

# Wigton Motor Club Ltd

# Start Line

Issue 04/21

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

April 2021

## The Return Of Speed



**We are hopefully bringing back the speed championship with a trial series this year. If there is enough support we can move forward with it in 2022. Hopefully many of those in the photo above (taken in 2014) will be back.**

## For Members, By Members

# Club Officials

## OFFICIALS

<i>President.:</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer &amp; David Turnbull,</i>	
<i>Sec/Editor</i>	<i>Graeme Forrester</i>	<a href="mailto:gtfmg@yahoo.co.uk">gtfmg@yahoo.co.uk</a>
<i>Treasurer</i>		
<i>Membership Sec</i>	<i>John Sloan</i>	<a href="mailto:wigtonmcmemb@outlook.com">wigtonmcmemb@outlook.com</a>
<i>Social Sec.:</i>	<i>Charles Graves</i>	<a href="mailto:charles.graves@armathwaite-hall.com">charles.graves@armathwaite-hall.com</a>
<i>Child Protect.</i>	<i>Alan Jackson</i>	<a href="mailto:bigwalk1@gmail.com">bigwalk1@gmail.com</a>
<i>Equipment Officer</i>	<i>Graeme Mactavish</i>	<a href="mailto:gmact123@gmail.com">gmact123@gmail.com</a>

## COMMITTEE MEMBERS

John Graham	<a href="mailto:jlg86mpa@hotmail.co.uk">jlg86mpa@hotmail.co.uk</a>
Lynda Graham.	<a href="mailto:jlg86mpa@hotmail.co.uk">jlg86mpa@hotmail.co.uk</a>
Andrew Graham	<a href="mailto:andy-lake3rec@hotmail.co.uk">andy-lake3rec@hotmail.co.uk</a>
Jim Crockett	<a href="mailto:jamesmcrockett@yahoo.co.uk">jamesmcrockett@yahoo.co.uk</a>
Chris Leece	<a href="mailto:chris_1lowtherview@yahoo.co.uk">chris_1lowtherview@yahoo.co.uk</a>
Paul Eastwood	<a href="mailto:paul.eastwood@carrsgroup.co.uk">paul.eastwood@carrsgroup.co.uk</a>
John Sloan	<a href="mailto:johnsloan02@outlook.com">johnsloan02@outlook.com</a>
Ron Palmer	<a href="mailto:ronpalmer777@hotmail.com">ronpalmer777@hotmail.com</a>
David Agnew	<a href="mailto:DAVIDWAGNEW@aol.com">DAVIDWAGNEW@aol.com</a>
Rob Grant	<a href="mailto:robincumbria@hotmail.com">robincumbria@hotmail.com</a> ,
John Holliday	<a href="mailto:johnholl403@gmail.com">johnholl403@gmail.com</a> ,

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# *Talking Point*

## *Topical Comment from the world of motoring*

Inspirational is a grossly over used word these days but in the case of Billy Monger it is entirely appropriate. He would have every right to be bitter about his lot in life following his accident, but his constant cheerfulness and determination are a lesson for everyone. At the time of writing his epic trek has raised over £3m for Comic Relief. It's a great pity that Sir Lewis could not have given up a little of his valuable time to join him for a mile or two, instead of moping about wondering where his next forty million was coming from.

The F1 circus gets under way this weekend. Some rather bizarre colour schemes on the cars, it's as if they were done by a ten year old with Paintbox! Simple is best, so for me the Ferrari and Aston Martin come out on top. It's great to see the famous Aston Martin green back on the track.

There are twenty three races this year, the most ever, but at least six are in countries where human rights are almost unknown by way of race, gender or orientation and there is often no democratic government. It would be good to see the drivers speak up about those issues rather than kneeling.

Sadly in F1 money talks and none more so with the Haas team. The US team is short of funds so has taken on the Russian driver Nikita Mazepin whose record so far is at best average, however his dad is a billionaire (big in potash) and is bank rolling the team. Now Russians are not allowed to compete in any sport at the moment under the Russian flag. However the colour scheme on the Haas is in the colours of the Russian Federation flag! Add to that is that Nikita has engaged in some rather unpleasant behaviour (including filming it). In any other circumstances the team would have sacked him but of course they need the money. The same with the FIA, they could have taken his licence away but if they did that, they may well have been left without the Haas team in F1.

Money talks!

There has always been people in F1 that you wouldn't buy a used car from, from outright crooks to complete chancers. Some get away with it and become rich others fade away and some even end up in jail. If you read any of the GP news pages or forums you will know who the current centre of discussion is. The success of Red Bull and Monster Energy has seen others trying to get a share of the energy drinks market. It makes for amusing reading! A bit rich really!

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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# Club News & Events

**Autosolo**

**April 18th**

**Maryport Business Park**

Entry forms have been sent out.

The event is for roadworthy cars only, there are no 360 turns, reversing or memory tests. If anyone wants more info, contact Steve at fishwick38@gmail.com, tel 07796871899 or John at johnholl403@gmail.com

**More details of other events will follow**

**The Lake District Classic will not take place this year due to the pandemic making it difficult to visit test sites and obtain new ones.**

**If you have any trophies from the 2020 Awards Night we would like them back at some point before we all forget about them.**

## **Membership**

**We have had a few folk asking about renewing their membership. As previously noted, everyone gets free membership this year if they paid for 2020. The 2020 cards and numbers will carry forward.**

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# Championship News

## Historic & Targa Championship

With the uncertainty of what event will run this year this series will be taken on the results of WMC members on their best five results on NESCR Club events. All they have to do is enter under WMC where possible and have Team Wigton stickers on the car.

## Speed Challenge

As we revive the Speed series, the results of WMC members whose cars have Team Wigton stickers on, on the best four results from the following six events.

June	12th	Barbon
July	3rd	Barbon
July	25th	Three Sisters
September	16/17th	Harewood
October	2nd	Kames

Please note that places on these events will be in demand so enter as soon as the forms appear.

## Club Championships

Our overall, autotest & autosolo championships will be run over whatever events that are run this year.



VCC Tour at Greenhill in 2018

# Little Red Devil: MST Mk2 Review

There it is, a black ribbon of Tarmac, stretching out below, one hairpin following another as the road climbs from the sea, carving its way up the hillside and through the rock and fir trees. And here it comes; a growling little red box on gold wheels, charging for the hairpin before the brakes bite, nose dives and its driver gives it the signature ‘send’, jinking away in the opposite direction of the road and dabbing the brakes, then getting on the gas and making one long, seamless drift, the revs flaring before the rear wheels find grip, the car straightens and the little red devil squats at the rear and charges toward the next hairpin.



It's an evocative scene. All it needs is a crowd of cheering onlookers dressed in Rothmans-branded rally jackets and Ford Motorsport bobble hats and you could be forgiven for thinking you've tripped back in time to the Lombard RAC Rally, cheering on the boys from Boreham.

But despite what your eyes tell you, this isn't a 1970s Mk2 Ford Escort in Group 4 rallying specification. It's an MST Mk2, a new car you could order the moment you finish reading this review, and when the time comes to collect it from MST's base, situated a stone's throw from Pwllheli on the picturesque peninsula of north west Wales, it will have the latest registration plate attached to it.

Unlike the current crop of cars that have been making waves of late – the restomods, tributes, reimaginings and remasterings, or whatever other term has been ascribed – the MST Mk2 is not a restoration of a worn-out Escort. Every component is new, even the period door cards, window-winders and door handles. Poke around the engine bay and you won't find a chassis plate showing that it was built around a donor vehicle; this is fresh from the ground up.

Motorsport Tools was founded in 2008, by Carwyn Ellis and father, Richard, as an alternative venture to the family farm. It began by selling tools and accessories to the motorsport trade and competitors, but it was when they started stocking parts for Mk1 and Mk2 Escorts that the seed of an idea was planted. The Escort bits sold like hot Welsh cakes. Carwyn Ellis had built his own Escorts over the years, for competition in road rallying, more often than not using the range of parts stored on the shelves of its two warehouses. Why not offer that as a service, and make a business out of the sort of people that turn misty-eyed at the merest mention of Escort Mk1 or Mk2?

The result is Motorsport Cars. It has two cars to tempt Escort fans; the MST Mk1 or the MST Mk2, built around – surprise, surprise – the Mk1 and Mk2 bodyshells, respectively. The cars are subject to Individual Vehicle Approval, which permits passenger cars to be built in very low volumes without having to satisfy costly crash testing and other legislative hurdles. “We need to have a catalytic converter, a collapsible steering column and, most important of all, prove that all major components are new,” explains Carwyn Ellis.

There's no difference in price between MST's Mk1 and Mk2, and deposits are coming in thick and fast from drivers craving the Escort experience without vintage, worn parts. The company will sell to

international customers, too, even in the US.

They cost from £82,800, in Stage 1 specification. What's that? MST describes it as 'Fast Road & Touring' which means, theoretically, it's just the job for a Sunday sunrise blat on some of your favourite local roads.

The specification has been chosen to be dependable and, frankly, approachable, in an attempt to create a car that doesn't require the skills of Ari Vatanen to get the best from it, but will give enough of a flavour of the hard-charging, Rothmans-backed machines that Vatanen pedalled to victory during the 1981 World Rally Championship.

It comes with a 2.5-litre, four-cylinder, naturally aspirated Ford Duratec engine, which may not sound terribly exotic. But that would be missing the point – it's proven and reliable. And when you add ATR throttle bodies, a lightweight flywheel, heavy-duty clutch and close-ratio six-speed gearbox (a crate-spec Mazda MX-5 unit), its 200bhp output is more than enough to get the Mk2, which weighs less than a ton, moving at a fair lick.

Should you prefer something that will stand your hair on end, there are three further steps up the ladder, with a 250bhp version of the Duratec engine, or a 250bhp, 2-litre BDG unit – developed from Cosworth's famed BDA unit – and should you wish to go the whole nine yards, there's a 2.5-litre Millington Diamond competition engine putting out 330bhp and a nice, fat helping of torque. For the latter, in Stage 4 specification, the price climbs to £117,600.

Currently, says Carwyn Ellis, sales are split evenly between the Coke-bottle-curved Mk1 and Max Headroom-square-jawed Mk2. Each stage of car has a standard specification but customers can alter this as they see fit and their budget permits. You can even have replica graphics for that authentic Rothmans semi-works car look. Or, if motor racing is more your bag, how about the gold-over red colours of Frank Gardner's Alan Mann Racing Mk1 Twin Cam?

The development car we get to drive is, as it says on the tin, a prototype car in Mk2 Stage 2 set up. Carwyn Ellis suggests we could wait to drive the MST Mk1 Stage 1, which is in build, but the moment we set our eyes on the Mk2, we simply had to get behind the wheel.

Boy does it look the part. Small – smaller than a new Fiesta – and squat, with gold-painted, 13-inch Minilite alloy wheels and fat Kumho Ecsta V70A tyres (235/45), all packed within those wide 'Tarmac-spec' wheel arches, it looks like a cat poised to pounce.

Climb in over the roll cage and it is as simple as you'd hope, an antidote to the touchscreen generation of cars. A deep-dish Motamec suede-trimmed steering wheel juts out at you; a rev counter, speedo, water temp and oil pressure dials sit behind that; fuel, oil temp and volts sit just above the battery isolator switch; then there's a bank of toggle switches for the lights, fan and heated rear windscreen.

A competition seat with road belts keeps you in place, while non-slip pedals and an aluminium foot brace complete the picture. There's no sound insulation material or carpet, although you could opt to have it and all manner of niceties, depending on how you want your car to feel.

This one feels raw. The sticky Kumhos pick up gravel on the road and fling it about with the abandon of a kid throwing sand. Factor in all the mechanical noises and vibrations filling the cabin – imagine sitting in a shipping container while it's hoisted by chains and loaded into the bowels of a ship's cargo hold and you get something of a picture for the unfiltered nature of this plaything – and you'll be wincing. It makes a Porsche 911 GT3 feel like a Las Vegas stretch limo with a hot tub in the boot.

First gear is laughably short. Second gear's gone in a flash. Third isn't much longer. The clutch pedal weighting is heavy and the bite is serious; 'Drive me properly or bugger off and stop wasting my

time,' it seems to say.

Happily, the steering, fitted with an electric power system, is a delight, free from slack and perfectly weighted so you can work it across the rack in a hurry, should the need arise. And let's face it, the need *will* arise when any open, clear corner presents itself.

The tyres slap over cats eyes and the AP Racing brakes do without a servo, so the pedal needs a shove but even from cold the bite is there. Once at optimum temperature they deliver big stopping power, helped in no small part by the sticky tyres. Keeping everything on the straight and narrow is a set of Bilstein Group 4 spec coilover dampers, complete with adjustment for camber, castor and height, while the rear end has a six-link live axle and limited slip differential. For those with deeper pockets, why not add a set of Reiger adjustable dampers that you'll find on World Rally Cars?

It sounds terrific, a rough, gruff, cammy bark that just gets better and better as the engine starts to spin into its sweet spot where torque and power overlap and things really kick into gear. Yet it will also potter about town at 1,000rpm in fourth gear, without too much complaint. It's a quick car, but not silly-quick, a car that will give you a huge amount of satisfaction without terrifying you.

There are resonances and vibrations that need ironing out and the gearshift is a little stiff – MST is working on that – but in a way it suits the car's character. Be deliberate with it and it works a treat. There's something else that's hugely appealing, too. The car's light weight and lack of inertia, combined with compact, 1970s proportions and uninterrupted visibility make it a joy to thread along the roads of north west Wales.

But there's a problem. Something, perhaps the motorsport ECU – which, incidentally, not only has a host of safety-related functions but allows for data-logging – isn't playing ball. Just when we want to explore the MST Mk2's ability to cover ground and put a smile on your face, the engine cuts out. And it continues to do this for a frustrating period of time.

Later, driving the car for pictures along the company's long and winding Tarmac driveway, which is barely more than a car's width, the issue doesn't rear its head and there's a chance to experience the poise and balance of the chassis that made the original Escort the car to beat in its day, whether racing your mates home from the pub on a Saturday night or lining up at the start line on Brands Hatch's Brabham Straight. It has an unfiltered delicacy and precision to it that means you can trust it implicitly, placing it as sideways as your right foot and the road space around you permit.

There is development work to be done still, clearly, so follow the time-honoured advice of 'try before you buy' and all should be well. That said, the concept at play here is easy to relate to. Modern performance cars serve up levels of speed and grip that are rarely exploitable on the public road. Far from satisfying your need for speed, they leave you frustrated. The MST Mk2 gets you as close to the action as possible.

And because it isn't an original Ford Escort, it isn't a classic, and that means you're less likely to feel precious about driving the socks off it. And drive those socks off you should. This is a play-thing, pure and simple. So get out there and play.

Those of us who were kids in the 1970s, writes *John Mayhead*, are sometimes prone to looking back at the 'good old days': summers spent rushing to the kerbside ice-cream van, summoned by a tinny 'Greensleeves', evenings wasted trying to draw with a Spirograph and long winter nights tucked up on the sofa watching *The Generation Game*. In this fuzzy, retrospective view of an otherwise-grim decade, one car is ever-present in the background: the Ford Escort.

Despite this ubiquity, the standard Ford Escort hasn't really taken off as a collector's favourite. The 'excellent' Hagerty Price Guide value of a Mark 1 Escort 1100 two-door saloon has risen just



£400 in the past five years, from £10,500 to £10,900; well within inflation increases. Only the very best Festival of the Unexceptional-worthy examples have really made any headway: a concours version of the same model has increased from £12,600 to £15,200 since May 2016.

But when you think of a Ford Escort, your mind goes to motorsport, and so it's not surprising that the hot versions of Ford's small saloon are those that have become most attractive to enthusiasts.

Take the 1970 Ford Escort Mexico Mark I. The best examples of these iconic cars have risen 28 per cent in the past five years, from £33,600 to £43,000. Given recent sales of around the £50,000-mark, that figure is likely to be updated in the next release of the Hagerty Price Guide.

Another early performance version of the Escort has also performed well in recent months. Six examples of the Mark 1 RS1600 Escort were offered at UK auction in 2020; all but one sold (a Group 4 rally car with MSA papers strongly estimated by Charterhouse at £100,000 to £120,000). The remainder were sold at the top end of the Hagerty Price Guide values, achieving between £47,175 and £83,250, the latter even shooting past our 'concours' value of £69,700.

Mark II Escorts may share much of the earlier model's mechanical parts, but when it comes to values, the squared-off nose isn't quite as popular with buyers. 'Excellent' values of a standard Mark II Escort two-door saloon have risen less than 5 per cent in the last five years from £10,300 to £10,800 with 'fair' models performing even worse, increasing just £150 from £5250 to £5400. That's a real shame in my opinion: parts supply for the little Ford is legendary, with almost every part available including complete new bodies. There are also a huge amount of performance upgrades for those who want a bit more poke, and the roomy cabin makes it a brilliant family classic.



Even Mark II performance versions haven't made the headway that the earlier models have. Eleven examples were offered at the UK auctions Hagerty tracked in 2020; the three with the highest estimates all failed to sell with only one breaking through the top Hagerty Price Guide value of £36,000: an exceptional 1977 example sold by Bonhams in July for £36,562 including costs that was scored by its vendor 100/100. Indeed, that top Hagerty Price Guide value has increased just £100 since May 2016.

So, what's the outlook for the Mk I and Mk II Escort? Hagerty forecasts that the trends we've seen over the last five years are likely to continue: the very best concours standard saloons and estates will rise steadily, but rough examples of the same will struggle, as any restoration cost will undoubtedly exceed the car's value. Mark I performance models will continue to rise across the board, especially those that offer turn-key event participation. Mark II values will always lag behind those of its older brother, but maybe the increasing trend of interest in 1970s and '80s hot hatches may rub off on models like the RS2000.

*Courtesy of Hagerty.*



# Hugh Chambers

Despite the fact that most countries are facing continued lockdowns, the indefatigable Formula One circus has sprung back to life in Bahrain, first for testing last week, and at the end of the month there will be the first round of the 2021 Formula One World Championship. In the same way that the top flights of football, rugby and cricket have found ways to provide entertainment in these most difficult times, so Formula One has provided a welcome distraction for millions of people around the world. Government realises the power of sport to provide emotional sustenance to the nation, as well as the massive economic value, which is estimated to be worth £38bn each year. It is in this context that organised sports as authorised by the specific sport governing body, may start again on the 29th of March in England. The situation across the UK varies, but the prospects for a broad return in all areas look pretty good.

After such a long enforced absence we may consider the essential elements we need to foster for the success of the sport. Fundamentally what makes it tick is the ability to provide enjoyment whether as a competitor, team, official, volunteer, marshal or fan. All too often the methodology can become the focus, not the end goal. We are working hard to make life simpler for everyone, and as we have reported last month, the adoption of COVID-19 required interventions for the long term is proving popular.

That enjoyment also needs to be universal, and inclusive. Motorsport has pretty much always had a distinct demographic profile, and to some extent it has not evolved in line with the way in which society as a whole has done in the past decades. I don't think that has been a conscious decision but one of gradual iteration of like following like, but now we need to take that positive and conscious step towards being more diverse and inclusive. This week the Equality, Diversity and Inclusion Committee met (virtually) and amongst the guest speakers was a fascinating expert in this field called René Carayol. It is no exaggeration to say there are few people that understand the subject of inclusion better than René, with a staggering array of individuals and organisations that have benefitted from his guidance. Amongst the anecdotes he provided was one from Ross Brawn, now Managing Director, Motorsports at Formula One Management Limited. The quote was simple but decisive, "we have to put down the drawbridge". I think that this sums up very well the approach we are taking to ensure a more diverse motorsport community - one that better reflects the society in which we live.

I am fortunate to sit on a number of FIA Commissions (or committees in our language) including Digital Motorsports, the ASN Task Force (national governing bodies like Motorsport UK) and the Women in Motorsport Commission chaired by the extraordinary Michèle Mouton. It is in this area of gender equality that the UK has made most progress to date, with the development of Dare to be Different, that has now evolved into FIA Girls on Track UK. This is a really dynamic movement with exciting initiatives coming out of the FIA themselves, as well as the team at Motorsport UK.

In June 2020, the FIA Women in Motorsport Commission launched the FIA Girls on Track – Rising Stars programme, in association with its first partner, Scuderia Ferrari. The project aimed to identify the best 12–16-year-old female drivers from around the world and help them reach a professional career in motorsport at the most critical age of development. The UK fielded two girls, Jessica Edgar and Ella Stevens, with the former making it into the final eight from a global search of thousands. With the finals delayed by COVID-19, the winner was only announced in February. Maya Weng from Holland has been awarded a one-year contract with the Ferrari Driver Academy for an FIA Formula 4 season in 2021, with the potential to make history by becoming Ferrari's first-ever female racer.

Back at home, Formula 1 has teamed up with Motorsport UK's Girls on Track programme to host 'An Evening With...' – a series of inspirational talks with the women of F1, to inspire others and show what it's like to work in a global international sport. Over 11 nights in February, women working across F1 took part in virtual webinars over Zoom, giving advice and an insight into their roles in the sport, and taking questions about their experiences from the viewing audience. There were talks from women working in digital, IT, legal, procurement, marketing, race promotion, sponsorship, media rights, TV and hospitality. The response has been amazing, with booming social media numbers and as one girl put it: "I loved everything, but what I liked most is the fact that it felt like I was talking to my friends about my future. Thanks to these sessions I have gained the confidence in what my dream job is for in the future, and I am going to do everything I can to achieve my dream job!"

The enforced absence of motorsport has allowed us all to step back and take stock. For me this is the tipping point at which we need to recognise that for the sport to continue to perform on a world stage with millions of fans and a powerful committed community, we need to embrace a change of attitude and a fully empowered culture of inclusivity and equality. If we add this to the perennial strengths of motorsport, I think we will be in a very strong position to take on the additional challenges of a very different future world for the automobile. A modern, forward-facing, inclusive motorsport community can persuade the rest of society of our value in leading solutions to the transportation challenges we face. Motorsport will long be the best platform to promote and popularise these solutions, and for that we need the likes of Formula One, for it is they that will help to secure the longterm future of grassroots motorsport.

Kind regards,

Hugh Chambers CEO,

Motorsport UK

## Jottings

So Ford are going to drop the Mondeo assuming that Mondeo man will buy one of their SUVs. Somehow I think they have got that wrong.

We have two Face Book pages, the **Wigton Motor Club** one which is open for all to read and is great to publicise our events etc, and the **Wigton Motor Club Members** page where any member can post on any topic and put adverts up.

Jaguar Land Rover have the worst reliability record for cars up to two years old and the new CEO is hoping to change that. The two brands will split with Jaguar making up market cars heading for the Aston Martin/Bentley market and dropping the SUVs/4x4s while Land Rover will concentrate on the SUVs etc. I wonder how that will pan out?

I am amazed at the comments that are appearing about the ban on rallying in the forests until October. Some folk seem to think it is a right to rally in the forests and that rallying brings huge amounts of money to the local economy. Things have changed over the years and we have to be realistic as well as taking into account the changing use of forests and the "green" lobby.

Keswick Town Council are lobbying for a tax on cars entering the Lake District. Do they want to stop visitors to our area and the reduction in turnover for our businesses?

# PG Tips

## Peter Reflects On His Month

The first thing I need to mention this month is something I forgot last month and it's to encourage everyone to download the app What3words onto your phones. In a previous edition of Startline I noticed a small article advising people not to use it, and instead get the Ordnance survey app. I don't know anything about the Ordnance survey app and I am not recommending What3words on any basis other than it's usefulness as a locator for emergency situations. What3words is widely used by the emergency services in this country – so if you have it on your phone and crash your old MGB on a minor road in Cumbria or break your ankle on Catbells and need assistance you can use the app to provide the 999 call operator with your exact location. I now have it on my phone and wish I'd had it earlier after having the misfortune of witnessing a fatal motorbike accident on my way shopping a year ago. The 999 operator was in a call centre somewhere in the North West and despite the accident being on the A596 they struggled to initially locate where we were – thankfully when the message filtered through to Cumbria, local officers and ambulance staff knew where they were going. If that accident had been on an unnamed single track road in the depths of the countryside, even local staff may have struggled and the response potentially delayed. Having the app allows you to read out 3 words which the operator will be able to use to locate you to within a few metres. It is free to the casual user and yes the owners of the system make money (they aren't a charity and had a good idea – of course they make money) but that isn't a reason not to have it.

Cars now – cars are going well (\*\*all fingers crossed whilst touching wood\*\*), Barry is now back in my garage and has a very healthy 170bhp at the wheels after JDM Dyno set it up using the fitted Power Commander. The new nose cone is also excellent and all I need to do now is tidy it up a bit and hope that events are going ahead as planned. I believe Harewood hillclimb opened entries for their April event last week and it had sold out in less than 2 hours. There is clearly a thirst for action this year.

I noticed Trudy's new car, despite being very well equipped with gadgets and tech, has no front fog lights – which got me thinking about them. Has anyone ever found them very useful?! Last week it was very murky on my way home late at night and as I headed down the country lanes to my village I switched on mine, which reminded me how utterly useless they are! They illuminate an area of road somewhere close to the car at low level and achieve very little in the way of an improvement for driving as far as I can tell. I'm not sure if modern headlights have improved so much that they've made front fog lights obsolete or if it's just me – I certainly couldn't have used the light they provided to drive any faster, which is presumably the aim of them.

Brexit nearly cost me 45 Euros this month – I decided to have the ECU for the Astra unlocked and turned onto a programmable unit to avoid having to drive to darkest Norfolk to get the Astra re-mapped once I fit the supercharger. A clever Dutchman has invented a way to do this to ECUs on Opels and Vauxhalls equipped with the 2.2 engine and supplies a range of maps to suit most configurations including the supercharger conversion. He quoted me a price in December, but when I decided to go through with it a couple of weeks ago, he advised me that due to Brexit he'd have to charge 45 EUR more because it was now difficult, people were having extra costs imposed and fines were being handed out by EU customs. After a lengthy email to and fro, I established his costs had gone up by 10 EUR on the postage front and the rest was being added as a bit of a 'just in case I get charged' fund. He agreed to do the job for the original price plus 10 EUR and it all went seamlessly – there and back in a week, no fines, no costs and no trouble. I'm not sure if he was just profiteering or if this is a genuine issue but the Astra is now back up and running and ready for the conversion once we get our freedom back!

# From The Top

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

We've had several queries re licences for speed events and in particular the Barbon National in July. As a condition of being a round of the British Hill Climb Championship anyone with a "National" licence has to compete in the National part of the event with the championship contenders. This is irrespective of the type of car you are in. No one really understands the logic of this but for the moment we have to live with it.

National licences for speed events are only required if you drive the faster racing cars and sports libre cars to ensure a level of competence. There is no need to have an upgraded licence for other cars. If you have had a National licence in the past and at a later date get a car that requires one you don't need to requalify, just upgrade the licence.

Motorsport UK, proposed regulation change re tyres for all road rallies including targa and historic:

**Proposed Regulation Section R 3.2.** For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following; (a) Tyres on List 1B (from 2020) and List 1C are not permitted other than the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, the Yokohama A021R (manufactured before 01/11/14), and the Yokohama Advan A052; (c) (b) Tyres marked for "competition use" are not permitted with the exception of tyres on List 6 and 3.2a. 3.2.1.

## Event Entries

Under the COVID restrictions all entries are now done online to cut out passing in paper by post etc. Event paper work (test diagrams etc) will be emailed out for you to print off.

While the entry forms and Start Line come from our [Contact@wigtonmc](mailto:Contact@wigtonmc) email address please ensure that you reply **to the event official** via his/her email address as given in the regs.



**Recognised  
Club**



# News Snippets

Some members will be aware that Ed & Chris Glaister have raced for many years with the HSCC in the Historic Touring Cars series.

The series has always been intended for the 'club' racer, ideally one who does his own preparation, rather than the mega budget FIA series (although FIA cars are also welcome).

In order to encourage greater entries, the series has expanded the cars eligible for the series (for example, although it has a cut off date of 1966, all imps up to the end of production in 1965 are now eligible). An invitation class is also available for those cars which don't fit strictly within championship rules, and 'one race' memberships are also available via the HSCC if you want to sample the series <https://www.hrsr.racing/> and has a new Facebook page (search HRSR racing saloons whilst on Facebook). Everyone welcome, this isn't just for competitors.

Even better, membership for 2021 is \*free\*, see the website for details.

Chris Glaister

Sadly just after receiving this, we got the news that Penny Glaister, Ed's wife and Chris's Mum had passed away. She was a constant presence in race paddocks and always ready with an offer of tea. Our condolences to Ed and Chris.

## Jottings

There is a new TV series on Yesterday, starting on Tuesday about the Brooklands Museum made by the same team that do Bangers & Cash.

Sadly there will be no events in Forestry Commission forests until September at the earliest due to the increased amount to leisure use due to people staying local.



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# Adventures with an E Type

I saw my first E Type at Oulton Park in April 1961 when I was a teenager one month after being unveiled at the Geneva Motor Show. Enzo Ferrari announced it was the most beautiful car in the world – 60 years on some may argue it still is. The E Type is a genuine icon as sensational today as the moment it was unveiled in 1961. The E Type's first race was with future F1 Champion, Graham Hill and Roy Salvadori driving a pair of E Types at the Oulton Park Trophy in April 1961 - Hill was in ECD 400 and won the 25 lap race from the Aston Martin DB4 of Innes Ireland with Salvadori third, achieved against strong Ferrari and Aston Martin opposition. This dream debut performance added greatly to the overall excitement and desirability of the E Type, a car you could (in theory) buy on Friday and win on the track on Saturday! Never did I dream that years later I would own such a car, let alone two !

My first driving experience in an E Type was with my sadly missed school friend, Stewart Leitch in his red Series 1 3.8 Coupe HOS 7 - a good number which ended up close to me in Scotland owned by Halleys of Scotland, Vauxhall/Opel dealer. Stewart confided his E Type was a good “crumpet catcher” - I also recall he had great difficulty selling it when values were rock bottom - how things have changed !!

Many years later when I retired from our business I had the time and the funds to look for my favourite car. A Jaguar friend, Bob Kerr from Luss (Scottish Sprint Championship winner in a 3.8 E Type which cost him all of £4,000. ) introduced me to Glasgow based Classic Car collector David McLeod who was considering selling his 1963 Series 1 3.8 Silver Roadster 745 HPX which had been in storage for at least 20 years but had recently had a full restoration by Bob Smith of RS Panels, Nun-eaton. RS Panels have a world class reputation for the repair and restoration of XK's, E Types, and Ferraris and especially for recreating lightweight E Type low drag coupes. David McLeod's collection included a lightweight aluminium XK 120 97 DLA - reputedly purchased from a Cumbrian owner. It had previously been owned by a Plantation owner in Singapore and still had turrets on the rear bulkhead for a machine gun !! David also had a rivet perfect D Type Replica OKV 111 – the first D Type produced was OKV 1. His friend, car collector/racing driver Barry Wood, from Hamilton took the D Type to Goodwood and had it inspected by the MSA – their opinion was the car was so original they gave it an MSA approval and it actually raced at Goodwood. Many will recall the ex Le Mans TR OKV 777 which I believe still resides in the Penrith area. Now having acquired my E Type it had various upgrades including a Borg Warner T50 5 speed box which transformed the car - the only problem with the early 3.8 cars – they don't stop - so ventilated XJ6 discs and 4pot callipers were fitted. However with the very aged 185 x 15 Dunlop SP Sports and no ABS meant one touch of the brake pedal resulted in screaming rubber with black tram lines down the road. A change to 6 inch wide wheels and 215/65/15 low profile tyres , coupled with more sensitive braking improved things enormously.



In 2006 I was approached by the BBC to take part in a 5 minute slot featuring the Roadster in the BBC 2 programme Castles in the Country based at Mount Stuart, Isle of Bute. For those wanting to view go to [www.jnclassic.co.uk](http://www.jnclassic.co.uk) and click on gallery then Jaguar video. Again my Roadster was selected in 2012 for a photoshoot on the Rest and be Thankful on the basis the car was not to be driven by a would be “racing driver” We arrived at the Arrocher Hotel Car Park – a VW Golf turned up and introduced themselves, leaving two trans



it crew buses blocking the A82. When I suggested the Golf should pull into the car park to let the Transits through I was told “No – they are with us” When we got to the top of the Rest and be Thankful it turned out the E Type was a prop for a male model who was to be featured in the November Issue of GQ for the House of Fraser. There must have been 20 people involved, including the male model’s hairdresser flown up from London. One of the shots was of the model in the driving seat with a huge fan blowing his golden locks yet there was no key in the ignition and the handbrake

was on! The following day we went to an amazing glass fronted bungalow (featured in the BBC Crime Series shown last year in Scotland “The Nest”) The car never moved – all for photographs of the model wearing leather gloves and special luggage. At least there was a handsome payment unlike the BBC 2 slot where I received a contribution of 1 penny for a full days filming.

Although low mileage we used the Roadster on numerous classic car tours. On one of Mike Kirk’s Tours (Classic Car Tours MK) we arrived at Donnington Race Circuit late afternoon with a nasty rattle from the front end of the engine. I suspected the dynamo and taking advice from Ken Jenkins I headed for a specialist in Chesterfield who had agreed to stay open until we arrived in the middle of a huge downpour. An old style operator who refused to work on any car with a suffix – the floor was at least half an inch thick in black grease as was his Alsatian and his wife. When I enquired was it the dynamo he responded with “Take it off and I will tell you” – Many burnt fingers later the dynamo was off and he quickly set about rebuilding it. If he had more time he would have rebuilt it with an internal alternator. Job done and we still made the hotel evening meal. From then on I was to regularly say “I never knew the inside of a toolbox until I bought a Jaguar” One of the next Tours with Mike Kirk the car refused to start after stopping at the Corrieshalloch Gorge near Ullapool. To avoid delaying everyone I suggested we had a tow down to the Dundonnell Hotel on Loch Broom for the coffee stop. One of the tour participants had his MG breakdown and was now driving his Porsche Cayenne Turbo S which became a very rapid tow car. Our problem was the Porsche must have forgotten they were towing the E Type, the big brakes could not slow it down which resulted in having to replace the distorted discs and fit new pads at a later date. We recall one long downhill stretch to the hotel on an earlier quattro owners tour (many years ago) two members achieved an “indicated” 140 mph, only to have the police arrive during dinner to give a friendly warning. There were at least 20 UR quattros on the car park so difficult to find the mischiefs.



Taking part in a WMC tour during a biblical downpour we recall Ron reporting in Start Line – Joe and Hazel had to keep stopping and opening the doors to let the water out. A new hood has solved the problem. In 2011 I took part in the 50<sup>th</sup> Anniversary of the E Type at the Silverstone Classic weekend – the target was for 1,000 E Types. A friend of mine claimed it would never happen as most of them would break down – he was right to a point – there were many (at least 40) stranded E Types on the run in to Silverstone and on the circuit due to it being a hot day and the slow speed around the circuit. Still I received my Guinness Certificate for being one of the 767 E Types to

complete the course. WMC member Kirk Rylands also took part in the 15 mph tour of the circuit.





Whilst I love my silver 3.8 Roadster my dream E Type is a red Series 1 Coupe. When I had the opportunity to go three falls with Stuart Oliver for his show winning car I managed to persuade him to sell me his low mileage concours model - red Series 1 4.2 Coupe PHH 125E - changed Many times winner Best in Show to Four times winner Best in Class 2008 to 2011 at Dalemain. So then there were two!! Now that I have had too many birthdays one must go sometime – it's rather like having to decide which you keep – your loving wife or your favourite dog !!!!

Joe Norman

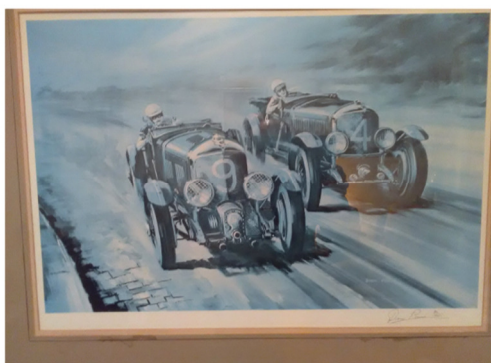
## Virtual Gallery

In these locked in days we all miss the chance to get out to see new things, so here's a little tour of some of my motoring pictures.



Although I am not a Bentley owner I could not resist the stunning black and white prints from the Bentley Driver's club. They came from a recently widowed lady in Spain who was clearing out her home ready to move back to Britain. They show the Birkin Blower, R type Continental and Speed 6.

I also have a limited edition of Racing Green, number 84 of 500, unfortunately over the years the colour has diminished and it's now more Fading Green than Racing!



The final picture shows a view of the Renault Factory around 1951, taken by the renowned photographer René Jacques, the original sold for about 800euros. You could probably have bought one of those cars for considerably less at the time it was taken.



All the pictures are about 850 x 650 and take up quite a bit of wall space, so if anyone would be interested in buying any please contact me.

Eric Little



# Elderly Utterances

## The Voice of Experience!

**Ron Palmer has his say**

### **Skiddaw and the 750 Motor Club.**

In 1960 seven Austin 7s entered a trial to the summit of Skiddaw in the Lake District something that would be impossible in these enlightened days. The best of ideas often begin by accident and in this case there had been a 750 MC club member, one Geoff Benson, fell walking in the area in the late '40s when he came across some faint wheel tracks near the summit of Skiddaw. Some investigations followed and it transpired that during WW11 Army practice manoeuvres had been held in the region with Jeeps and with the exception of the track from Peter House Farm to Skiddaw House no other tracks in the area had been regularly used by motor vehicles.



The 750 MC Cumberland Centre was an active club based in Carlisle with meetings generally held in the Turf Hotel behind County Garage at Hardwicke Circus. In 1959 as a follow up to the Skiddaw wheel track discovery the more adventurous members led in many such hair brained schemes by Geoff Benson decided an A7 would be suitable with a bit of manpower as pushers to tackle the climb to the top of Skiddaw. A suitable 1930 saloon was acquired for thirty bob and was named after its registration number JO. I didn't become a 750 member until the following year but the photos from the climb

show a group including – Geoff Benson, George Rice, Mike Telford, Alan Thompson, Brian Barling, Alan Palmer, Ray Theakson and David Bowman.

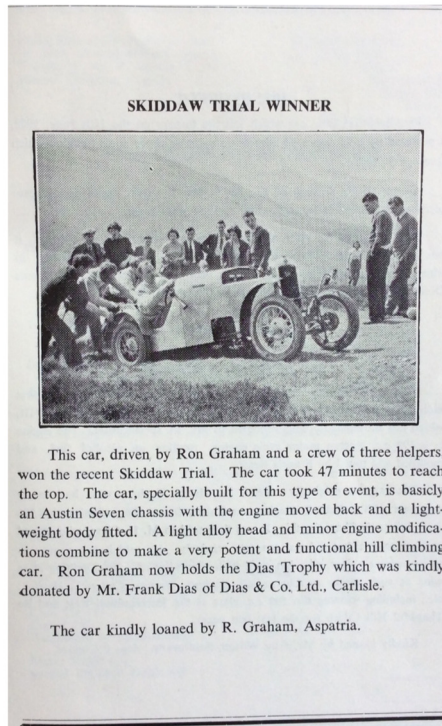
The successful climb took place on 20th September 1959 and was applauded by enthusiasts far and wide, if not by the Friends of the Lake District. The following year 1960 was to be World Refugee Year and the club decided to hold events to contribute to the charity the first being a race to the top of Skiddaw. An entry of seven Austin Sevens began from the Latrigg car park about 3 miles distant from the Skiddaw House start used for the solo attempt the previous year.



Easter Bank Holiday Monday was the appointed day. Saloon car entries were allowed a crew of six to help with forward motion on the ascent and to provide some braking on the descent. Specials were permitted a team of three helpers in view of their lighter weight. You might think that in 1960 an escapade like this would have gone ahead without any official intervention but the race almost didn't happen. The landowner Col. Spedding – also Sheriff of the County of Cumberland



at the time – granted permission but a week before the event the club chairman Brian Mitton, was approached by the Chief Constable of Carlisle who told him that he had been instructed by the Clerk to the County Council to intervene and stop the race. A quick visit to Col Spedding resulted in him declaring the race must go ahead. “You tell the Clerk that if it doesn’t go ahead I’ll want to know the reason why!” The race went ahead despite a protest by the Friends of the Lake District at the start.



This car, driven by Ron Graham and a crew of three helpers, won the recent Skiddaw Trial. The car took 47 minutes to reach the top. The car, specially built for this type of event, is basically an Austin Seven chassis with the engine moved back and a light-weight body fitted. A light alloy head and minor engine modifications combine to make a very potent and functional hill climbing car. Ron Graham now holds the Dias Trophy which was kindly donated by Mr. Frank Dias of Dias & Co. Ltd., Carlisle.

The car kindly loaned by R. Graham, Aspatria.

The winning car was a Special - ‘Instedof’ - HH8921 built by Ron Graham of Prospect Garage, Aspatria specially for the event at a cost of £25 who conquered the mountain in 47 minutes. Second was the 1931 A7 saloon SM9004 of Geoff Benson which had cost him £10 taking a time of 63 minutes. The doors had been removed for ease of access and the crew consisted of Geoff Benson, Alf Sewell, Ray Theakston, Cowan Scott, Ron Palmer, George Rice and Les Blair. Third was David Bowman of Carlisle in the 1934 A7 tourer UP8668, fourth Brian Barling in his Chummy Special, fifth was Mike Telford who had returned from his honeymoon with his new wife Shirley to take part and sixth was John Wetherall from Penrith in his A7 Ruby which cost £1 to buy and thirty shillings to enter. The seventh car was entered by two Glasgow youths who failed to make the summit because of clutch trouble.

The desire to climb mountains with old cars remained with the 750MC and although they made two attempts on Ben Nevis neither rewarded them with a run to the top but it wasn’t for the lack of trying. A further idea to sail an A7

across the Solway with 40 gallon oil drums lashed to the sides was canned before anyone got wet, just as well because that could have ended in disaster.



To top off our support of World Refugee Year fund raising, the club organised an Interesting Car Exhibition in the Market Hall, at Carlisle on 25th – 30th April which attracted a fine collection of local veteran and vintage cars plus a Drone aeroplane belonging to Ron Graham which was displayed suspended from the hall roof. There was a mouth-watering array of what today would be high value exotica but were much more affordable then. I recall going out to Greenwood House near Wigton the home of Mr Sanderson the MD of Cavaghan and Gray who had a FWD 1928 Alvis built to take part in the Ulster TT of that year. It was not completed in time to race but a sis-

ter car finished 2nd. It did race at Brooklands and was perhaps the first race car to be front wheel drive and have all wheels independently sprung. We took a battery and a two gallon can of petrol and after getting it started drove it back to Carlisle, a thrilling experience



# Auto Jumble

## Members sales

**For sale. 1949 AC Buckland.**



Built in 1949 and registered GFY 707 on 01-01-1950 this rare Buckland is going to be sold by online auction at 1818 auctions Jct 36 off the M6

the auction starts on April the 15th and runs to May the 2nd. Viewing is by appointment.

AC's only offering just after WW2 was the two litre saloon powered by AC's own 6 cylinder OHC triple carb Weller unit which had been used in many of the previous models. the engine was first used in the twenties and continued right up into the AC ace but by then it was running out of steam.

Apart from the saloon AC supplied limited running chassis to the Buckland coach works who built their own five seater touring convertible body. It is not clear how many were built as no records were kept but it is estimated to be about sixty five making them a fairly rare car these days.

An all matching numbers car GFY has had a ground up restoration over a four year period covering every aspect of the car with far too much work done to list here. The car has only covered about 350 miles since completion in 2019. the engine completely reconditioned is still running in. the car although not requiring is offered with MOT till March 2021.



There is photographic evidence of the restoration starting from a bare chassis.

Any enquiries please contact 1818 auctions. guide price 25-30K.

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# Events of Interest

It's very difficult to give a list of forthcoming events at the time of writing. Events for drivers only and at a single venue seem to be OK but we will wait and see and update by email.

## *Fellside PCT*

*Fell Side Auto Club would like to invite Wigton Motor Club members to a production car trial that they are organising at a venue near Alston on the 25th April. The entry fee is a very reasonable £20 which includes a donation to the land owner of £5. The venue is a rough fell side and is therefore suited to two wheel drive vintage, classic or modern vehicles with reasonable ground clearance. Those with low front valances or air dams would struggle. At present the competition will be for driver only vehicles but that may change to allow for passengers depending on MUK regulations. Photographs of competitions at the venue, including that from last August where some WMC members competed, can be seen by going to Fell Sides web page at <http://www.fellsideac.co.uk>*

*The competition will be run to MUK Covid regulations and there will be no spectators allowed.*

*To express an interest please contact me at [mykepocock@yahoo.co.uk](mailto:mykepocock@yahoo.co.uk) and I will send the relevant paperwork. If you would like to assist as a marshal please contact me in the same way for the forms to complete. For further information please call me on 01228 530555.*

*We look forward to seeing some of you for a cracking days trialing.*

*Myke Pocock*

*Competition Secretary*

*Fell Side Auto Club*

## Cumbria Classic Weekend

**August 21st/22nd**

Entry forms will be emailed/posted out later this month and will appear on our website to download.

There already has been a lot of requests from car owners, clubs and trade stands.

# Andy's Armchair

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

We've got a daughter who's just moved from the city to the country and being typical "soft touch" parents we volunteered to buy her a car to supplement their current single vehicle. Now I've not been involved in buying a small second hand car for many years and I got quite a shock when I started looking at what less than £10K would actually buy.

Here are three examples picked more or less at random from a few websites. Dacia Sandero 17 plate 13K miles £7K, Ford Fiesta 16 plate 26K miles £7.3K, and Vauxhall Corsa 16 plate 32K miles £6.5K. Now I know I'm out of touch with prices but how do you justify asking over 7 thousand pounds for a very basic little car which is 5 years old and has already done the equivalent distance of driving round the equator, it just seems ridiculous from where I'm looking. No doubt we'll end up "splashing the cash", but I'm sorry to say I still feel there's a need to look a bit more carefully at what cars are bought in for and what their resale value shoots up to.

At the other end of the market there seems to be a problem with too many manufacturers chasing too few buyers for their supercar products. One dealer claimed that McLaren had made too many cars in too many choices and has suffered as a result. They're not alone and the trend seems to be that owners of such vehicles will have to get used to feeling depreciation like us ordinary motorists but there'll be several more 0's on the end of the line. One quote showed a 2018 Ferrari selling new for £425K and selling on after 2K miles for £220K, in other words a depreciation of £100K per thousand miles or just over £100K per year.

On the electric vehicle front several manufacturers seem to be kicking back at the environmental lobby and the way they are forcing companies down the EV route. Polestar (ie Volvo) published a life cycle analysis of its new model and claimed it would have to cover 45K miles before it was any more environmentally friendly than a petrol car. Other manufacturers are pushing for EV's "lifetime environmental impact" to be taken into consideration. This would include the pollution from extracting lithium/ cobalt etc from the earth for battery manufacture also the manufacture of chemicals for the same component. All in all it would appear, that truth to tell, there are certainly many "murky areas" being at best "glossed over", more likely intentionally hidden, when it comes to electric vehicles and their true value in helping climate change problems and the solutions they offer. As I read somewhere, don't sell the diesel just yet!

And finally, Motorsport News asked its readers to vote for their favourite British F1 drivers. Now I'm glad it was favourite and not best because the likes of Martin Donnelly, Mark Blundell and poor Roger Williamson (killed in his second race) made the top 25 on the list and the likes of Peter Collins, who gifted Fangio a world drivers championship when he let him take over his car at Monza in 1956, and Tony Brooks who many feel was a virtual equal of Moss never got a mention. I can only think what the poll suggests more than anything is the age of their readers. They're obviously not all oldies like yours truly.

Ends

AA.