

Wigton Motor Club Ltd

Start Line

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March 2022

Muddy Fun



Lots of members were out on the Northern Trial either as competitors or marshals. The wet weather in the week before made the sections very difficult but the day turned out to be warm and sunny.

For Members By Members

WMC Committee

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Talking Point

Topical Comment on Motoring & Motorsport

Hopefully everyone who reads this is at least somewhat interested in motorsport. Let me pose the following questions for you:

Name the British drivers in F1 this year

Name the British drivers in the World Rally Championship this year.

Name the British driver who is Formula W champion.

Now think if you asked the proverbial “person in the street”, how many would they get? Possibly just one. Part of the issue is that our top drivers do not compete in the UK other than at the BGP and in the case of the WRC not at all. You could then ask yourself if you can name any of the main sponsors in F1 and then ask what those firms actually do.

Unlike most other sports, there is no real need for the teams or drivers to promote themselves like other sports which rely on spectator income for most of their expenditure.

Going back to my teaching days, lots of sports were keen to come into school for coaching sessions. The top premier league football clubs have large dedicated departments to do this and the likes of Newcastle United would come over the Carlisle in a regular basis and do a day's coaching in my school. The mini bus would arrive with about a dozen guys in, the community development officer and ten or more players, mostly juniors or reserves but always two first team players that the kids would have heard of. They did coaching sessions and had lots of give aways.

The clubs have two main aims in doing this, firstly to spot likely talent that they added to their watch list for the local scouts, and secondly the commercial side. Many of the kids became Newcastle supporters from that, and in due course persuaded their parents to take them to a match there and buy shirts etc in the club shop. The increased ticket sales and the profit from the sales of kit will make the school visits very profitable.

A few years ago one of the north east based motor clubs asked some BTCC drivers to do a club night during the week they were racing at Croft. They only got one reply I think, and he said yes, he would come and the fee would be £600. Needless to say the idea was dropped.

Let us think if Sir Lewis came to Cumbria, he could visit Rowrah where he raced many times, then pop into the Motor House and then head to the Mercedes dealership in Carlisle. There would be a great deal of interest and media coverage.

Sadly it won't happen.

GTF



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Contributions are welcomed - deadline the 25th of each month

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

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Events of Interest

Locally & Nationally

March

12th	Sat	Malcolm Wilson Stage Rally
13th	Sun	Cars & Coffee at the Motor House 10-12
27th	Sun	MG Cumbria Roof of England Tour

April

2nd	Sat	White Heather Tests
10th	Sun	Cars & Coffee at the Motor House 10-12
24th	Sun	Drive It Day 11-2

May

4th	Wed	Pub Run
10th	Sun	Cars & Coffee at the Motor House 10-12



Driving Motorsport Forward

Two Wigton Motor Club members have received long service awards from Motor Sport UK

Graeme Forrester



Graeme is known to most people within motorsport in the North of England and Scotland. He joined Wigton Motor Club in the 1960's and has been the mainstay of the club ever since. He has had many good committee members to support and offer him guidance, but he has been the mortar which has held the club together through lean times and good and brought the club to where it is today. Graeme has been a member of various committees within Motorsport UK and has had the energy to ensure that our sport has prospered over the past half century

Ron Palmer



Ron has been involved in motorsport for around 60 years, attending his first club nights before he could drive. He started with the 750 MC (Cumberland) then CSCC, and for the past 30 years has been a committee member of Wigton Motor Club. He has been involved in just about every event that Wigton Motor Club has run as an official and has developed touring events to a high standard – they always attract a full entry. He was Clerk of the Course for the club's three day "Gallop" tours which have been running for ten years. As a committee member and vice president he has given wise counsel and advice to the club's newest organisers. He still supports events as a marshal and has recently been awarded Life Membership of Wigton Motor Club

Rover, Bulgaria, and an F1 team owner: The curious story of the Ledbury Maestro

The Austin Maestro would hardly rank as a British motoring great. But unlike far more illustrious motors, it managed to come back from the dead.

When Volkswagen was readying the fifth version of the Golf for sale in 1997, the Maestro – first launched in 1982 to compete with the then-new Mk II Golf – went on sale for the second time.

This is the story of how the man who kept the struggling Minardi Formula One team alive brought the Maestro back from the grave, three years after its initial demise.

Why did the Maestro come back?



British-based Australian businessman Paul Stoddart always had an eye for a deal. Reading the classifieds in the Sunday Times one day in 1997, he spotted an advert for 621 ‘cancelled export order’ Maestros. They were complete cars, mainly hatchbacks but some vans, left-hand drive and crated up in kit form.

The multi-millionaire boss of charter company European Aviation and a former car dealer, Stoddart wasn’t worried by the logistics. His Trans Europa Trading company bought the kits. He had a warehouse at a garage he owned in Her-

efordshire that he could convert to build the cars. Called Parkway Services, it was in Ledbury, hence the Ledbury Maestro moniker.

Robert Edwards used his Ledbury Maestro every day from buying it in 1999 to 2005. Now he just takes it to shows. He told us: “I bought the car from a nearby garage in Dudley, West Midlands. It came with one year’s warranty and was brand new. It was classed as brand new by the DVLA, but a kit car.” The latter meant owners paid a 5-10% surcharge on insurance.

Dave Grant from Ladybank, Scotland added: “When I was eventually told my car was ready, I got the train down. At Ledbury, I was picked up from the station and taken to Parkway Services which was behind a petrol station. There were a lot of Maestros parked up, many still in left-hand drive form.

“There were about six staff in the workshop and I recall piles of Lucas headlight boxes lying about. Apart from installing a new dashboard and re-routing cables, speedo and brake servo, the headlights were the main thing they needed to replace as part of the conversion from to UK spec.”

Dave’s Maestro came with a one-year warranty from Trans Europa Trading but never needed it. His ‘Ledbury’ was good for nearly a quarter of a million miles before it eventually gave up.

Living with a Ledbury

One of the reasons the Ledbury Maestro was so popular was that it was, as we’ve seen, very basic. At a time when fuel injection was becoming the norm, it had a carburettor. Both the owners describe a car that was broadly reliable with the odd niggle to be expected with age.

One of the problems Parkway Services ran into was getting parts. There are even rumours employees were visiting breakers’ yards to get some components to complete the transformation of later cars to right-hand drive when Rover parts started drying up.

The Ledbury Maestro was available in one specification. It had a 1275cc A Series engine with a five-speed Volkswagen transmission. It was the base Clubman spec and is indeed basic. It sits on 14-inch wheels and it was available only in red, white or blue, although aficionados say blue ones are very scarce. Luxuries such as air conditioning or electric windows? Dream on.

Parkway Services performed the conversion from left to right hand drive which involved a new dashboard, steering components, wipers and headlights. The first cars have R-reg plates but they're available on anything up to a 51 plate.

At the time they were sold for £4,995 making it Britain's cheapest car and pitching it squarely at that late/early century classic, the Perodua Nippa. If you chose to have a new-fangled (in Europe) catalytic converter fitted, it hiked the price to £5,300.

Business in Bulgaria

When Maestro production ended in 1994, BMW-owned Rover Group had a plan for it to continue in Bulgaria. It went into partnership with Daru Group, owner of a Bulgarian bank and the main BMW agent in the country. Rover invested \$20m (£14.8m), at the time the biggest foreign investment ever in the country.

Together the partners built the Rodacar factory in Varna by the Black Sea; Rover Group provided the manufacturing expertise, Daru Group the sales expertise and outlets.

Rover shipped the Maestro out in kit form. Despite their petrol power, the Ledbury cars use suspension designed for the diesel model with its heavier engine. This gives them better ground clearance for the shocking state of late-1990s Bulgarian roads.

The factory was slated to produce 10,000 cars a year and was opened to much fanfare by the Bulgarian president on 8 September 1995. But time had caught up with the Maestro once again. Skoda had started selling its more modern, VW-engineered Felicia in Bulgaria for less money with better aftersales support.

On top of that, internal politics saw the Bulgarian government row back on an agreement to buy Maestros for its civil service. Rodacar production ceased on 4 April 1996 with just 2,200 Maestros built. The site of the factory is now the Bulgarian equivalent to B&Q.

That left Rover with some DIY of its own: it had 621 crated up Maestro kits to shift.

Paul Stoddart had a life-long love of cars. But his real passion was for motor racing. In the late 1990s, the sport wasn't as manufacturer-heavy as it is now and wealthy enthusiasts like Stoddart had a chance of getting involved at the top level.

In 1998, he came very close to buying the Tyrrell grand prix team. Three years later his dream of being an F1 team owner came true when he bought a majority share in Italian backmarker team Minardi.

Stoddart ran Minardi for four seasons with the highpoint a fifth-place finish in 2002. He later sold the team to Red Bull in 2005. It now races as Alpha Tauri.

In 21 years of F1, Minardi led a race for just one lap. It was a backmarker for a reason: lack of money meant its development could never match its opposition. In many ways it was a lot like the Maestro the second time around. Just an awful lot more expensive.

Chateau Impney Hillclimb (and the naming of *Bluebus Solidus*).

There are a select number of prestigious historic motorsport events in the UK for which having the right car or knowing the right people are the key pre-requisites to taking part. The Goodwood Festival and Revival are probably the best known, but the Chateau Impney Hillclimb is quickly establishing itself a worthy addition to the list. Last run in 1967 the event was restarted in 2015 and grown every year since. There were 15,000 spectators last year, and probably nearer 20,000 this year, all enjoying some period motorsport in the incredible setting of the Chateau Impney grounds near Droitwich.

I've been keen to take part for years, and asked a while ago about how to enter. As with Goodwood, you cannot just pop an entry in the post, you must be invited to take part. I don't know why, but this year I was fortunate enough to be one of the lucky ones and I was chuffed to bits when an invite dropped through my letterbox. Would I be interested to compete in my Amazon they asked? My entry was posted back within the hour!

The event runs over two days in June and has 18 different classes with everything from Edwardian aero engine monstrosities and steam cars to pre-1967 saloon cars. Over 200 cars in total took part this year, including me in my trusty old 1966 Volvo 122s. Two practice runs on the Saturday are followed by two competitive runs on the Sunday, so plenty of time to soak up the atmosphere, chin wag with fellow competitors in the paddock, and explore the acres of displays, trade stalls and entertainment dotted around the site.

First, a little about my car. A four door Amazon that was a road car until it was converted (by a previous owner) into a rally car to take part in the 1998 Classic Monte Carlo Rally. In fact, the driver and navigator were documentary makers, and made a film of the event using the Amazon as a focus of their adventure. I have the VHS somewhere in the house and it's a very well put together review of the whole event. They failed to finish due to dynamo issues, so the title is (unsurprisingly) "Not the Full Monte". Clever eh?

The car was sold to a chap in Surrey who was competing in historic road rallies but he really wanted a sports car so he sold it soon after to buy a 240Z Datsun. I was the guy he sold it to. It was 2001, and this was the car in which I started my first ever road rally. A long story but we didn't finish due to both driver and navigator errors. The car was fine though, and I had been bitten by the motorsport bug.

That was nearly 20 years ago, and since then I've slowly been working to bring the car into a more competitive state of tune. All period modifications to comply with the strict HRCR class rules, as well as the MSA Appendix K regulations. That way I can continue to take part in historic road rallies as well as sprints/hillclimbs, although I do play fair by declaring the post-1968 spec B20 engine and enter the car in the later 'Post-Historic' classes (a 1966 spec car would normally be in the earlier 'Historic' class). The recent HRCR Speed Series combined with the VOC's own Motorsport Challenge means there's now a huge number of events we're invited to all over the country, so lots of opportunity to head out and play.

"What have you done to the car then?" I hear you ask. Good question. Inside I have the usual Brantz timer and trip meter, plus some bucket seats to hold us in place when things get a little sideways. A roll cage, plumbed in fire extinguisher and electric cut off help with safety, and a nice period Moto Lita wheel helps me steer the old bus at speed. I also added a rev counter and large oil pressure light to tell me if things are looking to go expensively wrong.

Under the bonnet I have a B20 engine built by Flok Boer. It's been built for torque rather than outright power and as such displaces 2.1 litres using long throw pistons and a handful of tasty internals that let me run to 7,000 rpm. Power on the dyno during build was around 150bhp with 150lbft of twisty good-

ness but installed in the car with my exhaust and airbox it now pushes out around 130bhp but the same torque. Running on twin SU carbs (I like the simplicity over Webbers) and with a decent 60A alternator providing the electrons it's been faultless. I drive to and from all the events I do, and the car has never (yet) failed to get me home.



At the back of the car I have a standard 4.56 ratio diff with the Quaife ATB fitted. Trying to find a limited slip differential is like trying to find hens' teeth so I gave up and opted for the Quaife. I'm pretty happy with this setup. Springs are fast road progressives, and a set of Bilstein shocks and up-rated IPD anti-sway bars front and rear complete the polybushed suspension. It's probably still a little soft for track work, but a fine compromise

considering it also needs to cope with rallies on rough tracks and such like. For rallies I put on a set of steel wheels and standard 165 profile road tyres to soften things up a bit, but on track events a switch to Minilites with 155 profile List 1B tyres with stiffer sidewalls tightens the handling up nicely.

Last thing done was a 'bit of bodywork'. What started as a quick trip to the restorers to sort some rot on a rear wing became a full body restoration, including rebuilding the rotten doors and inner sills. In the end it was off the road all of last year, but the results are worth the wait.

So far this year I have had some success in the HRCR 35 rally where we (Sean McGuire, my Nav, and I) won our class and came 6th overall, and we have an entry into the HERO event at Bicester Airfield later in the year to look forward too. For Hillclimbs, outings to HRCR Speed Championship events at Scammonden Dam, Curborough and Three Sisters are all ticked off, with Harewood, another visit to Curborough and a season finale at Prescott planned to close off the season. Chateau Impney will take some beating though. Not part of any championship it was simply an event to have a lot of fun.

Arriving late on Friday afternoon for scrutineering I found myself in the paddock sandwiched between Roz Shaw's immaculate Alfa Giulia Sprint GT and John Harrison's bonkers Dodge Coronet, with Grant William's well-known ex-Coombes works MK1 Jaguar next to that. The rest of our class were all Minis, all 15 of them, to celebrate 60 years since they first took to the road. I have to admit this was disappointing as it is very difficult indeed to beat a track prepared Mini in competition with an old Amazon, but I was going to give it a damned good try.



Scrutineering complete, including a lovely event specific sticker for my helmet, it was time to walk the course to try to learn a few lines and make sure I went left or right at the appropriate places, then it was food o'clock. A fabulous free BBQ for the competitors was held in the chateau grounds courtesy of Longstone Tyres, along with a (not free) bar. My wife had arrived by this time, so we made a few new friends, had a beer or two and sauntered around the paddock admiring the eclectic array of machinery parked up as the sun set. Then the madness began. As darkness fell three of the most remarkable vehicles I've ever seen were positioned on the track in front of the chateau to have a 'flame off'. Childish, maybe. Noisy and awe inspiring, most certainly. All 28 litres of the 4 cylinder Fiat S76 "Beast of Turin" was battling it out with 42 Litre V12 of 'Mavis' the Packard Bentley on one side and the incredible blue flames spitting out of the exhaust

stubs of the 27 litre V12 of Babs, the rebuilt Pendine Sands record holder, on the other. The word 'awesome' is somewhat overused today, often referring to a nice sandwich or an entertaining film. We need to recalibrate how that word is used. This was awesome. Truly awesome. The noisy was indescribable, and the flames were unbelievable. A great way to end the first day.

Did I mention our room was in the Chateau? Third floor with a view to the front? Seems we were upgraded from the accommodation I'd originally booked, but I wasn't going to ask why. I'm convinced they thought I was somebody else as it was strictly VIPs and sponsor's guests in there all weekend. Marvellous! Should have packed the tweed!

Saturday morning and no alarm clock was needed. I was properly excited, so an early breakfast was followed by the obligatory 8am driver's briefing before the track opened for the practice sessions. The classes were arranged in age order with the oldest cars going first. Out of 18 classes I was in class 18 (I think mine was probably the newest car there), so plenty of time to walk around and chat with others in the paddock. Everybody was so friendly, and I even bagged a seat in one of the last chain-driven Fraser Nash GP cars to try it out for size. I'm 6ft 3. To drive that I needed to remove my feet at the ankles as my knees were firmly against the steering wheel. As that rather precludes any heel and toe action there was no way I could drive it even if Geraint, the owner, had let me. A moment to savour all the same. To top it off the BBMF Lancaster flew over to give us a fly-by display immediately afterwards.

As with many sprint events with old cars running there were plenty of incidents through the morning. The marshals show red flags when a car either breaks down or skids off the track to stop the next car from arriving at the scene at speed and making matters worse. Cars are started at 30 second intervals, so two are generally on track at the same time, and if you're rattling around the track and see the red flag you have to stop ASAP and await instructions. Keeps everybody in one piece but pushes back the timetable as not only does the incident need sorting but the following car has to return to the start and position for another run. A handful exceeded the meagre grip of their 1910 style bicycle wheel tyres and explored the hay bales, others broke down, and one chap on a land speed record lawnmower (don't ask) fell off and broke his arm. As far as I know that was the only serious injury all weekend, so the takeaway is surely don't go stupidly fast on a lawnmower.

Time for my first run. The excellent paddock marshal gave us the five-minute warning so time to warm the engine before driving to the assembly area down by the start line. With all the delays it was noon by now, but nobody cared. When called to the start line I use the tyre warming area to spin the rear wheels to clean them up a little, close the windows, then I'm positioned at the starting gate. There's a beam splitter attached to the front of each car and the start marshal makes sure your car is positioned so it is perfectly placed in the timing beam. A second marshal places a chock under the rear wheel to stop you rolling back then it's car into first gear, check the handbrake is off, and stare at the red light. When it goes green you're free to go in your own time. More staring. Remember to blink. More staring. Green! 5k revs, drop the clutch and I'm off. Breaking the beam starts the clock which only stops when I break the next beam at the finish. We're timed at 64ft to see how well we got off the line, then have a '1st sector' time recorded, a speed trap reading on one of the straights, then the final time for the course at the finish. Lots of numbers to study later, but for now I'm trying to remember where the track goes! Braking far too early for the first 90-degree left hander was frustrating, but safely round then flat out to the next left by the chateau. A challenging corner this one, and faster than you think. I dropped from third to second and found I'd again slowed far too much. By the end of the weekend it was fast in third, and I reckon I still have time to gain there if I'm ever invited back!

A long straight with a slight kink then a tight roundabout to a bus stop style chicane and a few open fast bends to the finish. All over in 51.50 seconds and I'm exhausted! Turns out to be a respectable time beating a few minis, but nowhere near the 45 seconds of the leader. Still, it's first practice. I k



now I can go faster on my second run.... except there is no second run. A few more red flags in the afternoon means the event runs into the 6pm curfew buffer and being the last class, we're unceremoniously dumped from the running. Not a lot we can do about it, so we call it a day and head off to get ready for the ball.

As I mentioned at the beginning, this is quite a prestigious event. As such all competitors and their

'plus ones' are invited to the Impney Ball on the Saturday night. A full-on black-tie affair, and another excellent chance to make some new friends and rib others over their day's performances. Also, a late night, so I was glad to have a late morning run on the Sunday. Even so, I couldn't have a lie in. Far too exciting (and the PA starts up before 8am). I opened the curtains to see an old Mini on track slowly driving past on two wheels. It was a stunt driver practicing for his display later in the day. It's just that kind of place.

Sunday was the competition day, and the crowds were even larger than Saturday. Sunshine and clouds, nice and warm. A perfect day for what was to come. I'd managed to get a couple of tickets for my parents and they came along to watch so more pressure! Not so many red flags this time so our morning run was on schedule and taking some better lines and sorting out the first corner braking area shaved a little time off Saturday's run and I crossed the line with 51.25 seconds. Again, a reasonable time as my target prior to the event was 55 seconds based on the results of similar cars from previous events (Sunbeam Rapier, Ford Anglia etc.), but frustrating to still be learning the track having had just the one run on Saturday.

I won't bore you with all the details of the day, except to say that a walk around the whole site was fabulous. Loads of stuff going on including tank rides, off road courses, supercars to drool over (including a number of Veyron's and an Aston Vulcan) and Vikki Butler-Henderson running around conducting interviews. She seemed to miss me unfortunately, but I'm sure it wasn't intentional.

This time we did get a second go. At 5pm. Had a much better run this time, using third gear on the tricky second corner and realising there was still a lot more grip than I thought. Could this be taken flat? If only we'd had that extra run!! Managed 50.85 seconds this time, and I reckon I can hustle the old girl round in a 49 something if I had another go. Honest.

Still, that was that, and the results were published within the hour. No class award for me as the faster minis were untouchable, but out of 202 cars I finished in 122nd position. In a 122 Amazon. Fate?

I packed the tools and spares back in the boot, took off the race numbers and beam splitter, then popped off to shower and change. Gave the car a chance to cool down before the two-hour drive home, which once again went without a hitch.

Fingers crossed for an invite next year as this is possibly the best motorsport event I've ever taken part in. The track is excellent, but I particularly enjoyed the open paddock and conversations with friends old and new. Lots of people keen to chat about the Amazon, some fellow competitors or Volvo owners, and some who simply have fond memories of being in one as a kid!

Finally – I have a name for the old girl. It seems commentators insist on describing these cars as 'solid', and there's no denying it's a bit of a bus to manhandle on the tighter tracks. I've therefore taken a Latin direction and decided to christen her "Bluebus Solidus".

Incidentally, in-Car footage from the last run is online on YouTube. Search for 'Volvo Amazon Chateau Impney' in Google and you'll find it on the videos page. **Damon Green**

From The Top

News from MSUK, Associations & WMC Committee

From Hugh Chambers:

At the start of January, Autosport magazine published an article entitled, 'Five New Year's resolutions for national motorsport', which was a well-reasoned analysis of some of the areas we should all focus on for the positive development of the sport. I reflected on the points made (headlined below) and felt it may be helpful to add our own perspective.

Better behaviour and decision making There is an increased emphasis on a collective commitment to the highest standards of behaviour in all aspects of the sport from officials to competitors. There have been growing concerns in the community – expressed by both competitors and officials, especially in circuit racing – that there has been a deterioration in driving standards. Motorsport UK shared these concerns and launched a survey, sent to 10,000 Circuit Racing competitors, 155 clerks of the course and 190 stewards, to understand the situation and help map out the future strategy.

The results showed that the community does believe that standards have deteriorated and specifically this is leading to concerns for safety and damage to cars. Motorsport should be conducted in a safe, fun, and fair environment and it is essential to maintain the very highest standards of behaviour both on and off the track. In 2022 the renewed 'Race with Respect' code has been explained to all Competition Licence holders with a requirement on the application to sign up to the standards of the code, and this is further enforced by linking to Championship registrations.

Motorsport UK has set up a working group populated by key figures in the race community who are charged with analysis of the causes of the issues and the creation of actions to reverse the trend. We anticipate interventions, ranging from education to judicial, and these will already begin to be implemented in 2022.

In parallel to the focus on the drivers, we need to ensure that the judicial process is conducted in a clear, consistent, and timely manner. There is work to do here as real-world feedback tells us that not all these measures are met all the time. The role of the official is often one of high-pressure decision making and is far from easy, but we need to ensure that the right training and personal development is deployed, as well as the latest innovations in technology such as the GT Apps system for logging race infringements. We have work to do across the board in 2022.

Recruit more volunteers Motorsport UK has over 10,000 registered marshals and licenced officials, with others participating through direct membership of the various marshals' clubs, so it is a huge community. Alongside the marshals' clubs we are focused on recruiting and retaining volunteers for the benefit of the sport. Over the last 12 months we have delivered actions that include our event marketing teams at nine regional events with some 300,000 attendees, showcasing opportunities within motorsport including volunteer officials' roles.

Interestingly there is a perception that our marshalling community has an ageing profile, but it is not reflected in the historic data which only shows a marginal shift in the age profile in the last ten years.



**Recognised
Club**

It is true that we have an older age profile, but generally that is a reflection of the nature of volunteering and the difficult challenge of fitting this in around other commitments when younger. Although it is skewed older, we do have a very wide age range with marshalling starting from the age of 16 on race circuits, and youngsters can even start as a cadet marshal from the age of 11. Since last August, we have engaged with 495 new marshals who have undertaken their online marshals training programme. 51% of the new recruits are between the ages of 17 & 39 and 21% identify as female. Many grassroots events have embedded marshalling elements in their championship schemes, with some disciplines such as AutoSOLO making it a part of every day of competition for all of the drivers as they rotate through the roster of on and off-track time. Then of course when you want to upgrade your race licence one of the ways is to spend a day marshalling, which gives you a signature on your licence, and a fantastic insight into crucial aspects of competition management.

Despite all of this we are far from complacent and work very closely with our colleagues in the clubs to continually replenish the cohort of brilliant volunteers in the 'Orange Family'.

Support smaller venues. Venues of all types and sizes are fundamental to the health and continuity of motorsport across the country. There are 17 registered race circuits in the UK, but these make up a small fraction of the near 2,000 venues that host the 4000 events which take place every year (well maybe not the last two years). These vary from car parks to airfields, forests to fields and drag strips to muddy hill sides. The use of these is often a fragile agreement between the clubs, landowners, and the local community. On numerous occasions, Motorsport UK has provided assistance to clubs and organisers to ensure the continued use of venues, including successful lobbying for the continued use of the forestry estates in Wales and England last year.

In 2020 the Motorsport UK Club Continuity fund was key to supporting a number of clubs and venues throughout the COVID-19 pandemic. The assistance provided was not only limited to financial support, with the legal department offering extensive support to a number of venues in terms of negotiating complicated leasing arrangements, avoiding costs for services not provided and guidance to help seek wider funding support in relation to rates and other business reliefs available.

In 2021 a 'venue specific' working group has focused on establishing improved relations with landowners and in particular Ministry of Defence (MOD) relationships to ensure ongoing access to venues for a number of different disciplines to retain sufficient capacity for competition. Building on this we are constantly looking for new venues that can provide different usage for the multiple disciplines of the sport, and right now we are in scoping discussions with a very large venue that could be a centre for a diverse range of events. This is a problem that will not go away as the pressures of alternative land use, the lobbying of environmental groups and the integration with local communities all pose challenges to their continued use. Motorsport UK continues to see this as one of our principal priorities in the years to come.

Sort out scrutineering The scrutineering procedures introduced during the COVID-19 pandemic in 2020 were an emergency measure and part of a rapid reaction to enable the sport to restart under exceptional conditions. However, the fast rollout required meant they did not go through the usual proposal, testing and approval procedure of specialist committees at Motorsport UK. At their inception, it was not intended for the new procedures to be a permanent change, and it was the plan for Motorsport UK to revert to traditional scrutineering measures once it was possible to do so. Having said that, the enforced change brought many potential benefits and were welcomed by many, however as with any innovation there were unintended consequences. In order to evaluate the impact, Motorsport UK ran a survey last autumn among the scrutineering community and the messages of concern were clear with a general report of deteriorating standards of car preparation and maintenance. It was therefore decided that we would need to first revert to the pre-pandemic system.

Motorsport UK is now embarking on a major project to review and test potential new scrutineering procedures, with representatives from the clubs and scrutineering community, to develop a number of different trials during the first half of the season in 2022. With the majority of major Circuit Racing

clubs and some karting clubs and championships involved in these trials, they have set basic parameters and frameworks to ensure consistency, but also enough flexibility for clubs to try different methods. This will help us to develop real-world experience and enable all those involved to evaluate what works and what does not, to help define what the future procedures will be for 2023. The ambition is to find the best of both worlds, delivering the same level of safety as pre-pandemic but combined with a more user-friendly application for all involved.

Consider the environment Motorsport UK has delivered a significant work programme in 2021 related to our overall approach to sustainability. Initially, this has focused on establishing a Sustainability Committee to include representation from experts in sustainable fuels (Paddy Lowe), automotive technology & electrification (Roger Ratley), venue / track / infrastructure design (Ben Willshire), propulsion technology (Dr Antonio Ciriello), championship promoter (Jonathan Palmer), major club representation (Ben Taylor), sustainability specialist (Dr Cristiana Pace), with internal representation from Operations, Marketing, Technical and Sporting Executives. This group has helped to consult on the Motorsport UK 'Sustainability Strategy' created in 2021 and published on the Motorsport UK website. This strategy sets out a number of workstreams spanning over 50 objectives between now and 2030.

We commenced work delivering against the strategy at pace. It is important we support and provide guidance to the motorsport community, and we launched an Environmental Awareness education module to assist clubs in recognising the benefit of managing their environmental impact and providing the template for them to succeed.

We are cooperating with the FIA to review their recently published Sustainable Event Guide with the ultimate deliverable being a new guide for clubs that is appropriate and actionable in terms of environmental action. An application for funding support from the FIA was successful and this will enable us to create a carbon calculator tool that will be made available to clubs to help place control back in the hands of those organising events to gather baseline data and to set improvement targets.

The Motorsport Council ran dedicated sessions to understand the landscape in terms of electrification, alternative fuels and other strategies being deployed.

And finally, we have signed the United Nations Framework of Sports for Climate Change, joining the high ambition 'Race to Zero' scheme. To further demonstrate our commitment to delivering our sustainability objectives moving forwards we have recruited a dedicated Head of Sustainability, Jessica Runicles, who has additional expertise, knowledge and focus on this topic.

So, in summary, there is a tremendous amount that goes on behind the scenes at Motorsport UK; but probably the most important asset that we have is the community, both in the form of the thousands of volunteers, a myriad of clubs as well as the motorsport industry ranging from the venue owners to our world-leading engineering firms. I am a great believer that the motorsport community is a tireless source of innovation and applied energy – and I am sure that together we can solve all of these and other challenges to secure the long-term future of the sport.

Wishing you a very safe and successful start to the season.

Kind regards,

Hugh Chambers

CEO, Motorsport U

From The Top

News from the WMC Committee

February Committee Notes:

Repairs at Kirkbride had taken place and more will take place immediately after the White Heather Tests. We are looking at new options for autotests.

The charity donations for 2021 will be presented at the March Cars & Coffee.

The White Heather Tests was discussed, and the test layouts would be finalised soon.

Drive It Day was on April 24th.

There were just two places left on the First Aid Course

We are in a good financial situation. Membership was at number 860 with a small number still to re-new.

Cars and Coffee will restart on March 13th

Motor House. An additional section of fence will be added and a new wall at the north end of the site. The cooker will be wired in shortly and d large door mats bought.

We have a large amount of autojumble, and we would like a volunteer to sort it and sell it.

The test evening will hopefully be in late April.

Next Meeting March 16th.

Tours and Show dates for 2022

Sunday March 27 th	MG Cumbria Roof of England Tour	Graeme Forrester
Sunday, April 24 th	Drive It Day at Dalemain 11 until 2	Committee
Saturday May 21 st	Roaming with the Romans' one day tour.	Ron Palmer
Friday/ Sat. June 17 th /18 th	Firth to Forth' one night away.	John Ross
Sunday 10 th July	Lingholm Cars and Coffee'	Ron Palmer
Saturday August 20 th	Rose and Thistle'	Ron Palmer
Sunday August 21 st	Cumbria Classic & Motorsport Show	Committee
October 23 rd	Cumbrian Canter	Chris Leece

Club News & Events

Tours and Show dates for 2022

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Race & Speed dates for 2022

April 9/10	Goodwood Members Meeting
May 28 th	Prescott Historic
June 4 th	Harewood Classic
June 23-26	Goodwood Festival of Speed
June 25-26	BTCC Croft
July 18	British GP
Aug 26-28	Silverstone Classic
Sept 3-4	Croft Historic
Sept 16-18	Goodwood Revival

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PG Tips

Peter Reflects On His Month

Just when you think all your cars are working swimmingly, they turn round and give you a reality check! The Bx is all but done – maybe a couple of tiny dents could be taken out by my contact with his rods and spoons, the hydraulic flow divider probably needs replaced to stop the tiny drip appearing after use, but the car itself had always started and drove well....until I took the mother-in-law and mother out to lunch in it. They really loved it – declared it was comfier and easier to get into than my Mercedes and we had a nice lunch overlooking the harbour in Maryport. I'd parked the Bx nose down on the side of the road and thanked my lucky stars that I had.

After lunch I got in and would it start? Would it heck. Turning over and over but not so much as a cough from the engine. I had the school run to do in less than an hour and a half and the options of recovery, seeking lifts etc were running through my head as well as the (risky) option to bump start it down the hill if I could get past the car in front.

With time ticking away I figured that the worst case scenario was that I tried to bump it and it didn't work and I'd be able to leave it further down the hill for recovery. I checked the gap in front and by my guesstimation I could get past so off we went. Full lock, cleared the car in front with mm to spare and down the hill, clutch out and bang – the engine exploded into life. After dropping the mother home, I stopped to grab some shopping – on a hill just in case – only to have normal service resume with the car and it started no problem. Several dozen starts further on, and all seemed well, until last week when I decided to go on the school run and nothing, not a cough, exactly like the last time. I took the Merc instead and, on my return, tested for spark – nothing. After checking the coil and ignition module I suddenly had spark. I spent a whopping £15 buying new replacements for both to be sure and so far, (fingers crossed) all seems well.

I watched some Formula E at the weekend and having seen various negative things about it, I was pleasantly surprised to see that it was actually quite action packed with a fair bit of overtaking, less reliance on downforce (that has ruined F1 in my opinion) and the cars are nice looking pieces of kit. Porsche came first and second, with Jaguar and a few other recognisable car manufacturers in there so there are familiar names to support.

What I found quite odd was the fact that several cars seemed to run out of energy on the last lap of the race. They didn't immediately stop but were going very slowly and had 0% next to their name on the leader board which meant that they wouldn't score points. I don't fully understand the rules and looking on-line didn't explain the running out of juice bit either. Presumably having only just enough to complete the race if you look after it adds jeopardy. I did find various things about attack mode, fan boost (fans can vote to give their favourite 5 drivers an extra power boost) and that's when I started to lose a bit of interest! Why does everything new have to have gimmicky rules attached to it?!

In a shock move I've put Barry the hillclimb car up for sale. The more I pondered over the winter as to where I was going with it, the more I thought I'd rather have a car engined racer and something classic. I figured the best time to sell would be before the start of the season, so I took the plunge and

advertised. So far, I've had close to zero interest so I may well be keeping it! I'm not entirely sure how many events I will do this year if it doesn't sell but probably not very many as I'm away for a bit over the summer and walking Hadrian's wall at the end of April. Who knows....someone may yet pop up who wants it? Definitely the cheapest way to go really fast that I can think of.

Peter



Marshal's Post

Generations Rally

Marshals needed at Rowrah on March 25th at around 2pm about ninety cars with two generations in each

Contact Graeme Forrester on gtfmg@yahoo.co.uk

White Heather Tests

Marshals needed on April 2nd at Kirkbride. Marshals should contact Eddie Parsons. A full meal package is offered. eddieparsons5@icloud.com

Northern Trial Photos



It was great to see so many members out marshalling on just about every hill and catch up with some muddy members competing; including Alistair McVittie, Dave Nicholson, Chris and Fiona and David Agnew amongst others.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

By late '64 we often met at Smithfield Garage where Alan Thompson and George Rice were based. It was also close to the Robin Hood pub and Kirklington Hall which was the hub of our social side. Robin Murray's haulage business was based close by and Robin had already competed on some rallies when we teamed up first on the Furness DMC R L Brown organised by Chris Penrice on 19th September 1964. Robin had a 997 Mini Cooper 849GRM and was a fairly quick driver and we managed a 4th place on this demanding Morecambe Bay Championship event.



Three weeks later came another FDMC rally, the Davies Memorial Trophy where we finished 2nd behind Cec Hall and ahead of Bob Lamb and Tony Mason. An indication of the pace of these events were the penalties incurred where the winners dropped 26 minutes and we 32 minutes. Precise navigation and a hot pace were vital on the events in Southern Lakeland. Navigator error saw a poor result on the Tyrril Trophy on Oct 25th. I must have had a talking to from Robin as our next event resulted in a win. We did the Northumbrian Motor Club Guy Fawkes Rally organised by Alan Barnes on 31st October and finished first ahead of Bev Gelder/Ray Hunt in the Cortina GT and in third was Geoff Cook/ Denis Bowes in the Rapier. After a minor win on a club event we entered the Morecambe Car Club Illuminations Rally on 21st November '64 again in the 997 Cooper. This was a Motoring News Championship event organised by Arthur Senior an ex works Reliant driver. Another great event with us doing OK at halfway (only dropped 18

in first half!) but retired after a high speed aquaplane on a rain soaked A591 north of Kendal resulting in some suspension damage. Robin used Treadfast remoulds in those day – they were free and sponsored us – but had only minimal wet weather grip. Our good run on the TDMC Three Rivers on Jan 23rd '65 ended when we wore out the discs and pads on the Cooper in the second half. It was won by the Davids, Thompson and Stevenson followed by Bev Gelder and Ray Hunt.

The CSCC Keswick Rally at the end of January was a very snowy affair where the SAAB of Alf Sewell triumphed over 'The Davids' in the GT with us along in 3rd place followed in 4th by Mike Telford/Peter Handy and in 5th by Bev Gelder/Ray Hunt. Our next event was the FDMC Towers Leck Rally, part of the Morecambe Bay Championship again run in the lakes on 27th February '65. Robin had the Cooper in bits at the time so he told a small white lie to his mum about being short of a car for a social night out. The result was the use of her brand new Triumph Herald 1200 – Red and

White I seem to recall – which swiftly had a couple of spotlights and a flexy light fitted and the hub caps removed. The halfway halt was at Grizebeck Service Station owned by George Benson who was entered in his hot Triumph Vitesse. He came over to us as we were leading him at halfway and asked to see under the bonnet which Robin gladly did only to expose a tiny four cylinder motor which was bog standard. George couldn't believe how quickly it was being driven by this young upstart. Anyway we managed a third place at the finish behind winners Frank Davis/Bob Redhead in the 1275S and in second place Ron Hobro/Derek Varty Cortina. Forth and still behind us was George Benson in his Vitesse and in 5th Ian Jemson/Tony Mason Triumph 2000. First thing the following morning the Herald was carefully washed and returned to standard. It was well run in by then and probably needed a brake service but nothing was said about it having done a rally.

Next one with Robin was the Fylde MSG Trio Rally on April 3rd where we scored a 5th place with first



going to John Wadsworth/Alan Cooke 'S' followed by John Curtis/Ray Heaton 'S' and Roy Mapple/Graham Marrs in Orange Box, Jack Tordoff in a SAAB was 6th. A third place followed on the Durham AC Dales rally on 10th April '65 behind winners Gordon Rutherford/Eric Lynch Cortina GT and in 2nd place Phil Young/Wilkie Small/ Ford Classic. We were in the 997 Cooper now back in commission after a refresh. We now had a pause in our partnership before my 2nd Scottish International Rally which ran over 5 days from 7th to 11th June when we were again in the Cooper. There was a strong Cumbrian contingent with many being members of the NRCC, Northern Rally Competitors Club and

there were a total of 20 teams entered and we finished 14th overall and part of the winning team, NRCC Treadfast. Second team was Peugeot and third NRCC Cumbria A so a very satisfying result. We should have finished higher than 14th place but in Ardgarten Forest above Loch Long we slid off the road without any help or spectators close by, which was so often the case in the '60s. After a while a couple of backwoodsmen appeared and as the car had slid down an embankment we decided the only way for four of us to get it back on track was to take all the wheels off and manhandle it like a sledge back on the road which took a considerable time. No real damage was done and we continued on our way to a good result considering all. Roger Clark won – again- and Tiny Lewis was second in the works Imp.

The second half of 1965 resulted in a 4th place on the 750MC John Peel Rally in July and a retirement with gearbox issues from the Liverpool MC Jeans Gold Cup in September. Also in 1965 I had several events with other drivers Alf Sewell in a Cortina on the KLMC January Rally, a retirement with Paul Roxburgh on the Valentine Rally, a win with Brian Mitton/supercharged Mini Cooper on the 2 day NUMC Allendale Rally, a 3rd place with Brian Mitton/SAAB Sport on the CSCC Edenhall Rally, and a 2nd place with Ian Watson/850 Mini on the NDMC St Andrews Rally after pulling the eventual winner Gordon Rutherford/Moss Islay/Willment Cortina GT out of a hedge, food for thought eh? Another 2nd place on the CSCC Farrar Trophy with Brian Mitton/SAAB in November and a couple of DNFs with Malcolm Wright and also 2 DNFs with Mike Telford. It was a fact that although the Mini was five years or so into its life cycle the factory developments hadn't filtered down to the clubman so they tended to break under the stress of forest rallies too often. It was in 1965 that I made the one change of employer when I moved from Stead McAlpin to County Garage where I spent the next very satisfying forty years. So a busy year in 1965 and I had competed in 83 rallies up to this point but better was to come in 1966.

Ron

Autojumble

Items for sale or wanted

We have lots of items in the Motor House for sale for a donation. In addition we have hundreds of manuals and motoring books and magazines all available for sale.

Why not have a look at the next Cars & Coffee?

Cumbria Classic & Motor Sport Show

Sunday, August 21st

At

Dalemain

Entry forms are available on our website.



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Membership

WMC is registered with the Information Commissioner to hold members data.

Welcome to new members

Daniel Roberts

Graeme Rumney

Ian and Ruth Hodgson

Alan Baverstock

Chris Warden

Drive It Day

Sunday, April 24th

At

Dalemain

Arrive from 11 o'clock onwards

Until about 2 pm

£5 per car to our nominated charities

Hospice at Home and Blood Bikes

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FIRTH TO FORTH

Friday 17th June 2022



Wigton Motor Club are pleased to announce a touring assembly for classic and other fine cars. Starting in Gretna (Solway Firth) and finishing in Dunbar (Firth of Forth) using many of the finest roads in the Borders including some of those traversed on the Jim Clark Rally.

Entry fee will be £85.00 per car for members £95.00 for non-members, entry will include Bacon/Sausage roll and a hot drink at the start. Tea/coffee and scone at Moffat mid-morning. Lunch at Abbotsford. Free time has been allowed at Duns

Accommodation has been arranged at the Marstons Pine Martin in Dunbar at a rate of £100.00 per Double/Twin Room (Breakfasts are available at £8.25 per person. 25 rooms have been allocated to us. Anybody wishing to book one of these rooms should contact the hotel direct on 01368 860013 option 2 (Do not use the room booking option 3 as this goes through to Marstons central booking desk) mention that you are booking one of the rooms allocated to the group booking made in the name John Ross, quoting W92217. Dinner will be available on the evening and has to be pre-ordered, I will send our details of the menu at a later date (we have negotiated a 20% discount on their evening meal rates). Should we have more than 25 entries wishing to stay over additional accommodation can be found within Dunbar. The Pine Martin should be able to accommodate all those wishing to dine in the evening

This run co-insides with the Sir Jackie Stewart Classic Festival of Motoring which takes place on the 18th & 19th June at Thirlstane Castle, Lauder. Thus we can all have a double fill of classic motor-ing both on our trip north and again the following day on your return home.

Regulations will be available shortly.

John & Christine Ross

First Aid Training

Saturday, April 23rd, April

A full day's training in basic first aid for marshals and anyone else involved with events.

Fully Certified

Just two places left!

The Club is covering the cost of the course and refreshments.

At the Motor House.

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I thought I'd start this month's ramblings on the subject of petrol. Firstly I've been reading of late about the mileages being achieved by the new E10 blend compared to the older E5 and a lot of people are claiming that their cars are gulping the new stuff down a lot quicker than they did in the past. The numbers do vary a bit, but the suggestion is that somewhere in the region of a 10% reduction isn't far from the mark. Now I can't confirm this as I don't take too much notice, too depressing, but surely those people who have looked into it can't all be wrong. If they're right, then any advantages for the climate must be wiped out simply by the fact that we're using more of the stuff.

Secondly, I see the RAC have been checking wholesale petrol prices and they think retail costs should be about 10p per litre less than they are at present. The estimate is that retailers have over-charged motorists to the tune of about £5 million a day simply by not passing on any drops in the wholesale price. Simon Williams of the RAC judges their practice as nothing short of scandalous, shame on them.

Moving on.

I've recently been asked to help a lady to find a new home for two cars which were the property of her late husband and which she has no use for, she doesn't even drive. I got involved as my late father sold one of them to the lady's father in law in 1955. The car then passed onto her husband and as I knew both the previous owners quite well, I was happy enough to assist.



The first car is a Wolseley 2200 of 1975. It's solid enough and I don't think it would take too much to put it back on the road. It was last used in 1999, has covered approximately 28K miles and there's very little signs of rust on it. The interior is tidy and original and there's quite a bit of paperwork to go with it including the owner's manual, old MOT's and bills for jobs done. It was first registered to a Mr A Frew from Bexley Heath and supplied by Hawkhurst Motors in Kent. My friend bought it from Nick Larkin who I understand has written in many classic car magazines over many years. Apparently, Nick did an article about the car, my friend read it and bought the car from Nick, travelling to Huntington to pick it up.

It's not worth a lot of money but if there's anyone out there who fancies it as a project, I'm sure she'd be happy to let it go for £1500 or near offer.

The second car is a 1949 Lea Francis estate which as I've said above, I've known since I was a wee boy. It was first registered in Dumfriesshire and has had a total of five owners, one family for the last 66 years. It was originally bought as works transport for the family joinery business taking wood and workmen to various jobs. Eventually it got tired and was parked up in the corner of the joiners' shop for many years.

In 1992 the lady's husband decided to have the car totally restored and it was sent to the midlands to be worked on by the leading Lea Francis specialist. The work entailed the car being stripped to the bare chassis and from that starting point everything was repaired, replaced or renovated, all new



wood etc. The entire process took over two years and cost an eye watering amount of money to carry out. Photographic evidence of the rebuild is available.

Since then the above the car has seen a little dry weather use and was last driven in 2012 when the lady's husband's health started to fail. For the last 10 years it has sat in her garage where its condition doesn't appear to have suffered, the interior looks like new, and the paintwork can be described as "dusty" but otherwise very good.



As can be seen the car is in very good condition. It has been started and runs, but the starter motor has now given up the ghost. I feel sure that Jennifer the owner would be willing to sell for anything north of £10K and when the cost of the refurbishment is taken into account that's an extremely cheap and very unusual Classic vehicle. Anyone interested in either car can contact me by e mail at ruthand207@googlemail.com or by phone at 07979007465 and I can arrange a visit to inspect. I don't think a potential buyer would be disappointed.

Ends

AA.

Jottings

The "answers" to the quiz in Talking Point: F1 drivers: Hamilton, Russell, Norris and I will allow Albon. WRC drivers: Evans and Greensmith; Formula W: Jamie Chadwick.

The PCP loan system of buying a car seems to not be all it was cracked up to be and there are now lawyers offering to sue on your behalf for it being mis-sold. I must admit to never being able to see how it was an advantage as you were effectively hiring the car and never actually owning it.

Many of you will have watched the video from the race of Champions last week that featured a race between Stig Blomquist (aged 75) in his Audi Quattro (aged 37) and a modern electric rallycross car. Stig won but the race just showed what is wrong with current motorsport. The Quattro was exciting to watch and hear. The electric rallycross car was not. Lessons to be learnt?