

Wigton Motor Club Ltd

Start Line

Issue 2023/03

www.wigtonmc.xo.uk

March 2023

Autotest Success



Chris Hunter and his team ran a very successful autotest at our Lilyhall venues, previously used on the Solway. It was a great surface and plenty of room of tests. It is hope for run further events there this year.

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

Forthcoming Events

Club Events

March	11th	Malcolm Wilson Rally (trio)
March	12th	Cars & Coffee at the Motor House, 10 until 12
March	19th	Autosolo at Maryport
April	1st	White Heather Tests *
April	16th	Cars & Coffee at the Motor House, 10 until 12
April	23rd	Drive It Day at Dalemmain 11 until 2
April	30th	Awards Lunch at the Motor House 12.30 for 13.00
May	3rd	Coronation Meander for pre-1950 cars*
May	14th	Cars & Coffee at the Motor House 10 until 12
May	13/14	Getaway to Galloway *
August	19th	Rose & Thistle Tour*
August	20th	Cumbria Classic and Motorsport Show *

Events marked * have entry forms on the events page of the website.

[Events | Wigton Motor Club \(wigtonmc.co.uk\)](http://wigtonmc.co.uk)

Driving Motorsport Forward

Talking Point

Topical Comment on Motoring & Motorsport

Our motoring sports and pastimes are coming under increasing pressure due to an ageing demographic, environmental pressure and cost, to name a few.

What is important is that all areas of our interests pull together. Motor sport is fragmented. Like athletics we have about twelve disciplines but unlike athletics, these take place in different venues with often no publicity, and often run by very small clubs. For example there are four or five types of trials events, but each seem to have their own clubs where as working together would give them more help-ers and more publicity. There are about four types of rallying but relatively little overlap, while the various sorts of racing seem to exist in isolation. Fortunately the MSUK's Street car project is helping to bring many of the affordable types of motorsport to the masses.

The same comments can be aimed at the classic world. For far too long fans of a particular marque would not mix with those of another. Fortunately, we are moving away from one make clubs to those that cater for all makes and models. The MG & Triumph Clubs are jointly running centenaries this year thank goodness. So many of the smaller clubs are in real danger of dying out. The Jowett CC is the oldest one make club in the world and is a hundred years old this year, but the last Jowett was made 70 years ago. The Jupiter and Javelin were innovative cars in the early 50s but are very rare now. Unless the club starts shouting from the rooftops the cars will be forgotten and lose value.

What we all have to do is to work together on events, tours and shows to boost interest. These days there are plenty of commercially minded folk around who see motor cars, shows, tours etc as a clever way of making money. You just have to look at the number of shows that spring up every year. The problem is that even the most avid car enthusiast will not wish to go to that many shows in a year, either as a car owner or a spectator. Thus the number of cars and spectators are spread more thinly.

While the commercial shows exist purely to make money, those run by bona fide clubs exist to provide a great day out for cars owners and spectators. We as a club have developed the Cumbria Classic Weekend into the top event of its type in the north of England. Every year we invest in new equipment, first aid training etc and this year we have new signage, a card reader for spectator payments and a de-fibrillator. Clubs also have the advantage of volunteer marshals to make everything run smoothly. Commercial events do not have this help. We also support local charities.

If a commercial event has a poor attendance, it does not run again, there are plenty of example of this over the years. However if a club run event has a poor year, say due to poor weather, they can stand a loss and come back fighting. The commercial events are only there while they are making money. That is why we should all be supporting club (or charity) run events as a first choice.

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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From The Top

News from MSUK, Associations & WMC Committee

February Club Committee

Matters Arising: The card reader has arrived, and Jacqui and John will set it up. First aid training is in hand, and we have bought 12 new control boards. There will be a clothing display at future Cars & Coffee events.

Past Events: There had been a very good 12 car rally and the Lilyhall Autotests had gone well although three entries failed to arrive.

Events: The White Heather organisation is well under way with 20 smooth tests planned.

Drive It Day: A new layout is planned to avoid queuing in the drive. £5 donation per car to our charities.

Awards Lunch: £16 per person for food, the club will provide liquid refreshments. Malcolm Wilson will be the guest speaker.

Getaway to Galloway, John Ross has it in hand an entry forms are out.

Coronation Meander, Ron Palmer is running it 20 entries for far.

Classic Show. Entry forms now out. Hopefully we are trying to avoid cheques for entry fees, cash or BACS are preferred. We a new group to run the public car park.

Events, a team for the autosolo is needed. Cars and Coffee start in March, roughly on the second Sunday. Hopefully there will be an extra “attraction” at each.

Finances: The savings account is getting 2.85% at the moment. It was agreed to transfer an addition £25K into that account. A second HSBC account has been set up to cover the Show and a second Stripe account to cover rally entries from the Rally Score system. We are proposing a grant application to the MSUK development fund.

Graeme reported on the **MSUK Clerks & Stewards seminar.** Important items were Race with respect and autotest penalties.

Membership: Currently 836 with a steady flow of new members each month. About 150 members had not yet renewed.

Motor House: The lower walls are being lined during March. The paper shredder is now in place, It was agreed to buy a PA system for the awards night etc. A new cupboard will also be bought for archiving. It was agreed to get quote for an external CCTV system.

Carlisle Airport: Several committee members had had a tour of the airport with a view to having events there.



motor
sport
UK

Recognised
Club

Club News & Events

Cars & Coffee

At the Motor House

Sunday, March 12th, 10 until 12

The first meet of the year

Autosolo

At Maryport

Sunday, March 19th

Postponed

White Heather Targa/Historic Rally

Saturday, April 1st

Entry forms on the website.

Cars & Coffee

At the Motor House

Sunday, April 16th, 10 until 12

Drive It Day

Sunday, April 23rd, 11 until 2

At Dalemain

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

Old Italian cars – designed to delight and torture me in equal measure. The GTV V6 has now got an MOT but the pain is far from over. After rebuilding the front brakes and suspension off it went for an MOT and I was hopeful it would pass...but no, the handbrake was terrible, too terrible to fix. The callipers are one of those generic parts that car companies throw onto every model going, in this case every Fiat, Lancia, Alfa Romeo and Chrysler for about a decade in the late 90s and early 00s. Cheap, not that durable but simple to source and replace – which is what I had to do. With a pair of new callipers on for a 2 figure sum, I finally achieved a new MOT (although the handbrake did still require further adjustment) and delighted in driving the GTV to work, enjoying the now excellent handling and braking as well as the glorious Busso V6 engine. On the way home from work when everything seemed fine, up popped the battery warning light. At home I could see the alternator belt was still attached and working, the battery was not charging and therefore an alternator was required. A nice easy job you'd think, but no, because they'd shoe horned a big V6 engine into a small coupe the alternator is buried at the back of the engine bay and the job is quoted at 5 hours. This car has definitely been sent to torture me.

Road closures are the new traffic lights it would appear. I think somewhere in the world of traffic management and the fiendish sadists who engineer ever more 'safe' ways to cause carnage on the roads, someone decided that the plague of lights were not causing enough chaos and they needed to up their game. As a result I've had to endure numerous roads that I use to get to work being closed, in one example for more than a month, whilst workmen dig them up to replace utilities or improve pavements. In every case the road in question was absolutely not required to be fully shut because they were only working on one side at a time. Broughton Moor was particularly bad – weeks of alleged closure for work on one side. The locals were so fed up they dismantled the closures several times and stacked everything on the pavement. Just outside Gilcrux where I live, signs went up for a closure for a week, a closure that never happened except in the world of the signs they erected, because the workmen only ever worked on a small section on one side of the road next to a new build house...and all the locals merrily drove through the closure on a daily basis. I have no idea what is going on or who is authorising the closures, but a road closure used to be difficult to get, apparently that is now a thing of the past.

When is a Saab not a Saab? When it's a Cadillac of course! Browsing the small ads looking at cheap estate cars in case the Mercedes finally dies, I spotted an odd but familiar looking car – a Cadillac BLS. You've never heard of it? No, nor had I, but I recognised the overall shape of the car, just not the large chrome grill or unusual badges. A small amount of digging on the internet revealed that one of the desperate things GM instigated to try and make Saab profitable was to effectively face-lift the series 2 Saab 9-3 and call it a Cadillac BLS. A new grill and lights and a slightly altered rear end were the extent of the modifications, as well as Cadillac badges obviously, but otherwise a 9-3 in every way. Built in the Saab factory in Sweden it was and is the only Cadillac that hasn't been offered for sale in the USA. It was a sales disaster of course, being based on an already fairly obsolete car and sporting an unfamiliar badge with no obvious market, but they are very well equipped and cheaper than the Saab badged version. I don't really want one, but it does appeal to my love of odd cars and it's an interesting little tale.

Classic Column

We have a full programme of events for classic cars this year with the brand new **Coronation Meander** for pre 1950 cars. It's on Wednesday May 3rd.

Ron Palmer has devised a route suitable for older cars starting at the Motor House and finishing at Base Camp North Lakes on the A66 near Greystoke. It has been felt in the past that some of our traditional one day events were quite hard work for older cars so we hope that the Meander will be well supported. If you know anyone with a suitable cars please let them know. I think Ron will be quite flexible on the cut of date with you have an early 50s car.

Next up is the **Getaway to Galloway** two day event (May. 13/14th) with an overnight stay in Stranraer. John Ross has devised an interesting route taking in places of interest and regular coffee and food breaks.

Entry forms for both are at: [Events | Wigton Motor Club \(wigtonmc.co.uk\)](#)

We have also sent out entry forms for the Cumbria Classic & Motorsport Show on August 20th. This is by far our biggest event and has grown steady over the years and is recognised as the best, and biggest show in the region. As usual there is **no entry fee for WMC** members entering the show and that includes the occupants of the entered car. Each year we try to improved and evolve the Show. It's a massive undertaking with costs now into five figures and no one gets paid. We rely on it being a really good show and attracting a substantial crowd in order to cover costs.

Thus year we are looking back at the club's heritage with a timeline of rally cars and also other centenaries from iconic brands like MG and Triumph which will have dedicated classes and displays in age order. We will be hoping to expand the already good number of trade stands and local artisans and producers.

Entry forms are at: [Cumbria Classic and Motorsport Show | Wigton Motor Club \(wigtonmc.co.uk\)](#)

Entry forms for the Rose and Thistle Challenge on August 19th are available at [Events | Wigton Motor Club \(wigtonmc.co.uk\)](#)

The usual pub runs will take place each month during the summer. We will be looking for organisers for these please.

Drive It Day on Sunday 23rd of April is the traditional start to the classic car season and features events all over the country co-ordinated by the FBHVC and ours is the Cumbria meet. It's also our main fund raiser for our nominated charities so we ask for a £5 donation per car. You can arrive and depart any time between 11 and 2pm. It's also the day after the Dalemmain Marmalade Awards so there will be plenty of jars on sale. Food will be on sale in the Dalemmain tea room.

Entering Events

We would ask for your support in ensuring that entries for events are done in a timely and correct manner.

In recent years, all types of events, particularly stage rallies have seen a huge number of entries drop out prior to the event. On one stage event last year over 20% of the entries received pulled out in the two weeks prior to the rally. That caused huge problems for the organisers including hitting the financial viability of the event. It is difficult to pin point a reason but it is easier to pull out off an event with an online entry system, or conversely easier to put in a speculative entry that you are unlikely to fulfil.

Now there are genuine reasons for dropping out of any event, whether it be a tour or a competitive event, illness, or a poorly car for example. Any organiser will be sympathetic. However in the two weeks running up the event the main costs will have been spent, printing, rally plates etc bought and very importantly food has to be ordered in advance. Hence our policy on refunds.

On one of our recent autotests we got a full entry and thus did not accept anymore despite the demand. On the day three entries did not arrive. If they had withdrawn, then some of the reserves would have got a run.

These days there are a variety of ways of paying for an entry fee. Increasingly online payment by BACS is the preferred way for rallies and the show. Cheques incur a 50p charge from the HSBC. At the moment the CBS account which we use for the touring events, does not charge for cheques.

The Rally Score online entries for the rallies has entry fees paid into a Stripe account which then gets paid to our account each month.

Can we ask members to help us by doing the following please?

- ♦ Complete entry forms fully and neatly, preferable by typing. Email address are often a nightmare for organisers so please be clear.
- ♦ Read carefully how to pay as given at the end of the entry form.
- ♦ For the vehicle entries for the show, if you are posting your entry please pay cash, if you are sending it by email, please use BACS.
- ♦ For autotests etc it is cash on the day but please only entry if you are committed to coming.

Drive It Day

Sunday, April 23rd

At Dalemain

11 until 2

Arrive and depart at any time between those times.

Food available in the Mansion café.

£5 donation per car to our 2023 charities.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Having moved house from Carlisle to Hillcrest, Whitehaven in 1970 I joined the local clubs, WCMC and WDMC as they were then. My rallies in the early '70s were mainly local club events with Eddie Farrell. We took turns in both seats, with me driving the Mexico and Eddie the Avenger, great fun. We both learned a lot with the odd off contributing to our experiences. My off was in a dust cloud on the right hand bend on Blind Bothel while chasing Joe Taylor in his Mexico heading west to Lorton and Eddie's was on the Mini Miglia whilst brow hopping in Yorkshire when a stone wall intervened.

After having had two Mexicos in 1971/2 it was deemed I should drive a Capri 2.0GTCLR for business so I turned to the County Garage hire fleet for the local events usually an Escort 1.3 two door. One night it was my turn to drive and with Eddie on the maps we were heading down the Redbeck yellow from Wath Brow to the school at Rowrah and getting on at a fair lick – we thought. After a couple of minutes headlights appeared in the mirror so I upped the speed, and as the lights were still there I pulled over. A Mk1 Escort passed us and disappeared into the distance. At the finish we found out it was a young chap called Wilson who hardly looked old enough to drive but he was certainly shaping up then. Sometime later at Bannockburn on one of my coffee visits I was asked to navigate on a local road event with Malcolm in his Mk1 Escort, can't remember which engine it had but maybe a TC. I don't remember which 1973 event it was but we passed the half a dozen cars in front of us in short order. After about an hour of swift motoring we were on the road from Wythop Mill to Hundith Hill when we got close up and personal with a tree on the downhill left hander just past Low Abbey in the wet and probably on M&S tyres. Radiator damaged and retirement was the outcome of this interesting experience.



Fast forward to September 1977 and I took a phone call asking me to fly over to the Isle of Man where Malcolm was preparing for the Manx in the County Garage Group One RS2000 SOO378R. The Escort still wore the original Signal Orange body shell which was getting tired after a hard season, now with a black finish on the roof to mask the remaining ripples from the Irish roll, but still capable of some swift motoring in Malcolm's hands. Rally HQ was in the Sefton Hotel on the Promenade at Douglas and the Clerk of the Course was Neil Hanson a Manx resident. The Friday morning section started

at 9am and contained 10 stages through to 4pm. There followed a night section of 17 stages to 2am Saturday which was to sort out the men and boys (and ladies) before a restart at 9am with the final eight stages – a total of 35 stages over less than 30 hours.

The International status event attracted some big hitters up front with Pentti Airikkala Chevette, Hannu Mikkola Celica, Bror Danielsson Kadette GTE, Billy Coleman Stratos, Russell Brookes Escort, Tony Pond TR7, Brian Nelson Carrera, Andy Dawson Escort, Chris Sclater Chevette and John Taylor

Escort. In fact there were respectable entries right down the top 50. Group One cars started at 18 Will Sparrow Avenger, 19 Pat Ryan Dolomite Sprint, 20 Jimmy McRae Magnum, 21 Henry Inurrieta Escort RS2000, 22 Malcolm Wilson County Garage Team Castrol RS2000, 23 Graham Elsmore Escort, – all competitive crews. Also in the programme start list was Charles Graves navigated by Jane Birchenough in a Porsche Carrera although Owen Wilson became the listed Co- Driver by the start. Entries numbered to 119 with some mouth- watering cars which would rightly be worth a fortune to- day.



The organisers Road Book consisted of simple tulip Diagrams with inter and total mileages, much as we have for our Touring events these days. Fortunately Terry Harryman had produced pace notes which were invaluable. These were amended during recce to suit Malcolm's pace. The eventual winner, Pentti did ten days of recce over 2000 miles and 10 complete circuits of the route. His diligence in learning the roads by heart undoubtedly gave him the edge with 22 stage wins, many in darkness, and the event win over Brian Culcheth TR7/8 in 2nd with Andy

Dawson third in the RS1800.

It was an event for Malcolm and me to settle in with each other and for me with Terry Harryman's notes. The intercom gave trouble on stage one and the rear shocks required replacing after stage 2 but only short ones were available which didn't have enough travel and subsequently broke and made the car handle like a kangaroo. The B&W photo of us coming across 'Five Ton Bridge' remains a popular post on Facebook and I've added a colour one herewith. I enjoyed the event with the pace notes being fairly new to me and we finished 13th overall and 5th Group One. The Gp1 category cars finished 7th, 8th, 11th, 12th and 13th overall, in very close competition. There were 53 finishers out of 119 starters. Entry fee was £55 and we won £40 for our 13th place finish. Wouldn't it be nice (but unrealistic) to have those costs today.

Ron.

Awards Lunch

April 30th

12.30 for 13.00

At the Motor House

Tickets £16.00 to include lunch and refreshments.

Special Guest, Malcolm Wilson MBE

**Book your seat by emailing Tim Cruttenden on
cruttsdad@gmail.com;**

Autojumble

Items for sale or wanted

Fuchs Silkolene 20/50 oil for classics. 5 litre cans for £25. Contact Graeme on gtfmg@yahoo.co.uk.

Old motoring magazines: There are many boxes of these at the Motor House. Some member have had a look through them and taken what they need. We have decided to get rid of the rest to clear space for other things. If you would like to have your pick at the March Cars & Coffee please take what you want.

Haynes Manuals: We have loads of manuals for cars up to 2010, some quite obscure ones. They are all for sale at £5 each. See at the Motor House.

Numbers: We also have race and rally numbers at £1 per digit. At the Motor House.;



For Sale

1981 Mini road legal sprint and hill climb car Full car, less engine and gearbox

Many class wins, 2 class championships, class lap records

Brand-new disc breaks and master cylinder fitted

Owned for 25 years Genuine reason for sale; Contact me for further details

01946 833963 Wayne Gregory

Can We Help You?

Yes we can!

Do you need a Widget for a Midget? Where to get an exhaust made? Or a bolt for an Bond?

Do you want to know about event rules or regulations for Motor Sport UK?

What events are the best to go to or who are reliable people to service your car?

In the 900 members in the Club we have a huge amount of expertise and knowledge and we can usually point you to the person with the answers. You can post on the Member section of our Face Book page or just drop us an email.

Autotest

February 11th

WMC Lillyhall Autotest 12th Feb 2023

Car No	Driver	Class	AT/PCA	Total score	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5	TEST 6	TEST 7	TEST 8	TEST 9	TEST 10	TEST 11	TEST 12	TEST 13
2	Craig Stamper	FWD	AT	913	61	64	57	65	58	64	57	64	72	66	73	66	146
3	Geoff Rae	FWD	AT	959	63	70	60	68	61	71	60	72	74	71	74	66	149
8	Paul Grierson	FWD	AT	1034	73	69	63	69	88	70	63	74	82	71	80	69	163
11	Richard Chapelhow	FWD	AT	1269	77	127	80	82	72	94	80	90	105	103	94	88	177
1	Rob Iveson	FWD	PCA	1026	70	116	61	79	61	75	58	66	75	77	72	69	147
4	Jacque Raine	FWD	PCA	1121	66	90	72	91	75	88	66	73	81	82	78	84	175
5	Jon Paul	FWD	PCA	1174	102	86	77	96	63	84	88	87	88	74	81	71	177
7	Tom Robinson	FWD	PCA	1186	75	99	74	91	70	91	75	99	83	75	94	84	176
9	Kieran Anders	FWD	PCA	1209	96	92	76	89	74	78	92	84	85	80	98	86	179
10	Ethan Atkinson	FWD	PCA	1715	96	116	121	171	114	105	160	96	168	112	130	149	177
12	David Alexander	FWD	PCA	158	71	87	R	R	R	R	R	R	R	R	R	R	R
23	Gordon Clendinning	RWD	AT	843	55	62	53	60	53	60	52	58	68	61	67	59	135
18	Bob Hargreaves	RWD	AT	998	66	70	63	69	63	72	62	68	76	70	77	85	157
22	Drew McLean	RWD	AT	1081	84	80	74	85	62	91	63	67	79	69	81	77	169
16	David O'Connor	RWD	AT	1092	71	97	68	78	65	79	67	73	85	76	82	79	172
17	Lei Mashiter	RWD	AT	1250	94	92	78	90	78	84	77	85	118	79	88	95	192
21	Angus Cowan	RWD	PCA	1109	74	88	66	81	67	75	104	74	82	74	81	73	170
19	Tom Waterhouse	RWD	PCA	1236	78	118	76	95	97	82	74	97	90	83	89	79	178
15	Tom Pearson	RWD	PCA	1315	86	115	87	91	80	98	75	106	90	103	95	99	190
25	Ian Cowan	RWD	PCA	1373	100	115	91	106	94	92	82	100	97	90	114	92	200



Industry News

Shocks in store for EV owners. From April 2025 all electric car owners will be required to pay the standard amount of tax (currently £165) and for those with a list price over £40k it will be £355 premium car tax rate, which will take their yearly VED rate to £530. The new rate of tax will apply to all cars first registered after April 1st 2017 so it will apply to most used EVs.

Sales of second hand EV's have slumped due to lack of demand. Thus prices have fallen. At the same time the value of a good second hand ICE car has risen by 20%.

Jaguar Land Rover's future success lies with its top three SUV models as sales of the Evoque and Discovery slump

Stellantis has posted record global profits of €16.8 billion (£14.8bn) for 2022, up 26% on 2021.

This was only its second full year as a company, having been formed from a merger of the PSA Group and Fiat Chrysler Automobiles (FCA).

Stellantis also recorded an 18% increase in net revenue, at €180bn (£158bn) over 2021's €152bn (£127bn), despite the lingering effects of the pandemic.

Ongoing supply-chain issues (mainly semiconductor chip shortages) hit European production the hardest, with car shipments down 8% on 2021 at 2.6

Owners of Teslas are getting upset by people taking photos of them at motorway service areas when they are sitting in their cars while recharging. Apparently they laugh and point and post photos of social media.

Jaguar Land Rover's switch to the agency model next year is a seismic one, yet it could have the unintended consequence of shining the spotlight on the strength and positioning of one of its models.

As part of the agency shift, each of the firm's dealerships will get four distinct areas to become what the firm calls a 'house of brands' – creating, in essence, four distinct brands. No longer will it be Jaguar and Land Rover, but Jaguar, Range Rover, Defender and Discovery.

Jaguar's reinvention for 2025 and the challenges and opportunities that come with it are well publicised. Range Rover looks after itself as a brand, and seems entirely logical to promote as such, as does Defender. Both of these are incredibly sharp in their positioning and brand appeal. Indeed, in JLR's most recent results, it said that the Range Rover, Range Rover Sport and Defender account for almost three quarters of its entire order bank.

JLR's 2022 numbers are skewed not only by the chip shortage it felt harder than most, but also it being a changeover year for the Range Rover and Range Rover Sport. Yet even so, the four-strong Range Rover line-up carried the marque through the storm; even the smaller-selling Velar (27,000 units) sold at least a quarter more than its sister car and biggest-selling Jaguar, the F-Pace (21,000 units), and two and a half times that of the Discovery (11,000)

Simply put, the Range Rover range (155,000 sales out of 269,000 Land Rovers last year) goes from strength to strength, and the expansion of it has been a near unqualified success. It is worthy of being considered a brand in its own right.

The Defender, meanwhile, was JLR's biggest-selling model, outselling the entire Jaguar range combined. Again, the chips were diverted here due to its success and profitability, but it was built, and the buyers came. An expansion of the Defender range beyond changes in wheelbase lengths, doors and seats can't come soon enough, yet already the strength of the Defender name far exceeds that of many other brands.

Race With Respect

Encouraging a positive attitude on and off the track

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. The Respect Code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and we cannot stress enough how important it is that it is embraced by all participants. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

Respect

Integrity

Fair Play

Self-control

Good Manners

We therefore ask all members to pledge to **#RaceWithRespect** and:

Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants

Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions

Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status

Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters

Respect the rules, regulations and authority of the officials and Motorsport UK

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. Breaching the above obligations may result in disciplinary action.



Your Photos

by Waz Thompson

More History



The Clubhouse—Blythswood Square, Glasgow, from the N.W.

Not many sports are honoured with the “Royal” title but as well as the RAC we had the Royal Scottish Automobile Club. In the same way they were a gentlemen’s club for those interested on motoring in the pioneering days. They too had a lavish building as a club house in Blythswood Square in Glasgow.

It was the venue for the start of the Scottish Rally for many years, right through until the early 90s.

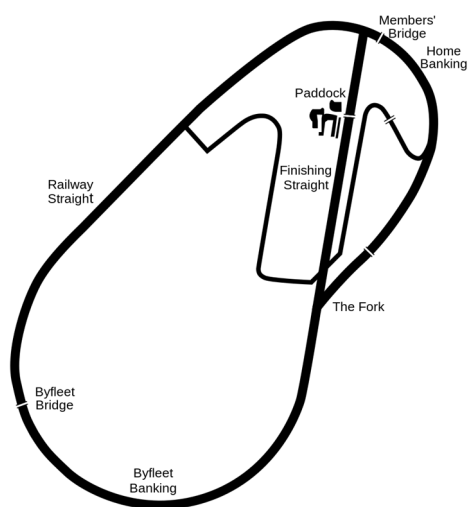
The Motorsport division of the RSAC occupied one room of the huge building. While the usual motorsport event permits were handled by the RAC, the route authorisation in Scotland was, and still is, handled by the RSAC.



Sadly the gentlemen’s club suffered financial woes due to a loss of “Gentlemen” in Glasgow and finally closed its doors in 2001. The buildings were sold and are now a five star hotel.

The motorsport side of the RSAC are now very much a one man band run by Jonathan Lord who organises the Scottish rally and still does the route authorisation.

Motorsport did however have other “royal” links in that its governance harks back to the “sport of Kings”, horse racing. In early races the drivers wore “colours” rather than the cars being numbered and drivers were described as being on an car (which they were) rather than being in it.



The structure of organisation was based on horse racing; terms like Clerk of the Course, Stewards, Paddock. Enclosure etc all come from there. Britain’s only racing circuit until the mid 30s, Brooklands, also had many of the traditions of horse racing, even the shape of the circuit in and oval with an additional start finish straight was similar to some race courses.

A similar social code was also maintained with a “members enclosure” for members of the Brooklands Automobile Racing Club (later the British ARC) with the best view and separate to the public areas, again much the same as at the likes of Ascot.

Membership

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

Welcome to new members

Andrew Sabin-Hope and Alison Sabin-Hope of Rockcliffe

Andy McDonnell

Andrew Kirkham and Katrina Mackay of Long Horsley

Paul Taylor of Redcar

Allan Paterson of Dumfries

John Watson & Frances Watson of Gretna

Mike Edgar & Anne Holliday of Penrith

Anthony Batty of Heaton With Oxcliffe

Keven Charles of Stainburn

Paul Eastwood of Gilcrux

Club Clothing

Heavyweight Hoodie £28.00

Micro Fleece £30.00

Polo Shirt £18.00

Cotton Polo Shirt £18.00

Oxford Shirt £28.00

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

Marshals' Post

Wigton MC Marshals championship table 2022

Marshal	POINTS TOTAL	Marine AT Dec 12th	Northern Trial Feb 19th	Rally The Globe Mar 25th	White Heather Set-up Apr 1st	White Heather Rally Apr 2nd	Truck Night Apr 19th	Drive It Day Apr 24th	Maryport AT May 1st	Whins Farm AT May 21st	Bethel AT July 31st	Blue Streak Aug 14th	Show Set-up Aug 19th	Classic Show Aug 21st	Selway Rally Oct 23rd	Kirkbride Autumnfest Nov 6th	12 Car Nov 23rd	Kirkbride Autumnfest Dec 27th	12 car 2on 25th	12 Feb Lillyhall AT
Eddie Parsons	170	10	10	10	5	10	5	5	10	10	10	10	5	10	10	10	10	10	10	10
Mary Parsons	160	10		10	5	10	5	5	10	10	10	10	5	10	10	10	10	10	10	10
Graeme Forrester	95	10		10		10	5	5	10	10	10		5	10	10					
John Holliday	95	10	10		5	10		5			10	10	5	10	10					10
Steve Fishwick	95		10	10		10					10	10	5	10	10			10		10
Rob Grant	95				5	10	5						5	10	10	10	10	10	10	10
Roger Pope	85	10	10			10				10	10		5	10	10					10
Tim Cruttenden	85			10		10				10			5	10	10		10		10	10
John Sloan	80	10		10	5					10			5	10	10		10	10		
Chris Hunter	75									10	10	10	5	10	10		10			10
Colin Woodall	65			10		10	5				10			10	10					10
Chris Leece	55	10				10		5				10		10	10					
Norman Dainton	50					10						10			10	10		10		
Joe Cruttenden	50									10				10	10		10		10	
Jacqui Raine	45												5	10	10	10		10		

Marshals are needed for the following events:

April 1st **White Heather Targa at Kirkbride.** You get fed as well! Contact Eddie on: eddieparsons5@icloud.com

April 15th. **HERO Flying Scotsman Rally** (vintage cars) We are manning two tests at Carlisle Airport and need a few more helpers. Contact Eddie on: eddieparsons5@icloud.com

April 16th: **Shaw Trophy in Otterburn** on Sunday April 16th please? Volunteer to Ken Watson at kenewatson@talktalk.net

April 23rd **Drive It Day at Dalemain:** We need a few folk to help park the cars and collect to the contributions please. It runs from 11 until 2 so if you can spare a hour in that time it would be great. Contact Eddie on: eddieparsons5@icloud.com

Race Retro 2023



MG Car Club Display



Ex M Sport car in the auction



Ex McRae Escort did not sell



Louise Aitken Walker



Jimmy McRae's Metro 6R4



Cosworth powered Midget—very quick



Newly built BRM V16



Well driven Maestro upset the Escorts

Motor House News

This month will see the wall panelling going in the main area with work days to be arranged. We now have a full sized paper shredder and a new cupboard for our archives. We also have a two microphone PA system to use at the awards lunch and talks in the future and we are looking at getting a AV system fitted. CCTV is planned for the out side of the unit.

The first Cars and Coffee comes up this month and members will see a notice a big difference next door as the chalet park is up and running.

We have decided to bin most of the magazines that have been donated as there has been very few taken so far. So this month's Cars & Coffee will be your last chance to look through them.

Race Retro Rally Stage Photos



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

The saga of the replacement car has at last been resolved but it hasn't been easy, and the final outcome has surprised me personally more than I thought possible.

As I wrote last month I'd more or less given up my long term association with BMW due to the cost of a swap and the lack of a manual transmission. With this in mind I'd spent many hours watching road tests on You Tube where I concentrated on the hot/ warm hatch sector of the market. There were two or three which were discounted pretty speedily as they were obviously aimed at younger drivers who would forsake any vestiges of comfort in lieu of more performance, something which, as I'm on the wrong side of seventy didn't appeal to the driver let alone his long suffering wife who spent many of her younger years being bounced about in motorised skateboards of the 70's and 80's.

The choice now reduced, warranted some visits to see possible purchases in the metal and not just on the screen. These went well enough, there were plenty of plus points and two of the possibles certainly deserved a test drive which was when the problems started to arise. Now it could just be me, maybe I'm too particular but I don't think it's unreasonable to expect to test drive the model you're interested in buying and not the basic one with less power, different suspension, seats, brakes, steering etc. I pointed this out and was assured in one case "that they feel much the same" which left me wondering why I was about to shell out several thousand pounds more for no obvious benefit. I said I'd give it a miss thank you and left. The same problem appeared at the second showroom but this time they saw my point, agreed with me and said they'd need a couple of days and then ring me to arrange a drive. After three days I rang them, they'd ring back soon and sorry about the delay. After waiting two weeks I gave up and looked elsewhere. I never did hear from them.

So that left two both of which were back in the more expensive segment of the market.

The first choice looked promising there was a manual available it had plenty of power and was well built but came equipped with the most complicated, involved, and in my view dangerous infotainment system ever devised by man. Again it may be me, but dashboards need buttons and the ability to switch things on and off while still watching the road ahead and not looking at a screen in the car. I openly admit to being a technological idiot but having done a bit of snooping it was a relief to find I wasn't alone, almost everything I read or watched people felt the same, one tester querying why using a phone while driving was illegal and operating this car wasn't.

So there we were defeated, I beat the well-known path to BMW. The only option with a manual box was the three cylinder 1500 1 series an engine I know well and find adequate but totally uninspiring. An M sport body kit looks well but flatters to deceive, performance isn't enhanced. Budget wise we could stretch to the 2 litre 128ti which goes well (260 bhp) but only comes with auto transmission. Prices were produced for both and an extra £4+k for double the power seemed a bargain. At this stage, an auto equipped car was provided, no quibble no push, go away and drive it etc etc.

By now you'll know where this tale ends. I still prefer a gearstick but I'm now waiting til April for a 128ti to arrive. I'll get used to it no doubt and will enjoy the power. I guess it'll also prepare me for the future when I suspect the choice will have gone altogether. What I do find annoying mind is that if I had squillions to spend I could buy an M coupe with massive grunt and as you can probably guess comes with something I'd like, they even say it enhances the driving experience. Never mind, at least the very rich can have what they want which as we all know is all that really matters in our wonderful country.

Ends

AA.