

Wigton Motor Club Ltd

Start Line

Issue 2022/09

www.wigtonmc.xo.uk

September 2022

Tremendous Turnout for the Classic & Motorsport Show



The sun came out for the Classic & Motorsport Show with over 800 cars on display and a record turnout of spectators.

For Members By Members

WMC Committee

OFFICIALS

<i>President:.</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
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Please ensure that you contact the appropriate official on the correct email address.

Face Book: Wigton Motor Club & Wigton Motor Club Members

Events of Interest

Locally & Nationally

September

- 11th** **Car & Coffee at the Motor House 10 until 12**
18th **SoSCC Doonhamer Targa (NESCRO event)**

October

- 9th** **Car & Coffee at the Motor House 10 until 12**
16th **Cumbrian Canter**
23rd **Solway Historic & Targa Rally**

Items For Sale



Hartwood 7 as seen at Moota.

This car comes with lots of spares plus a briefcase full of original build paperwork. Space frame chassis, adjustable shockers and full rose jointed five link rear axle set on Minilites. The 1300 Ford X flow engine drives well with a 4 speed box and quick shift gears. M.O.T. June 2023, so ready to go. This is not a Caterham but is just as much fun. Full spec on request. Offers around £7500.

Eric 0778 3943982

1983 Mini Cabriolet

A car to invest in, will be M.O.T. and tax exempt 2023.

Unique Mini convertible, lovely interior, walnut dash and steering wheel, full black with yellow trim carpet. Respray 2022, many new engine and mechanical parts. Will come with 12 months M.O.T., a car to enjoy whatever the weather. Full spec on request.

Offers around £8750.

Eric 0778 3943982

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Many members will have fond memories of the Scottish Rally as competitors, marshals and spectators when it was a true international rally attracting the top works teams and drivers. It was a tough four day event in its heyday starting at the RSAC HQ in Blythswood Square in Glasgow and a look through the forest of southwest Scotland, the Borders, up through the Trossachs, and Perthshire, almost non-stop for 20 hours before an overnight at Aviemore. There were then two more days of stages in loops from the Aviemore Centre with the prize giving on the Wednesday morning. Usually on the final evening there was an autotest in the Aviemore Ice Rink.

The entry often included about a dozen Cumbrian crews often in quite humble cars but intent on having a wonderful time. The evenings in the hotels of the Aviemore Centre with the tings of legend including using silver tea trays on the dry ski slope!

Sadly, the rally has declined over the years and this century has seen it as a one day event in Dumfriesshire. It's part of the Scottish Rally Championship but this year barely cost enough entries to cover costs, no doubt due to the reputation for rough stages. Four stages around Lockerbie with a fair amount of double usage led to rough stages for competitors and even more so for in stage marshals driving out after the event.

It reminds me that just over 30 years ago we as WMC and SoSCC ran the Tweedies Forest Stages based on Dumfries as a non championship forest rally and got a decent entry, the usual format was Twiglees, Castle O'er, Ae, Mabie and Dalbeattie and no double usage. That was longer than this year's Scottish which shows how times have changed. It was also a rally that gave Colin McRae his first forest win.

Whether there will be any more "Scottish Rallies" remains to be seen but I would not be too hopeful.

It's worth mentioning the tremendous performances on stage rallies this year by Steve Egglestone/Brian Hodgson in the escort and Barry Lindsay/Caroline Lodge in the Peugeot. They get 100% out the cars and have a great finishing record. It must be very embarrassing for those behind them with cars that cost the same as a decent house and that need professional mechanics to tend to them.

GTF



Editor: Graeme Forrester - gtfmg@yahoo.co.uk

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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From The Top

News from MSUK, Associations & WMC Committee

August Committee Meeting report

Lynda Graham was in the chair for her third meeting.

The August meeting was very much about the Classic Weekend and the forthcoming Solway Rally.

The team for the Solway had been very busy getting the route ready for submission for authorisation. David Agnew reported that he had found six new venues and there might be some more. The event would be based at the Rowrah kart track.

We now had an exclusive agreement for events at Kirkbride so we can use a number of sites for auto-tests etc. Hopefully, we will get two of three events before the end of the year.

It is hoped to have a treasure hunt/pub run in September.

The M Sport Cars & Coffee had been a great event. Many thanks to the Wilson family and to Ron Palmer for organising.

The stubble autotest at Bothel had been popular and thanks to John Holliday for organising it.

The financial report was received. The treasurer pointed out that we had a large number of entry fees for events coming in but the bills for them had not yet been paid.

Membership in total was close to 800. We already had ten new members under our free membership for under 25s offer.

Motor House: The new boundary wall was to be built in the near future and the floor sealing will take place on September 11th.

Dave Nicholson has written safety plans for the Show and for the Motor House which were approved by the committee.

Equipment: The well-used lap top we use for event results was beginning to have problems and it was resolved to buy a new one. The main photocopier was also getting difficult to source toner for so a new one would be obtained. It was agreed to buy a shredder to destroy old documents.

Centenary event: A venue option was to be investigated.

A first aid training would be organised for marshals.

Next meeting September 21st



motor
sport
UK

Recognised
Club

Club News & Events

CARS & COFFEE

10 until 12, Sunday, September 11th

At the Motor House

Coffee, autojumble, books, and good craic

Treasure Hunt

Sunday, October 2nd

Start at the Motor House—details later

CARS & COFFEE

10 until 12, Sunday, October 9th

At the Motor House

Cumbrian Canter

Sunday, October 16th

In the Eden Valley

Entry forms will be emailed out

Solway Targa & Historic Rally

Sunday, October 23rd

Entry forms have been emailed out

HAGERTY
CLASSIC CAR INSURANCE

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

PG Tips

Peter Reflects On His Month



This month's ramble is brought to you quickly before we head off on holiday - I won't be taking anything to write it on with me. The GSA is alive and well after its recent welding session and I almost brought it to the recent coffee and cars until I ran out of paint half way through refurbishing the front inner wheel arches. Hopefully I will bring it to a coffee and cars or breakfast meet before the winter comes.

I had the recent misfortune of having to attend an elderly relatives funeral over the border in Melrose last month and followed the standard A7 route. Much to my horror I found that both Hawick and Langholm now have vast 20mph zones through the

middle of both towns. Not just the centre where shops and amenities are, but pretty much the entire length of both towns. As you'd expect most people seemed to be ignoring it and still doing 30ish mph but the fact they now exist is a taster of things to come everywhere. I did find someone doing the limit on the way home and it was worth noting that they had a queue of vehicles behind them and at one point I was undertaken by a cyclist on a downhill section. At least that's just in town where there is at least an argument to say that it will save pedestrian's lives in an accident.

Following on from this I saw a story in the national media that Surry county council are trialling a set of rural roads as a 20mph zone, which seems total madness. There has been a lot of uproar over it, but I can't imagine them admitting it is a failure so it could be rolled out in other places in the future and no doubt camera enforcement and fines will roll in to council offices. The piece I saw had a councillor from Surrey saying that the reason for the limits were to cut down on anti-social driving, particularly at night, where people bought 4x4s for £50 and then drove them to destruction noisily before setting fire to them. Clearly a very valid argument there – people breaking multiple laws by driving illegal vehicles and then illegally torching them are definitely going to abide by a new and very low speed limit...oh no wait....the man must be a half wit! I'd also like to know where these £50 cars are available given that the price of scrap puts even the smallest car at double that. Apparently the success of the pilot is going to be measured by compliance – we need to hope that the people of Surrey don't fall for it!

That's it this month, short and sweet. Next month I hope to regale you with hire car reviews as I have at least 2 booked, one of which is extremely suspect and my current thoughts are that it's a friend of the holiday let's owner lending me an ancient car for 3 days for virtually no money. Thankfully the island on which this gamble is taking place has very little traffic....and I haven't advised my wife of my thoughts!

Peter



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

The Rose and Thistle 2022 ran as usual on the Saturday before our Dalemmain Show. It attracted a full entry of 80 cars and 162 participants plus a further 6 reserves although this was reduced somewhat by late withdrawals so we started with a worthwhile 73 cars. Hopefully those who had health issues and didn't make it will be improving soon as will Christine who after a recent knee replacement, her second, will soon be fully active again. Houghton Hall was the start venue and the staff were most welcoming, coffee and breakfast rolls were eagerly devoured, while the road book was studied before the off.

The rich mixture of cars taking part was heart warming and it's only a pity that some of the route was rained upon which kept hoods up in most cases. The route meandered south-east via Castle Carrock, Croglin and Renwick, before joining Hartside and heading east. Then via Leadgate where Chris and Ed Glaister encountered a wounded and bloody cyclist who needed medical attention so being good Samaritans they whisked him off to care in Alston before rejoining the route. Then via Garrigill and over Downgang Hush to Nenthead to join the A689 east along Weardale to St John's Chapel. The 'yellow' over Langdon Moor to Langdon Beck which followed gives great panoramic views over Teesdale as you head south before joining the B6277 to Middleton in Teesdale. Thereafter a gentle run along the B6278 took us to lunch and fuel if required in Barnard Castle. Most of the locals have heard all the Dominic Cummings jokes and wish he had found something more useful to do with his life. The splendid Bowes Museum hosted our lunch stop and the cars parked very prettily on the Parterre below the front terrace, a magnificent sight from above. It was dry for the lunch break so the full benefits of the Museum and grounds could be enjoyed before departure.

We were once again smitten by the curse of the last minute road closures which caused a degree of re routing. These were of a minor nature and didn't appear on local council road closure websites. Still it brought out all the best in our resourceful entrants who pressed on over the B6276 to Brough and down to Kirkby Stephen for fuel. Then heading west via Soulby, Great Asby and Drybeck before north through Kings Meaburn. Another reroute had been necessary in the week preceeding the event as the bridge over the Eden at Langwathby, on our preferred route, remained closed for repairs much to the dismay of the local residents. So we went via Cliburn to Eamont Bridge and after crossing the daunting Kemplay Roundabout we skirted Beacon Edge before approaching the finish from the north where we enjoyed tea and cakes at the Penrith Golf Club. This was an excellent venue for a finish and we could watch the hardy golfers finish a round in a heavy rainstorm. Our thanks to the entrants who keep on returning for the Rose and Thistle year after year, with many taking in the Dalemmain Show on the Sunday. Next year we will make the 'Thistle' part of our title more appropriate as we will head north from our usual Carlisle start venue into Scotland. Thanks to Chris Leece for marshalling the start and some good photos and to Paul, Jim and Rob for parking skills at lunch and again to all the entrants.

Ron.

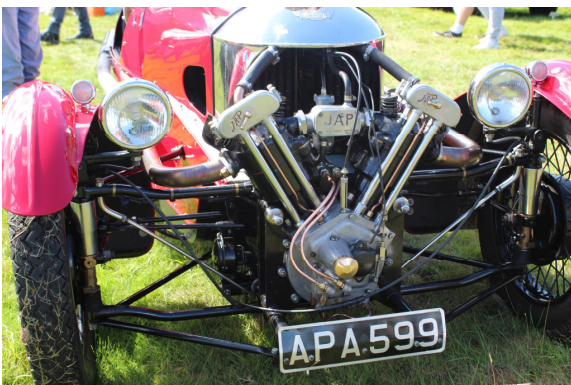
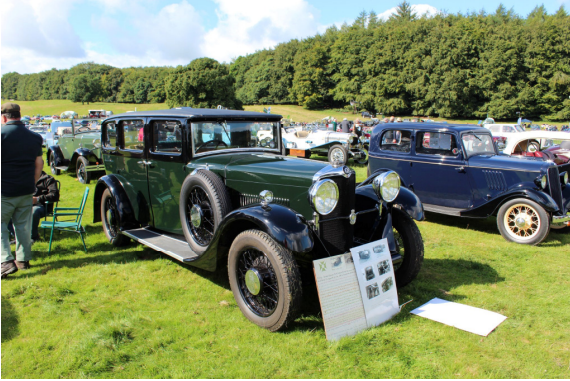
Rose & Thistle Challenge



More Rose & Thistle



Cumbria Classic & Motorsport Show



July Grass Autotest

POS	Driver	Car	Class	Total	
1	Peter Wright	Mini	FAT	1142	1st F AT
2	Dan Grierson	C2	FAT	1148	
3	Paul Grierson	C2	FAT	1159	
4	Craig Stamper	C2	FAT	1162	
5	Phil Hodgson	MX5	PCA	1219	1st PCA
6	Angus Cowan	Escort	RAT	1225	1st R AT
7	David Agnew	Clio	FAT	1228	
8	Aaron Pattinson	Corsa	PCA	1246	
9	Mark Humphries	Satria	PCA	1257	
10	Dorothy Wintrip	Satria	PCA	1273	1st Lady
11	Dave O'Connor	Mx5	RAT	1281	
12	Richard Chapelhow	C1	FAT	1285	
13	Lei Mashiter	Spitfire	RAT	1552	
14	Ian Cowan	Escort	RAT	1594	
15	Brian Bradley	Golf	FAT	Retired	



A great event on a smooth stubble field with superb views over the Solway to Criffel . Great tests and organisation by John Holliday and his team!



Grampian Rally Stuart Egglestone/Brian Hodgson



A hot, dusty day in the forests close to Banchory, a beautiful part of Scotland I've never competed on before.

First time seeing the stages was driving them in competition.

3 different stages, 2 repeated and the other some double usage, but all very similar in character with lots of loose off line sections to catch you out.

The biggest problem following the British championship cars who are allowed a recce was the big cuts through some of the corners which were too rough for a little escort

which meant being offline out in the loose which wasn't ideal.

Apart from a rear puncture close to the end of stage 1 it was a good day all in all but unable to catch the Peugeot 208 on this occasion of Peter Stewart who was flying matching times of his brc opponents.

For us happy to finish 2nd to him and another good haul of points although need to be finishing in front of the Peugeot to stand any chance in the 2wd championship.

Great battle with Steve Bannister once again, who finished just behind us.

Once again got my right hand man Brian Hodgson to thank for another top job, his adventure continues ☐ and Marcus and Dave on the tools.

Quite a bit of work to do to get the car ready for the Galloway Hills Rally next on 10 September but we'll be there.

Marshals' Post

Motorsport is possibly unique in that most events need more organisers and marshals than competitors. Marshalling is a great way to get involved and find out about the different types of events that we run. It's also very social, you meet new people and have a lot of fun for little cost. Our Classic Show is much the same, while we can have about 900 entrants we still need 70 or so volunteers to help run it. Again it's all great fun, you meet other car owners and there is even the odd perk!

We are planning to do some marshals' training in the future to introduce people to marshalling on tours, targa & historic rallies and autotests. What this space.

We are looking for marshals for the

Solway Targa & Historic Rally on October 23rd it's based at the Rowrah Kart track and all the tests are within ten miles of there. All marshals will receive a post event meal at the finish.

If you can help contact Eddie Parsons on: eddieparsons5@icloud.com

Classic Chat

I read on another forum the other day that someone was complaining about the cost of a particular classic show. Now this show was one of the commercially run ones, so it had to make a profit to cover the costs of running it, the number of person hours needed, and no doubt tax to be paid on any surplus.

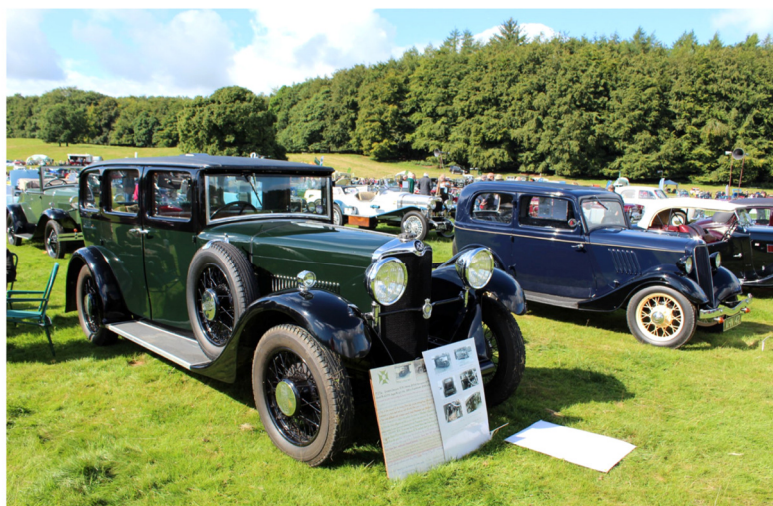
However it was quite obvious from the following comments that many of the car owners did not have a clue about how much it cost to put in even a small show. They were taking the attitude that the organisers were “charging people to look at my car” so I should get in free.

Now usually the biggest outlay for a show is the venue, and a good venue does not come cheap. State-ly homes etc see shows as part of their income stream. Then there is insurance. Not cheap and I often wonder if some of the smaller shows actually have insurance. Then there are attendance awards and prizes. You have to have enough attendance awards for the maximum number of entries you have, so you invariably end up with many left over. The cost of posting the final instructions and passes is not cheap either. Waste bins have to be paid for. Then you have the PA system, crowd barriers, and toilets which cost well over a thousand pounds. Programmes have to be printed based on what you estimate the number of people through the gate will be. Sometimes on a good day you run out and if it rains few people come and you have loads left.

We have the park well pegged out and we have built up a lot of signs for directions and advertising. Over the years these have to be renewed and updated.

So running a show is not cheap. One of the reasons we introduced a £5 entry fee for non members was that while it helped with the costs, it greatly reduced the number of no shows. When it was free people used to decide on the morning whether to come and you then had spectators who had paid to get in saying “You advertised 500 cars, but there are a lot of gaps”, with some justification. Many years ago one person even asked for his money back. If someone has paid even a £5 they are more likely to turn up.

If we finish the day in the black, then we can support our charities and continue to improve the equipment and facilities we have for members. On the other hand a really dreadful day can go the other way into the red. The bills are exactly the same whatever the weather. People’s memories also effect whether they enter again the next year, so a wet miserable event can often reduce the number of cars the following year.



Membership

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

Welcome to new members

Ben Henderson (under 25)	Penrith
Joseph Brammer	Milton of Campsie
Roger Whittaker	Milnthorpe
Nigel Fernandes and Neil Fernandes	Penrith
Adam Hope (under 25)	Workington
Lawrence Burgess	Carlisle
Jack Potter (under 25)	Whitehaven
Finn George Burgess	Carlisle
Jacob Cook	Egremont

We hope that you will enjoy Start Line and we look forward to meeting you at some of our events, be it competitive or social.

Thank You

A big thank you to everyone involved in the Cumbria Classic Weekend, organisers, marshals, car owners, clubs and enthusiastic spectators. It was a fantastic event and we have literally hundreds of “likes” and positive comments on Face Book. And of course the sun shone!

Have a good rest and see you soon!

Graeme

M-SPORT CAREERS



ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN

Cumbria Classic & Motorsport Show 2022

Results

Award	Number	Car	Owner
Class A 1st	27	Austin Clinton	C & P Kennedy
Class A 2nd	12	Austin 10	D. Wallace
Class A 3rd	18	Singer le Mans	N & C Webber
Class B 1st	8	Standard Vanguard	B> Powton
Class B 2nd	7	Morris 6	D. Cleminson
Class C 1st	5	MG TD	J. McDarren
Class C 2nd	12	Chevrolet Corvette	P. Scott
Class D 1st	3	Alvis TC2 DHC	J. Wilson
Class D 2nd	4	Triumph TR4A	N. Adkins
Class E 1st	3	Jaguar E type	J. Tuer
Class F 1st	29	Ford Zephyr	J. Roland
Class F 2nd	27	Ford Anglia	G. Wright
Class F 3rd	33	Jaguar Mk2	A. Mitchinson
Class G 1st	12	MG B Roadster	P. McSorley
Class G 2nd	21	Triumph Spitfire	M. Barrow
Class H 1st	13	Ferrari 308 GTD	P. Ostle
Class I 1st	45	Saab 96GL	K. Dover
Class I 2nd	4	Ford Capri	S. Handley
Class I 3rd	10	Rover P6	J. Mackie
Class J 1st	23	Lotus Espirit	J. Bell
Class J 2nd	35	AC 3000 ME	M. Laurance
Class J 3rd	2	Jaguar XJS	R. Credie
Class K1 1st	32	Vauxhall Astra	M. McGowan
Class K1 2nd	6	Ford Granada	T, Lloyd
Class K1 3rd	37	Ford Capri	C. Allen
Class K2 1st	25	Jaguar XJ Sport	P. Bartlett
Class K2 2nd	2	Ford Granada Scorpio	E. Johnston
Class L 1st	32	Ford Thames Pickup	G. Maran
Class L 2nd	15	Land Rover S1	T. Pilkington
Class L 3rd	11	Dodge B1 PickUp	B. Hamilton
Class M 1st	7	Triumph B160	M. Hopwood
Class N 1st	10	Honda CB550	D. Mainwaring

Class O 1st	2	Lamborghini Espada	M. Ross
Class P 1st	17	Ford RS1600i	B. Folleon
Class P 2nd	10	Mitsubishi Evo TM	D. Armstrong
Class R 1st	6	Rover Metro	R. Young
Class Y 1st	7	VW Beetle	B. Adams
Pors A 1st	2	Porsche 911 SS	P. Graham
Pors W 1st	4	Porsche 911 SS	J. Cardwell
Austin 7 1st	3	Austin 7 Chummy	D. Hawthornthwaite
Clubs 1st		4x4 Response	
Clubs 2nd		Morris Minor	
Clubs 3rd		Series 1 Land Rover	

Car of the Show		Alvis TC2 DHC	J. Wilson
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Watch Out Max, Jacob is Coming!



Historic & Targa Challenges

WMC Historic Championship after Blue Streak

Overall

HISTORICS

Driver			Navigator		
1	David Alexander	70	1	Callum Alexander	73
2	Mike Cook	65	2	Ross Blythe	68
3	Alex Willan	50	3	Alisdair Venn	48
4	John Sloan	46	4	Alan Jackson	44
5	Dave Agnew	41	5	Roy Heath	25
6	Charles Graves	36	6	Finn Morriss	23
7	Brian Bradley	32	7	Richard Welsh	22
8	Dave Short	24	8	Ron Palmer	21
9=	Ian Dixon	23	9=	Heidi Garstang	20
9=	Ian Maxwell	23	9=	Michael Fox	20
11	David Marsden	19	11=	Mick Anderson	19
12=	Ian Curwen	18	11=	Thomas Waterhouse	19
12=	Paul Slingsby	18	13	Richard Cooke	18
14	Thomas Pearson	17	14	Michael Marsland	17

Class

Pre 1960			Pre 1960		
None			None		
Cat 1			Cat 1		
1	David Agnew	20	1	Alan Jackson	20
2	Paul Slingsby	9	2	Michael Fox	9
Cat 2			Cat 2		
1	Mike Cook	29	1	Ross Blythe	30
2	Charles Graves	16	2=	Heidi Garstang	9
3	Ian Maxwell	10	2=	Richard Welsh	9
4=	David Marsden	9	2=	Ron Palmer	9
4=	Ian Dixon	9	5=	Richard Cooke	8
Cat 3			Cat 3		
1	John Sloan	19	1	Alisdair Venn	19
2	Dave Short	10	2=	Roy Heath	10
3	Thomas Pearson	9	2=	Finn Morriss	10
			4	Thomas Waterhouse	9
Cat 4			Cat 4		
1	David Alexander	28	1	Callum Alexander	30
2	Alex Willan	20	2	Mick Anderson	9
3	Brian Bradley	15	3	Michael Marsland	8
4	Ian Curwen	8			

Overall

TARGA

Driver			Navigator		
1	David O'Connor	66	1	Stuart Davis	66
2	Andrew Graham	47	2	Kat Sutton	47
3	Philip Hodgson	46	3	Lewis Hodgson	46
4	Mark Humphries	41	4	Ryan Longstaff	41
5	Thomas Pearson	34	5	Thomas Waterhouse	36
6	Craig Stamper	25	6	Peter Wright	25
7=	Barry Lindsay	24	7=	Martyn Petry	24
7=	Richard Whittaker	24	7=	Andrew Whittaker	24
7=	Chris Hunter	24	7=	Fiona Tyson	24
10	Russel Robertson	23	10	Mark Winder	23
11	Paul Bowness	21	11	Esther Bowness	21
12	Brian Bradley	20	12	Rob Iveson	18
13=	Jacqui Raine	18	13	James O'Neil	17
13=	Pete Masters	18	14	Daniel Roberts	15
15	Frank Mattocks	17	15	Shaun Carney	14
16	Jim O'Neil	16	-	Lisa Waldron	R
17	Lewis Waldron	14			
18	David Potter	13			
19	Chris Warden	12			
-	Scott Waldron	R			

Class

Targa T1 (FWD)			Targa T1 (FWD)		
1	Andrew Graham	19	1	Kat Sutton	19
2	Mark Humphries	17	2	Ryan Longstaff	17
3=	Barry Lindsay	10	3=	Martyn Petry	10
3=	Craig Stamper	10	3=	Peter Wright	10
5	Richard Whittaker	9	5	Andrew Whittaker	9
6	Brian Bradley	8	6	Rob Iveson	7
7=	Jacqui Raine	7	7	Owen John	6
7=	Peter Masters	7	8	Daniel Roberts	5
9	Frank Mattocks	6	-	Lisa Waldron	R
10	Lewis Waldron	5			
11	Chris Warden	4			
-	Scott Waldron	R			

Targa T2 (RWD)			Targa T2 (RWD)		
1	David O'Connor	26	1	Stuart Davis	26
2	Philip Hodgson	18	2	Lewis Hodgson	18
3	Thomas Pearson	12	3	Thomas Waterhouse	12
4	Chris Hunter	10	4	Fiona Tyson	10
5	Russel Robertson	9	5	Mark Winder	9
6	Paul Bowness	8	6	Esther Bowness	8
7	Jim O'Neil	6	7	James O'Neil	6
8	David Potter	4	8	Shaun Carney	4

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Now I know I'm old, I know I'm out of touch with a lot of modern technology and I suspect I'm also in a minority in that, even after exactly, to the day as it happens, 54 years since I passed my driving test, I still enjoy driving a motor car. Up to now I've never been daunted by tackling long journeys, savour driving in the dark and look on round trips to visit family south of London as fun, often better than the visit itself. Anyway I've now got a problem.

For 12 years I've been perfectly happy with the products of a well known German company and have had six of their cars during that time, now though, things have changed thanks to the word "automatic". As of now the only manual available is at the bottom of their range and anything with a bit of performance can't be bought with a dear old gearstick. I know this is done to make their emissions look better, I'm constantly told by salesmen the auto is great, it's easier to use and makes driving more relaxing etc but I don't want one and people can't understand this. They don't make me buy a red car instead of a blue one, they don't insist I specify certain options, and I've got a free hand when it comes to petrol, diesel or electric(for a while longer). I can choose the engine size and therefore the performance, but for some sadistic reason I can't be allowed to change gear when I feel happy doing it.

Needless to say I'll be looking elsewhere, I could buy a Puma ST or a Skoda VRS but other than that there seems little else on offer and many of the others are automatic hybrids which in my book is even worse. Maybe I'll hang onto my current car and hope to die off before it does. We'll see!

It's heartening to read road tests by the likes of Andrew Frankel in Motor Sport magazine who's obviously a kindred spirit and often comments about how good a new car he's testing is, usually saying it only lacks one thing to make it a great one, I'll leave you to guess what the missing ingredient is.

For those of you who followed the saga of old car sales I've been involved in for the last few months here's the closing chapter. The Lea Francis is due to go to Coventry Transport museum in the next few days where we're assured it'll be well cared for and not only put on static display but also used occasionally in promotional events. The owners widow is pleased it's future is secured and sure her late husband would agree, saying she almost looks on her decision to donate the car as a memorial to her loved one. We've even been invited to a VIP tour of the site if we decide to visit in the future. We might have a snoop round, after all's said and done I do enjoy a long drive although the M6 doesn't provide much opportunity for waggling the stick.

Ends.

AA