be limited to an entry of 45 cars all built by M-Sport and would feature 6 Gravel stages in Greystoke Forest.

I think Rory, Dommy and I all tried to get in touch at the same time! Rory really wanted to compete in his local event, the Galloway Hills Rally, which if it went ahead would be in early September. Apparently also, Mathis Aubier from Rallye Mont Blanc in France had also been in touch to say that Rallye Mont Blanc would definitely go ahead at the beginning of September and that Rory and I had an entry if we wanted it. So we had a choice to make, with probably Greystoke being the least challenging for us. We decided against Mont Blanc as Rory couldn't afford to be in quarantine for 2 weeks after with the lead up to his busy time with Trees and Hens being the priority. To be honest in the present situation it doesn't give the right impression either. I had a gut feeling that the Galloway Hills wouldn't run so we managed to convince Rory that Return to Rally was the right choice.

I think by this time we were all desperate to get back into a car and go Rallying!

On Wednesday 22nd July, I had our entry all loaded up by 11.00am, ready to send when the entries opened at 12.00. It was a good idea but the entry system wouldn't hold the data so at 12.00 I had to start again! Anyway, got the entry in and we were receipt number 23 which told me that at least 22 other crews had the same idea! The next thing was signing on which had to be completed by 14th August for final seeding. This was online and so easy; I was convinced it felt like cheating! Rory didn't know a thing about it until he asked me on the way to the recce on the 21st "When do we sign on?"

I said "it's already completed on line by me on your behalf". "That's good, I could get used to that" he replied.

I ordered a set of notes from On the Pace note run by Killian Duffy and Craig Parry. We could have made our own but having a bare set of notes just saves time really so that we can take full advantage of the Recce. As I said previously we use the Standard 1-9 system with direction first so for instance L1 is Left One which is the quickest corner while a Left Nine is a 90 degree slow corner.

We have never used On the Pace before so it was going to be interesting to see how they worked for us. The first job was some serious editing of the notes to get them into a format we could use on the Recce. The first problem was although they were meant to be in 1-9 format, Killian and Craig used Square Left or Right instead of L9 or R9. This was no good for us as it takes too long to say and Rory wouldn't recognise it. For us it's all about the corner and our positioning on the road when entering and exiting. We limit the words used so that only the important data is provided with the minimum of effort to ensure maximum understanding. If you don't, then on a technical stage the Co-driver ends up talking rubbish and the Driver hasn't got a clue what's going on!!

Return to Rally would have a new innovative timing system called Limited Contact Rally Timekeeping with different clocks. The system was based on the International clocks and system used in the WRC but without the touch points of using a time card between Competitors and Marshals. A competitor only enters the Control on his minute then by sign language agrees with the Marshal that he has the correct minute. Fairly simple and straight forward really. Unique copies of the time cards were emailed out prior to the event to each Competitor for downloading and printing. Each time card had a QR code for uploading the completed card as a further check. This was not compulsory to be used due to the limited signal on certain networks in Greystoke.

On Friday 21st I duly met up with Rory at Rosehill, Carlisle and we set off for the recce in Greystoke in our own little two person family bubble normally called a Nissan Navarra Pickup! Dommy was running five cars on the event and I think the logistics down from Kelso had turned into a bit of a nightmare, so we didn't have much chance for a socially distanced chat. We just got on with the Recce which was fine. Rory found the notes pretty consistent from Killian and Craig although he speeded a number of corners up on the first stage (which was also Stage 2). The recce went well despite the guttery conditions and sudden squally showers that just appeared from nowhere. We just worked quietly away near the back of the convoy which gave us time to alter the notes after the first run through while using the second run for timing and fine tuning. Finally it was back to the Service area for a quick socially distanced chat with Dommy before heading for our own homes.



Next morning we arrived bright and early to Greystoke to be told to park in the trailer park. From there we were taken by minibus provided by M-Sport to the Service Area with masks to be worn while on board. It had rained heavily during the night and while it wasn't raining, the Service area was waterlogged and clarty to say the least. Luckily Dommy had the groundsheets down and the truck was fully provisioned for the day.

So what does the co-driver do before the start of the rally? Me? I check my watch against the clock a couple of times and also against Jamie Edwards who was co driving for Tom Williams next to us. Next it's a quick scoot round to get my bearings in the Service area to locate the controls, find Rally HQ and the site of the drivers briefing. Bumped into Caroline Lodge so stopped for a quick chat to find out how they were coping with the situation, especially as Caroline is a Nursing Sister in the Cumberland Infirmary. Then I check my gear in the car, helmets, hans

devices, intercom, balaclava, bag, roadbook, notes, and time cards. Then it's a quick chat with our two dedicated Technicians, Philo (Phil) Mangan and Kevin (Kev) Johnstone plus a little bit of banter with the other guys working alongside Dommy. I always keep one eye on Rory because at crucial times he has a habit of disappearing!

Finally its 08.30, time for the Drivers briefing mostly about COVID, including a quick speech from Malcolm Wilson. Malcolm turned up wearing a mask even though the briefing was outside, he soon took it off when he realised nobody would invade his space. It's funny, everybody wanted to talk to each other but still maintain their distance. It wasn't just about the Rallying, it was being able to meet up with like minded enthusiasts and be able to talk about it as well. I think we all need-

ed it and Rory and I needed to be back in the car as well. Even after 40 odd years of co-driving, I still get nervous before a Rally but this time I have to admit I felt relaxed which did worry me slightly. Once I am through the first control, the nerves go and I just concentrate and get on with the job.

Right! Let's get this Rally started. Balaclava, Helmet and Hans on in the comfort of the Service area, then off to the first main control to join the queue just behind Stephen Petch/Michael Wilkinson. My watch clicks to about 10 seconds past our due time and I ask Rory to move down. Good news my watch is still in sync with the control clock so I show my time card already filled in to the Marshal through the window, quick thumbs up and off we go! Then to the Arrival Control manned by two old friends, Gordon Roper on the clock and Margaret Bagley who was checking the times through the window. It was easy to work out our Start Time just from the cars in front and my watch was still in Sync. The start clocks where a different format but we have used similar clocks in Morzine before, so not a problem. I give Rory the first two notes and then at 10 seconds to go I reach across and depress the R5 (Stage Mode) button stating loudly for Rory that it is on. Countdown 5-4-3-2-1 and away we go, *Crest/Late Right Four into Left Two over Crest- Sixty*.

Our run through Stage went well really, maybe a little cautious but nobody was really confident of the grip level first time through. Our time was 6.26 which was thirteenth fastest, two seconds behind Tom Preston/Carl Williamson in their World car who where 2 seconds behind Tom Williams/ Jamie Edwards in the leading Mk 1 R5. All in all, a steady start to the day. My only criticism was probably the position of the Service "in" control. It was manned by Mark Fisher and Miles Whitlock both experienced Marshals. As well as recording your booking in time it also showed your due out time for a few seconds but it was very difficult to read, because of the light reflecting from the readout, especially from the right hand side of the car.

Now we had a thirty minute service before repeating Stage 1, time to upload my Time card using the QR code and my iPhone. Taking the photograph wasn't a problem although the EE phone signal wasn't the best. I couldn't upload from inside the hospitality area of the truck so had to stand either at the side of the Rally car or behind it out in the open with my phone held in the air. It took a while to upload so I got some funny looks from people walking by. John Fife thought it was amusing and took my photograph while in full upload mode.

Now to Stage 2, it was all going well until I pressed the R5 button on the Start line, instead of Launch control, the engine stopped! Countdown had begun so it was a quick restart of the engine, set off without launch control and engage the R5 on the fly, while dealing with the first few corners including a downhill hairpin left. We must have dropped between 10 to 15 seconds trying to sort it out. We probably pushed a little harder than was sensible really and finished the Stage in 6.22 but Tom/Jamie had taken 11 seconds off of us. On the plus side we were still 13th o/a.

Stages 3 and 4 would be the reverse of 1 and 2 so we had an hour and a half service in between which was useful given that we had a problem. I said to Dommy and Phil that we had a problem on the Start line, they thought it was the Lambda sensor which would need to be changed. Not an easy job as it can only be accessed from underneath. It took Phil, Kev and Dommy about 25 minutes to sort then we had to ask one of the M-Sport Engineers to come along with his laptop and re-program the ECU. It's a good job they were there!

Phil Mangan is good friends with my Cousin Trevor's son Alisdair. People probably don't realise that most of my family are from County Tyrone in Northern Ireland. In fact I lived and worked in Belfast for nearly 12 years in the 1960 s and 70s. Well my Cousin Trevor is in actual fact Trevor Cathers, former British and Irish Rally Champion in 1995. Talking to Phil reminded me of Trevor's sage advice when I asked him once if he ever spectates at a Rally. His advice to me was "The only way to spectate at a Rally is from behind a windscreen!!" Meaning from inside a Rally car!! Being honest during the Lockdown that's what I missed most about my Rallying, being in the car.

I have to say that Dommy had excelled himself with the Catering for this event, not sure it was for our benefit though. I think due to the COVID restrictions it was easier to buy in from a professional caterer. We had a choice of Lasagne, Cottage Pie or Chicken Curry all heated up in the Microwave and for Sweet it was either a beautiful mixed Fruits Cheese cake (managed 2 portions) or a Chocolate dessert.



I think the most important factor about this particular Rally was the social element; it was not about winning, it was more about taking part. We always knew we were not going to win which is probably why we didn't push as hard as we normally would. It was just so good to be able to sit or stand and talk with old friends. Yes there was Social Distancing, however at times it wasn't always possible to the letter of the law. There had to be an element of trust especially with 5 crews and mechanics working so close together, even though technically it was outside. I think it's more about sensibly expanding your social bubble without endangering others. It was good to meet up with people you haven't seen for a while such as Edwin Cook and his son Richard, both true enthusiasts of our Sport. Dom Buckley Snr came across to see Rory and me just for a catch up and I also managed to get across to the M-Sport Service area to speak to my old mate John Steele. I also bumped into Jim Balfour who insisted in telling anyone that would listen that I introduced him to Motorsport and

Spadeadam Motor Club.

Back to the Rally! On Stage 3 we managed a 12th fastest time which elevated us to 12 o/a only about 3 seconds off Tom/Jamie's time. We had a discussion in between us about how late anyone could brake going down the long straight to the R9 at Junction 13. For an R5 the sensible advice was to brake just before the crest 80 metres prior to the corner. Tom/Jamie said they would try it next time round!

On Stage 4 we had a bit of a surprise just after Junction 9 at Millfield, we have it as "Turn Right 8 opens to Right 6 - 130 metres". About 70 metres from the junction at right angles to the track, about 10 metres towards the tree line on the left hand side, Malcolm Wilson had managed to park his Ex Stobart Escort Mk II BDG which he was using as flying course car. It seems that the accident started on the Right 8 when he hit a tree on the outside of the corner with the back end. This spun him through 90 degrees into a barrel roll down the straight coming to rest in the undergrowth, PARKED!!

We managed to maintain our 12th o/a but Tom/Jaimie had managed to try the late braking and squeezed an extra second from us. I believe it had been an interesting experience and they didn't plan to repeat it!!

Stages 5 and 6 were similar to 3 and 4 with a different start and a little bit in the middle making the stage faster. At the out control before Stage 5, the Irish guys in Car 5 must have had a clock problem because they didn't go into the control until a minute late. Michael Wilkinson jumped out of their car and came to talk to me to check that my watch was the same as his. I said they must have a clock problem to which Michael said "I thought you would know, just wanted to check". There was a delay at the start of 5 and it gave us the chance to talk to fellow competitors and also Gordon and Margaret on the arrival control. Rory also wanted to watch Matthew Wilson off the line in the latest WRC car.

Stage 5 we managed an 11th fastest time which kept us in 12th o/a so it was all down to the last stage for a bit of a push to end the day on a high. And push we did! It was all going well, we managed some serious late braking into Junction 13 then up the 170 metre straight to the Right 9 at Junction 12. Next thing I know we are sliding to a halt into the junction with the engine stalled. Quick fire up, into reverse back into first and away we go again. "What happened there" I asked, no reply, just steely determination all the way to the end. It turned out that as Rory went to left foot brake into the corner he caught the clutch briefly with his heel with the result the car didn't turn and the engine stalled. "That Rallying" as we keep saying. We still managed 15th fastest and retained 12th place o/a by 1 second from Tom Preston/Carl Williamson in the Hippo World Car run by Martin Wilkinson's CA1 Motorsport.

So that was the end of the Rally and it was a mad scramble to get packed up to head home. I am sure you are impressed to learn that I managed all my time card uploads but it doesn't half go for your phone battery life. I just got the impression nobody really wanted to leave, rather they would have preferred to stay around and chat. The word is that there won't be another forest rally until at least April 2021. Enjoy what Motorsport you can in these challenging times and don't forget to fill in the survey for Forestry England!

Allan Cathers

Lewis is the G.O.A.T?



A land mark win in Portugal for Lewis Hamilton makes him the most successful F1 driver in terms of wins and very likely in terms of championships.

Historians will debate as to his place on ability compared to those of other eras or note he has always been in single seaters, or that the likes of Clark and Fangio did far fewer races per year. Thus the title of **Greatest Of All Time** is really meaningless despite his remarkable achievements.

It must be nearly 25 years since he raced at Rowrah, reputedly where he honed his wet weather skills. I can remember him kicking a ball around with the other lads after the races finished, There weren't any of the big motorhomes and huge spending that we see now in karting. The kids rose through the ranks on skill alone and Lewis was lucky to catch Ron Dennis eye and the rest is history.

His unconventional life style and his comments on equality, vegetarianism, dog food and climate change can often upset folk. He should let his driving do the talking for him. Will he be racing next year or will he settle down as a family man and ensure his winnings?

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Another one bites the dust!

After quite a while muddling along the Williams Formula One team has given into the inevitable and been sold to a group of venture capitalists. Many years ago Enzo Ferrari described the smaller teams as “garagistes” and now Williams is no more that historic group of Formula One teams has vanished, oh and by the way McLaren doesn't count it's merely a name, and from all accounts might not be far behind Williams as it's trying to sell it's headquarters and then lease them back in order to garner the necessary funds to keep going.

Think of all the great teams formed and run by an owner/ patron. Vanwall, Tyrell, Lotus, BRM, Surtees and Brabham are some that spring to mind, all top flight in their day. Lesser names include Ensign, Eagle, Penske, Wolf, Osella, Minardi, Hesketh etc but all those listed above and many, many more, have one thing in common and that is that they were formed by enthusiasts run by enthusiasts and supported by enthusiasts. A lot of them could hardly be described as businesses, they epitomised that old motor sport question “How do you make a small fortune out of car racing?” Answer “Start with a big one”

They were basically killed off by people who wanted to use our sport to create great personal wealth and turned it into a money generating venture which saw costs spiral, team personnel numbers increase and the involvement of more and more marketing types to find sponsorship deals etc. This brave new world was alien to many of the teams and as a consequence they've faded away.

Nowadays there's so many events a Grand Prix no longer seems a special occasion, drivers are bound by contracts which insist they speak in cliches and competitors of huge potential never reach F1, while those who bring vast amounts of sponsorship or family money get drives they would not otherwise achieve. Banks of people sit looking at computer screens and use data to send radio messages to drivers telling them how fast or slow to drive to achieve optimal performance. Really there's very little wonder the Williams family, true racers to a man or woman, were forced out. In the modern world of so called racing they were the last of their breed and I'm sure we'll all miss them and what they stood for.

After the latest Grand Prix Lewis Hamilton has now equalled the 91 race wins of Michael Schumacher, a number everyone thought would never be challenged. Many people don't take to Hamilton, his life style, tattoos, strange hairstyles etc turn them off. Having said that even they've got to accept the lad can drive a racing car and it's genuinely a privilege to have been watching him ply his trade with such aplomb. Hopefully he'll have enough sense to know when to stop and not end up looking a sad shadow of his former self which appears to be what Mr Vettel is doing. It'll be interesting to see whether the returning Fernando Alonso at the age of 40 plus comes back with a fire in his belly or joins Seb and Kimi in the old boys association.

Ends

AA.

Fellside PCT, December 6th Hopefully.

at the Blagill venue near Alston

If anyone is interested can they email me at mykepocock@yahoo.co.uk or ring me on 01228 53055 and I will send all the necessary details when available. Also if anyone is interested in marshalling I can be contacted in the same way. As before, the venue is suited to cars with reasonable ground clearance or those that don't have a deep front vallance. As it is a single venue event cars must be capable of passing an MOT but don't need one in place.