

Wigton Motor Club Ltd

Start Line

Issue 2023/06

www.wigtonmc.xo.uk

June 2023

Coronation Meander Success



Full report inside

For Members By Members

WMC Committee

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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

Cars & Coffee

At The Motor House

Sunday, June 11th. 10 until 12

Annual General Meeting

7.30 pm, Wednesday, June 14th

At The Motor House

Cars & Coffee

At Lingholm Gardens, Portinscale

Sunday, July 2nd, 9 until 11

Summer BBQ

Tuesday, July 11th at 7 pm

At the Motor House

Our very own Master Chef Peter Garforth is organising this. Sausage or burger in a roll, plus crisps, coffee and soft drinks. **£6 a head** but must be booked in advance and state burger or sausage.

Email Peter on petergarforth@btinternet.com to book

Driving Motorsport Forward

What's On

Local & National Events

June

June	10th	Sa	Barbon Hill Climb (LMC/KLMC)
June	10/11		MG & Triumph Centenary at Silverstone
June	11th	S	Cars & Coffee at the Motor House.
June	14th	W	WMC Annual General Meeting at the Motor House

July

July	2nd	S	Greystoke Stages (WCMSC)
July	5th	W	Pub Run
July	2nd	S	Cars & Coffee at Lingholm (Portinscale)
July	8th	Sa	SMC Car Show at Lanercost
July	9th	S	British Grand Prix
July	9th	S	Northern Dales Targa (H&DMC) Historic/Targa Challenge Round.
July	11th	Tu	BBQ at the Motor House.
July	15th	Sa	Barbon Hill Climb (LMC/KLMC)
July	16th	S	Cars are the Stars Show at Holker (KLMC)
July	16th	S	Autosolo
July	29th	Sa	Heroes & Villains Run (FAC)

Historic & Targa Challenge

Qualifying Rounds

3	Northern Dales	Hexham & District MC	19 th July
4	Blue Streak	Spadeadam MC	13 th August
5	Doonhamer	South of Scotland CC	3 rd September
6	Solway	Wigton MC	22 nd October

Entry forms for the Northern Dales are on the RallyScore website and the Blue Streak ones will be there shortly.

Talking Point

Topical Comment on Motoring & Motorsport

I must admit to not having watched a GP so far this year. Part of the reason is the daft timings of the C4 reports when it's way too late or I have something better to do. The other reason is a lack of interest. I first went to the British GP as a four year old and I've been watching GPs and national racing ever since.

The problem now with GPs is there are simply too many, and many in countries that do not deserve them but now any tinpot dictator or Gulf state that can come up with the cash can have a race. Meanwhile countries with a long heritage and a real passion for Grand Prix don't have a race. Think France who actually invented it and gave the races its name. and Germany, a country with a proud record of cars and drivers throughout its history.

Then there is the human rights issue. Possibly a quarter of the host countries have serious human rights issues. Some of the drivers have rightly raised the problems but ultimately money counts and that is all that matters to the promoters Liberty Media.

That brings me to another reason to turn off, the way Liberty have reduced everything about racing to its lowest level and then created hype and off track drama to bring in the crowds. Just look at wrestling on TV, more hype than action, off ring drama and all carefully scripted and yet millions of Americans lap it up! They actually think it's real – will they reduce F1 to the same level? The constant flow of quotes from team principals and drivers that would make you believe that they all hate each other. Remember that F1 is quite an enclosed world, and team personnel regularly move from team to team. With most teams being based in Motorsport Valley I am sure there is a fair amount of socialising as well. Do Christian and Toto not have dinner together in the off season?

I also go to a lot fewer racing meetings than I did years back, In this century it's mainly when I was actually taking part or a decent historic meeting. The average club meeting has become a series of one make series which are incredibly boring. Last year, I saw on live streaming a meeting at Croft where all the ten races were for either MX5s or Ford Focus. Each race was a convoy with little actual passing. There were barely a handful of spectators, and they may well have been families of the drivers.

I was lucky enough to get a free pass to the BTCC meeting at Oulton Park last year, It was certainly interesting, but I would not pay to go again. Again it's about the levelling down. Anyone with £400K or more can buy a seat in the BTCC, rather than the teams hiring the best driver they can. Thus the need for weight penalties, reverse grids etc. I can't think of another sport that does that.

It may be why the Goodwood events get huge crowds in that there are a variety of different cars in each race driven by top drivers. The crowds, by and large, are too young to go for nostalgic reasons but they like the great racing and the atmosphere.

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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Beware!

Thieves about

New statistics have revealed the UK's most stolen car brand with the number of thefts surging by a quarter over the last year.

Data from the Driver and Vehicle Licensing Agency (DVLA) revealed that one in every hundred Land Rovers were stolen in the 12 months to March 2023. Land Rovers were three times more likely to be stolen than a Mercedes-Benz which is the brand second most sought after by thieves.

The data, obtained through Freedom of Information requests by Confused.com, showed that of the 896,948 licensed Land Rovers in the country, 8,284 had been recorded as stolen. The Range Rover Velar R-Dyn is the most likely model to be stolen with two in every hundred being taken by thieves.

In second place is Mercedes-Benz, with 323 cars per 100,000 stolen, followed by Ford and BMW. The data also found that black cars are most likely to disappear from the roads.

The West Midlands saw the most car thefts across the UK, with 251 out of every 100,000 cars taken, while Dyfed in Wales had the lowest rate of thefts, with just 22 per 100,000 vehicles were stolen. The number of cars stolen jumped by 25 per cent last year, according to new analysis from AA Insurance.

The insurance provider warned that thieves are becoming more sophisticated in stealing cars through the use of hi-tech methods to break through enhanced vehicle security systems.

This includes key cloning or relay theft, which involves using transmitters to intercept the unique signal from cars and redirect it towards another transmitter that is then aimed towards the car.

Gus Park, managing director for AA Insurance Services, said that the figures were in danger of “spiralling out of control”, which would have a huge impact on society and insurance premiums.

He said: “The rise in vehicle and residential thefts are worrying for everyone and highlights that security of both car and home are vitally important.

“We urge police chiefs and crime commissioners across the country to create an action plan to crack the case.”



Getaway to Galloway



Getaway to Galloway - a fabulous two days exploring Dumfries and Galloway with fellow motor club members. 14 cars joined the tour. Superbly organised by John and Christine Ross - massive thank you.

Some great choices of roads and refreshment stops- today's lunch stop- stunning. The gorse was stunning- coconut smell lined our route, the wild garlic and bluebell woods. Our trip to the Mull of Galloway really demonstrated the effect of the Gulf Stream on local vegetation. So many places we would like to go back to explore.

A good value great two days away. It was a shame that more members didn't join the fun. We understand it takes a lot of work to organise such events. Thank you to all who take time to put tours on- we love them. It's such a nice way to drive. We are signed up for the Rose and Thistle.

Louise Edwards.



Tours & Pub Runs

Tours and pub runs are very popular and we are always looking for new organisers. The evening events are about 40 miles long. WE can provide help with the organisation if you want to volunteer.

We would also mention that if you enter a pub run (or any event where we take cash on the night), we will have ordered food 48 hours in advance and that is what we have to pay for so if you don't turn up the club has to foot the bill for your food.

From The Top

News from MSUK, Associations & WMC Committee

Notes from the May committee meeting.

CCTV fitted. We need a small monitor to complete it.

AV system due to be fitted soon.

PA test to be done in June.

We need a Safe Guarding Officer

Drive It Day had been well attended.

Awards Dinner. Good do although some winner did not come. We will consult on future awards dos.

Coronation meander had been very popular for older cars.

May Pub Run. Good route and great food.

Getaway to Galloway. Excellent route and stopping places, deserves more entries.

Rowrah Test Day. Good but cold. May be a second one in July.

Classic Show, entries coming in steadily. We need a group to do the parking. Possible guest to be invited.

Future autotest/autosolo venues and organisers were discussed.

Social events, cars and Coffee and an evening BBQ

The annual accounts for 2022 were approved and signed. Corporation Tax bill expected.

Motor House, parking changes, windows to be washed.

Website to be revised and a resource of information of event entry forms.

Finances, most payments were now made by BACS, so an approval system was to be introduced.

Rob was to look into the first aid training.



motor
sport
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Recognised
Club

Malcolm Wilson Rally 23

Stuart Egglestone/Brian Hodgson

Ford Escort MK11 Pinto

We had a bit of a dilemma as to whether we were going to make the Rally due to our retirement the week before on the Snowman Rally but we made the start the car having been better sorted from its two previous events was it essentially tried to bleed its self to death!! hopefully that's all in the past now.

We were rather disappointed to hear the lakes stages of Hobcarton Comb and Wythop had to be cancelled due to icy conditions.

The organisers had to make a hasty reroute and run an extra Greystoke stage so as to make the mileage up on the event we passed scrutineering ok and parked the car up for the night.

We arrived early for the start and set off for Greystoke which we had tried to get a good idea of the conditions prior to arriving on the phone.

We set off on Greystoke 1, encountering a Subaru off in the first ¼ mile, we pressed on the stage was clear in mostly, but icy in others at one point we thought we were going to glance of the Steven Petch Fiesta who was stuck on the edge of the road but we didn't.



We reached the end of the stage ok but were a bit disappointed Ben Friend had taken 12 seconds out of us we know Greystoke does not favour Stuart's car being some 50 horses down on his.

We continued down to service then away down to Grizedale south now we both really love this place!

We set off it was a bit warmer down here still some snow and ice in places we had a couple of spins costing a bit of time but at the end we were happy to take 2 seconds out of Ben

A slight delay at the start of Grizedale north and a bit of a chat with other people we eventually got to go we had a real go here we had a bit of a spin and a massive jump near the finish which nearly winded the poor old c/o driver ha! Times showed we had taken 15 out of Ben on here, a quick check over here revealed the gallon of oil Stuart had put in the back of the car just in case was now burst and was in the well at the side of the boot (maybe should have lifted on the Bad jump) back to service at Penrith and bit of a check over and mop out the boot before Greystoke 2 no snow now we had a go but lost out to the BDA power of Bens Escort we dropped 5 to him.

Back to service and then Greystoke 3 we set off another real push we stopped the clock 3 seconds slower than Ben.

It had been a good day it was good to get to the finish for a change after 4 retirements in a row.

We finished 11th overall 1st in class second 2nd we also got the award for first Cumbrian crew we were only 6 seconds behind Ben at the end so Close!

Well done to the organisers on keeping this running and all the marshals on the event

The adventure Continues - Dak

The Coronation Meander 3rd May 2023



Thirty plus pre 1950's cars met at the Motor House on Wednesday morning, 3rd May for a once-in-a-lifetime event organised by Ron and Christine Palmer. And what an event it was! The wonderful route, the start and finish venues, the attendees and the glorious weather all contributed to make it one of the best events ever. As I write this, three days later, I still have a smile on my face. The event was not without its challenges for us in the 1933 Austin Seven RP saloon. I bought the RP saloon about six years ago from a guy in North Wales who'd had the car since he was a student in the 1960s.

Coincidentally I too had an Austin Seven as a student in the 1960s but mine was a mark 2 Ruby. I'd owned an RP saloon for a brief period in 1964, a car that I'd bought for

the 2 bearing engine to replace the ailing 3 bearing engine in the Ruby. I cringe when I think back how I'd casually removed the engine and scrapped the rest of the car. Deep down I'd always felt the RP saloons with their boxy shape were more attractive than the newer Rubys but at the time the Ruby body was in better shape. I have to reveal now that the main reason for buying the current RP saloon was, once again, for the 2 bearing engine that I needed for my trials Car. The trials car, built so well by Eric Smith, had an un-burstable Reliant 850cc engine but I wanted to compete in VSCC events, and the car was not eligible for these events with the Reliant engine.

My daughter Victoria, and I did compete in the VSCC Scottish Trial in the RP once, but we felt that trialing in a saloon was not for us. Having used the car very briefly in the Scottish Trail I'd fallen in love with it and set about collecting parts to build a replacement engine and gearbox. Austin Seven 2 bearing engines are as rare as hen's teeth so a 3 bearing engine it had to be. Component parts were sourced and collected from around the UK. Tom Lewthwaite from Whitehaven bored out and skimmed the only serviceable block I'd obtained, and I started to rebuild the engine with new pistons, valves, valve guides and bearings (I still regret not changing the two main roller/ball main bearings – they appeared to be fine at the time but it's not an easy job to remove them).



Covid19 struck and the car was still not ready for the road. I'd run the engine briefly and driven the car around the block, but the engine was not sounding good (main bearings me thinks!) and it was far from smooth when revved or on tick over. Two weeks ago I changed the old worn Zenith carburettor for a refurbished SU carb, and this made a big difference. The engine was still noisy and was clearly in need of a tune up. I'd bought a Bosch distributor for the trials car, and this made a marked improvement to the performance so a similar one was sought for the RP. With the points set to the specified Bosch gap the car was suddenly transformed.

Time was racing by, and it was now only 6 days to the Coronation Meander. I clocked up miles going around the block again when the weather allowed, and I took Pauline to the shops in Egremont one day but apart from that the car had only run for a maximum of 22 miles on one occasion. It's 23 miles to Moota from our house so I decided to drive the car to our daughter Sarah's house in Dearham on the day before the event. On the morning of the event, Pauline and I drove to Dearham to collect the car. Whilst buying petrol in Dearham we met another entrant on-route to the Meander and so the day began. The car struggled a little on the A595 but a tweak to the ignition timing at the Motor House resolve this issue. So many beautiful cars were assembled for coffee and biscuits at the start and the atmosphere was one of euphoria (with a tinge of anxiety!).

As soon as we set off, any anxiety disappeared, and the real fun began. The car was going better than ever and appeared to rise to the occasion. At the 5th route instruction we took a wrong turn over Isel Bridge but were soon back on track. Driving with others is a little like cycling in a peloton, it's effortless and the car sensed it too. We pressed on past some of the sections used by the VSCC Lakeland Trail at Snittengarth and up to Sandale where Fell Side Auto Club use to fin



ish their Northern Trail. We were more relaxed now; the car was buzzing and my concerns that the car may not be able to keep up with others was dispelled.

We were met with smiles and waves from surprised spectators especially in Caldbeck and Hesket Newmarket where we passed the Old Crown pub frequented by our soon to be crowned King. At one point we were going so fast I almost missed the turn towards Hutton Roof. Pauline and I were ecstatic but after almost 50 miles from leaving Dearham we were tiring and decided to take the slightly shorter option to the finish venue. Base Camp Cocklakes was such a welcoming venue to round off this super event. We had a relaxing

lunch and catch-up with the others before heading back to Dearham. We arrived home exhausted but happy. On behalf of Pauline and all the competitors I thank Ron and Christine and everyone who made the coffee, took photos and contributed in any way to making the event on 3rd May 2023 one of the highlights of my life.

Dave Nicholson



Club News & Events

Like just about every other organisation we are now required to have a Safeguarding Officer. Thus we are looking for volunteer (s) - we can have more than one. If there is anyone in the club who is already qualified and would like to help then that would be great. There is also some online training available for volunteers.

Please contact us on contact@wigtonmc.co.uk.

Insurance: At the bottom of this page you will find details of Hagerty Insurance who have supported the club in various ways over the years, including giving us 800 bags each year for the show. They offer a personal service (not online) to classic car owners and also give the Club an "introducers" fee for all new custom so please mention the club is you enquire.



At the May Cars & Coffee we were pleased to welcome Claire Kirkpatrick and Sofia McBeth from Motorsport UK.

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PG Tips

Peter Reflects On His Month

This month all is well in car world, it is now at least, by the time you read this it may have gone wrong but right now my list of things to do to cars is almost non-existent. In fact I was so bored last week that when I threw another £50 of super unleaded into the Alfa GTV (that will get me about 100 miles the way it drinks the stuff) I had so many BP points that I used them to get a copy of Autocar, principally because it had an article on petrol cars to buy before they're gone. Well, what a shock it was, not only were most of the cars being reviewed exceptionally dull electric SUVs but the prices were insane. That led me to look at the back of the magazine where list prices of all new cars available are laid out. You may need to sit down for this bit if you aren't already, because a 1.2 Fiat Panda 70 in poverty spec now costs £14700 and a Dacia Sandero, which is the cheapest new car you can buy, is £12995 and for that I'm sure you will not be enjoying a great deal of speed or luxury. Clearly, I am out of touch with new car prices but 5 years ago that Sandero cost £7k – why has it nearly doubled in price during that time?

Other shocks for me were that many car manufacturers barely sell what you'd call a model range anymore. Subaru have only 4 cars and Lotus are down to 2, one of which is an electric supercar in the hundreds of thousands of pounds. The Elise, Exige and Evora have all been killed off. The price of those electric SUVs that I mentioned was as crazy as the cheap petrol cars, £70k kind of region for a family plug in SUV. I can only assume that no one owns them, and we have now reached the situation that everyone effectively rents them for 3 years and then moves on to the next car because I can't see any other way in which many sales could take place.

I missed Drive It Day due to fear – fear that the Alfa GTV would not get me there or that it would ruin my birthday present trip to the Michelin starred Old Stamp house restaurant the night before in Ambleside. We stayed after the meal overnight and I had intended to go to drive it day on the way back up to Cockermouth. The rain on the Saturday and the fact I'd only just fixed all the annoying problems on the GTV made me take my recently acquired Skoda Superb. I nearly showed up in that to have a look, but I couldn't face the shame! I should have taken the Alfa as I've now clocked up many hundreds of miles since, enjoying the Busso V6 soundtrack and epic petrol consumption.

The Superb has not been entirely reliable itself either, in part due to ridiculous German over engineering. The bonnet pull only requires a tiny pull to open the bonnet, whereas the Astra and Alfa (and the Merc before I sold it) all require a good strong pull, so a couple of weeks back I gave it the customary strong pull, and nothing happened – the lever moved but no bonnet action. Google revealed that the most likely cause was that a joiner in the wire, under the bonnet, had failed. Further searching revealed a video in which a man with a hook miraculously got to the bonnet latch and managed to click it undone thus saving himself what he described as a £100 bill from a Skoda dealer. I was unable to successfully hook the duck...sorry...catch, and nor was anyone else judging by the comments under the video, so I removed the wheel arch liner and went in that way. The joiner is a ridiculous thing with no apparent purpose. It contains a spring-loaded section and a plastic moulding where the 2 wires meet with ball ends to hold them in place and a flimsy cover clipped on. My hard tug at the lever caused the

cover to pop off and the wire ends to pop out of their mouldings. So not just over engineered but cheaply built over engineering and a common fault on VAG cars for about a decade from what I can gather. What on earth is wrong with a single cable? I can see no purpose for the joiner at all – but it now has glue and cable ties to bolster the cheap plastic that's there.

Finally- my rant about potholes last month has come home to roost as I suffered a puncture in one not far from home a few nights ago. I have gathered evidence and sent Cumberland council the bill...I await a response!

Peter

Reflections

Graeme looks back on the last month

It's been a pretty busy month or so and several events came up together due to circumstances plus of course the Coronation and the extra bank holidays. In fact it all started with the April committee meeting when we planned for all the events that were coming up.

It set off with **Drive It Day** on the 23rd of April. In terms of numbers of cars it's our second biggest event after the Classic Show. With over 200 cars attending we raised £1000 for this year's charities.

The last Wednesday of April saw one of our "**work**" mornings to get things ready for the awards lunch. We have one of these most months and there is a bit of work but a lot of craic, everyone is welcome, just bring your coffee and lunch!

The following Sunday saw the **Awards Lunch** where we welcomed Malcolm & Elaine Wilson as our guests. Well done to everyone who came and also to those who helped wash up and tidy away at the end.

Then the first Wednesday saw the **Coronation Meander** for pre 1950 cars, ably run by Ron & Christine. It was good to see so many older cars out enjoying a great route to Base Camp North. I am sure it will be repeated.

That bumped the **pub run** on a week to after the Royal event. Starting at the Motor House it used plenty of old rally roads in the north west of the county including Threapland Fell which provides great views over the Solway. It finished at the Ship at Dovenby which there was sandwiches and chip aplenty.

After that we had two events on the same weekend which must have been a first. John Ross put a great effort into the **Getaway to Galloway** two day event and there is a report in this issue. Just a pity there were not more entries.

On that Sunday we had our usual **Cars & Coffee** with another great turnout. It's certainly becoming the place to be for all types of car enthusiast, or perhaps for enthusiasts for all sorts of cars! We tried to formalise the parking a bit to get more cars in. It's good to see that there is still autojumble being sold and orders being taken for WMC branded clothing. All the better for samples being on display.

Tuesday saw the **test evening** at Rowrah, and much fun was had despite rather cool conditions.

The following day, Wednesday, saw a **committee meeting**. We are so lucky to have twelve such dedicated people who work tirelessly to make these events happen. Nine events inside a month is some going! Thanks to everyone who helped.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

We greatly enjoyed the two day touring event organised by John and Christine Ross - the **'Getaway to Galloway'**, in mid-May. The weather was kind although the wall to wall sunshine forecast didn't shine on us but it was clear and dry we were able to enjoy the superb roads and glorious views. Coffee and lunch stops were plentiful and most of the bad pothole areas were identified in the road book but despite these warnings we managed to hit two well-hidden ones which rocked the suspension and my teeth. It was great to get away in good company and this event demonstrated how much we miss the longer three day events of past years. Well done John and Christine.

The **Lingholm Cars and Coffee** will this year be held on Sunday 2nd July courtesy of David and Jane Seymour. We are fortunate to again have the use of the front lawn at The Lingholm House, Portinscale with the opportunity to visit David's great collection of cars and automobilia in an extended facility this year. There is always something new here and we must remember David is a club benefactor after loaning us the array of interesting tinplate historic motoring signs on display at the Motor House. The timing is from 9am to 11am and the charity to benefit from our donations this year will be the Cumbria Community Foundation. There is no charge to enter this event but please remember to give generously for the Charity at the entrance to the car collection

Many thanks to all the owners of the pre-1950 cars who entered the **Coronation Meander** in early May. It was very encouraging to get such good support from this sector of motoring enthusiasts who we rarely see together on road events and never before for a club event. Apart from three who didn't make the start on the day because of 'mal de moteur' it was enjoyed by all and judging from the number of appreciative emails I received it should be something we repeat, perhaps under a different title in the future. Look out for details early next year.

This year's **Rose and Thistle** route planning is now complete and entries are coming in fast. It takes place on Saturday 19th August as part of the club's Classic and Motorsport weekend at Dalemain. The route this year totals 130 miles with a good mixture of very quiet back roads and some super 'smooth' faster driving roads which we enjoyed in the planning stage. Details and an entry form are on the club website but if you do not have access to the necessary technology, please email me and I'll send a printed copy. We look forward to another bumper entry again this year but please don't wait until the last minute to enter.

Ron.



Autojumble

Items for sale or wanted



For sale : MG B wings: Pair of new old stock steel £150 each. One good nearside steel s/h £50. Two good fibreglass wings £50 for both. Also 8 MG B wire wheels with a variety of tyres on them. £25 each. contact@wigtonmc.co.uk;



Large Land Rover Sign £70



Prewar ESSO can £30



Early Castrol Jug £25



Silkolene 20/50 Oil 5 L. £25.

Also loads of MG B parts

Contact Graeme on gtfmg@yahoo.co.uk

We get lots of members with items that are looking for good homes and we often pass on details to likely buyers via email. Recently an MG C bonnet went over to the NE and some Morris Minor Traveller bits also found a good home.

The Thin Edge Of The Chinese Wedge?

From Autocar Business.

First it was SAIC, then Great Wall and now BYD: Chinese car companies' European electric car launches are extending into the UK, too.

There are more Chinese car brands selling in Europe, among them Nio and Xpeng, only right-hand drive development holding them back from a launch here. On the consumer pages of our magazine and website, it feels like there's a new Chinese car being reviewed with a test drive in Europe or the UK every other week.

The nervousness around the established European car makers continues to grow with the launch of each of these technology-rich, low-priced Chinese electric cars. They fear not only the drop in sales and market shares from these newcomers but also their inability to compete on price that threatens their industrial footprint.

Simply put, European car makers are not able to compete on price in the manufacture of electric cars compared to their Chinese counterparts. Labour costs are lower, and the supply chains are more sophisticated for batteries, with manufacturing costs touted at around €10,000 lower per vehicle. Carlos Tavares, a man infamous for running a tight budget, told me recently that even as someone "not complacent on costs" in his role as Stellantis CEO, "if I cannot fight with them [Chinese EV makers] on cost structure, how is anyone able to do that? How can a company with 7% profitability - and we're at 13% - sell a €25,000 EV at a profit?"

They can't. Which, in Tavares's eyes, leaves three options: competing on costs (but "if you go in that direction, you put a big cross in the western automotive industry" as lower wages are a non-starter), impose tariffs, or find a technology breakthrough.

On tariffs, a recent study by Allianz Trade suggested that the European car industry will collectively lose €7bn per year in profits by 2030 unless law makers impose tariffs on EVs imported from China. Cars imported into China face 15% tariffs, whereas Chinese cars sold in Europe are free of any penalties. Not only are there no tariffs, but there are also stories of Chinese car makers registering cars in countries with the most favourable subsidies such as Germany, and then moving them onto other markets...

The Allianz report also noted that Chinese car makers are fixated on Europe now as the US Inflation Reduction Act made the US market far harder to break into.

So what of a technology breakthrough? It's quite remarkable that with such new technology in electric vehicle batteries that only incremental improvements are being made rather than great leaps, the long-mooted solid-state is as far away still as 2028 according to pioneers Nissan. Stellantis has "found a few things", delaying some projects to allow new technology to be implemented, and the firm is "using our brains" to find more breakthroughs, says Tavares.

You can imagine Chinese car companies saying the same in order to stay ahead, too, while in the meantime basking in the favourable trading conditions and technology and cost advantages they enjoy - both of which have no sense of ending soon.

Classic Column

We are sad to report the death of member Graham Martin, who with brother David had what was perhaps the biggest collection of cars, motor bike and bikes in Cumbria. We were lucky to visit the collection on a couple of club runs. Some great cars and ongoing restoration work.

Also sad to record the death of Ian Scott Watson, mentor and backer of Jim Clark and long time supporter of the Jim Clark Trust. June 24/25 will see a major 60th anniversary. celebration of Jim Clark's victories at Duns Castle .

Many of the UK's one marque clubs are struggling despite the huge interest in classic cars. It seems to be a combination of factors, clubs used to be the main source of information and parts, owners were much more tribal in the past, and the growth of local or regional classic cars clubs that welcome all makes and models. For example there are five clubs for MG, and similar numbers of Triumph and Jaguar and Heaven know how many for Ford and it's many models. Also it would seem that the average age of club members is quite high so you can assume that younger owners don't see the need to be a member of a club. Challenging times ahead?

There are now many programmes on TV about cars and classics in particular. They vary from OK to dire, the need to have a "celebrity" or comedian as part of the team often spoils them but we are told it is all about bringing it to a wider audience. However a new programme "Classic Car Garage" on the Yesterday channel is entertaining and informative. It is based on a garage on London where a team of mechanics open up at a weekend to help owners "tinker" with their classics doing minor repairs and fault finding.

Rufforth was a popular airfield race circuit in Yorkshire in days gone by so it was interesting to see that someone is now running informal drag racing there. Go along and pay £40 and have as many runs over a quarter mile as you like.

The big celebration of the MG & Triumph Centenaries take place at Silverstone on June 10/11th with a big race meeting, displays, time lines, Russ Swift displays, plus hundreds of MGs and Triumphs! Not to be missed.

Event Entry Fees

Just a reminder that when you enter an event and pay by BACS that you pay into the correct account. We have three accounts, the CBS one which is for the touring events, the HSBC Events account which is for the Show entries and the normal HSBC club account for everything else. The account number is given on the entry forms. This makes doing the accounts much easier.

Rally entries go via the RallyScore system and membership by our online membership mojo.

INVITATION

Heroes and Villains

29th July 2023

One Day Fun Run

Fell Side Auto Club are delighted to invite Wigton Motor Club members to join us on this years tour. Building on the success of our 60s Tour, this is a fancy dress run. Hero or Villain, the choice and interpretation is all yours! There will be a suitable prize for the Best Dressed at the finish.

We will start in Gretna with a tea or coffee and a bacon or sausage roll or a veggie option if you require. There will be a chance to order a meal (at your cost) for the end of the run back at Gretna. Running north from Gretna we will take some back roads through superb scenery and passing places and villages of interest. We will keep off main roads as much as possible but some A class roads will be inevitable. There will be chance to stop off mid route to either visit a convenient cafe or simply to partake of your own picnic.

The route will be detailed in a simple Route Book accompanied by a booklet detailing the history and facts of some places visited.

To obtain an entry form or for more information simply email mykepocock@yahoo.co.uk or call 01228 530555.

The entry fee for Fell Side members is £25 for two in a car with an extra £10 for additional passengers. The entry fee for non Fell Side members is £30.

Payment is preferred via BACS to;

Account Number: 34101869

Sort Code: 09-01-29

Reference: HAV plus your surname eg; HAVSmith

and the Entry Form can then be scanned and emailed to mykepocock@yahoo.co.uk

Alternatively payment by cheque can be made out to Fell Side Auto Club Ltd and sent to FSAC, 17 Windermere Road, Carlisle, CA2 5RB along with your entry form.

We look forward to meeting you in Gretna in all your glorious fancy dress for a relaxing and enjoyable day. Fingers crossed for good weather!

Membership

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

Welcome to new members

Samuel Jaggard	of	Northallerton
David Slater	of	Lincoln
Chris Boak	of	Carlisle
Ben Jude	of	Tadcaster
David Thomas	of	Keswick
Phil Carver	of	Notts
Paul Reid and Eileen Reid	of	Wigton
Norman and Jill Scott	of	Penrith,

AGM

The Annual General Meeting of Wigton Motor Club will take place at 7.30 on Wednesday, June 14th prior to the committee meeting. All members are invited to attend.

Agenda

- 1) Apologies
- 2) Minutes of the 2022 AGM
- 3) Matters Arising from those minutes
- 4) Annual Report
- 5) Financial Report and Accounts.
- 6) Election of Committee and Directors
- 7) Any Other Business

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

Classic & Motorsport Show

The **Cumbria Classic Weekend** is our major event of the year, and probably the biggest motoring event in the north of England. It's grown over the last 33 years, and we now limit the total entries to 800, split equally between individual car entries and those in clubs. It's a great event for car owners, clubs and enthusiasts to meet up. It actually costs the club a lot to put on, venues, hire, insurance, loos, barriers, PA, programmes etc but given good weather it will generate a surplus that helps the club's development and our nominated charities. We don't have an entry fee for our members, we see it as a perk of being a member, while non members only pay £5 per car including occupants. That covers the admin of sending out the passes and the cost of the attendance awards. There is also a good argument that if you pay a fee, however small then you will actually turn up on the day!

Of course in recent years there has been a rise in the number of shows of various types and many are being run by companies for profit. The problem can be that the number of shows splits the volume of public admission, so all shows get fewer folk attending. What is important is that we all support the club run (or genuine charity) events as they will be around when the commercial ones die. There are some great club run shows of various sizes so let's support them.

The other advantage of club run shows (and indeed other events) is that clubs have plenty of volunteer organisers and marshals to make the event happen. That's something the "for profit" events can only dream about.

For the Show we need up to 70 marshals to make it all tick over successfully. As with everything many hands make light work, and the various roles only take a small part of the time you have at the show.

What's involved?

The main task is **class marshalling**. This involves getting the cars into the right position in their rows on arrival prior to 10.30. You are then free until 13.00 when you collect the class certificates and give them to the top three in the class. Then at 15.00 you guide the class award winners into the arena for the awards presentation. At 16.00 we all muck in and gather up all the markers and equipment.

Admissions: This is taking the money when spectators come in and giving them a programme. As well as cash we now have a card reader. This starts at 1030 and runs through to about 15.30 but we try to have teams of four in shifts so that everyone gets time to enjoy the Show.

Autotest: The grass autotest is a very popular part of the show and we need a team of about eight to sign people on and runs the tests. Again it will be done in shifts, so we need a good team.

Club Display. As it's our own show we try and show the wide variety of events and activities we provide and have a team on the stand to take on new members.

We will be asking for volunteers for all these roles so please put the date **August 20th** in your diary! All marshals will get a gift or two as well.

Cumbria Classic Weekend



Wigton Motor Club

Cumbria & Classic & Motorsport Show

August 20th
At Dalemian Mansion
Limited to 800 cars

Entry forms at www.wigtonmc.co.uk

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



Wigton Motor Club

Rose & Thistle Tour

Saturday August 19th
Part of the Cumbria Classic Weekend

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

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

Test Evening



A great evening was had by all despite it being rather cool. Some great cars (and drivers) and some rarely seen. Many thanks to the marshalling team who were well wrapped up!

We could run another one if there is sufficient interest. Let us know by June 14th if you are interested

