

Wigton Motor Club Ltd

Start Line

Issue: 09/12

www.wigtonmc.co.uk

September 2012

Classic Weekend Beats the Weather!

The Classic Weekend saw a mixture of weather but members and friends made the most of sunshine! The Rose & Thistle Challenge saw rain at the start but bright sunshine in the afternoon. The Show saw a sunny morning and drizzle in mid afternoon.



Norman Hamer's Riley - Voted Car of the Show

Always in the lead!

Diary

Club events over the next month or so

Autosolo

At Penrith Auction Mart
Sunday, September 23rd
Regulations are on the website.

Kames Classic Sprint

Sunday, September 30th
At the Kames Circuit
Entry forms on the website

Marshals needed

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

I caught a BBC4 programme on the history of motorways recently. The first 70 miles of the M1 and it's 200 bridges took just nineteen months to build back in the late sixties. Compare that to the three years to build four miles of the new Carlisle Northern Relief Road just completed! The M1 lacked the modern machinery we have now but relied on thousands of Paddies. No wonder Wimpey was reputedly meant to stand for We Import More Paddies Every Year!

The M62 was a tougher task over the Pennines. In case you thought bad winters were a recent thing, for three years of the build work was suspended for three months in the winter due to adverse conditions! I had not realised that the Scammonden Dam was built as part of the road rather than as a reservoir and of course that have us an interesting speed event venue - with the often interesting weather!

It is surprising that our government has not used public investment in roads as a way to stimulate the economy. The various trans Pennine roads are surely prime candidates. It has always seemed odd to me that taking the main routes, A69, A66 and A65 that they are vastly better roads on the east side to the west. In most cases from the "summit" going east you get on to dual carriage way. The western side is usually unimproved single carriageway. We have to ask why?

If you say that on the A69, the journey from Hexham to Carlisle takes an extra 20 minutes due to it's single lane format and then take all the lorries and business folk who lose those 20 minutes each day. Then multiply it up for a year and the cost will be huge - well worth the investment. Add to that the cost of accidents on the road and also the cost of the delays caused by the accidents. Millions of pounds! Every reason to invest surely!

A car built in 1982 is now thirty years old? Is it a classic? I reckon it's like beauty - it's in the eye of the beholder. There were some great cars in the 80's well worth keeping but there was a lot of complete rubbish which thankfully have gone to the great scrap yard in the sky. Take the Talbot Tagora (please) or the Alpine. Mind you it would be worth keeping one of each to remind us of how bad they were!

It would seem from the website <http://howmanyleft.co.uk/> that the survival rate of cars from the 80s and 90s is quite low compared to 60s and 70s. It may be down to a lack of charisma but also the electronics that are often difficult to repair or replace. Go to any scrap yard and you will see some decent looking cars, scrapped not because they are rotten or the engine has expired but cause the cost of repairing the electronics is not worthwhile.

Mind you it's also a problem the Sauber F1 team had last year when they tried to get one of the Sauber Mercedes C1 sports cars (as driven by a young Schumaker) going. They could not find an old enough computer in order to fire it up!

GTF



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Cumbria Classic Show Results

Car of the Show	Riley Falcon Special	Norman Hamer
Class A	1 st Riley Falcon Special	Norman Hamer
	2 nd Wolseley 14/60	T. Cook
	3 rd Morris 8	K. Benn
Class B	1 st Ford Zephyr	G. Martin
	2 nd Dodge Royal	G. Bell
Class C	1 st AC Aceca	Mike Mansergh
	2 nd Jowett Jupiter	W. Swindelhurst
Class D	1 st Sunbeam Alpine	M. Harrington
	2 nd Triumph TR4	H. Powell
Class E	1 st Volvo P1800	J. Wilkinson
Class F	1 st Ford Cortina Mk1	Jim Scott
	2 nd Jaguar Mk 2	W. Nixon
	3 rd Alfa GTV	A. Pilling
Class G	1 st MG Midget 1275	K. Noon
	2 nd Triumph Stag	D. Purnell
Class H	1 st Triumph TR7	G. Martin
Class I	1 st Rover 3500 Auto	A. King
	2 nd Rover 3500S	B. Baker
	3 rd Ford Escort Mexico	S. Brennan
Class J	1 st Jaguar XJS	M. Thompson
	2 nd TVR	I. Webster
Class K	1 st Ford Escort Mk2	A & A Steele
	2 nd Austin Mini Mayfair	M. Rooney
	3 rd Fiat Strada	C. Barnes
Class L	1 st Ford Van	H. Nugent
	2 nd Austin A35 Van	C. Armstrong
Class M	1 st Royale Windsor	M. Badger
	2 nd Imperial Jackal	N. Johnston
Class N	1 st BSA C15	G. Irving
	2 nd Triumph Thunderbird	L. Dargue
Club Display	1 st Cumbria Classic C.C.	
	2 nd Cumbria Mini Cruisers	
MG B 1	1 st MG B Roadster	Peter McNair
	2 nd MG B Roadster	B. Hall
MG B 2	1 st MG B GT	E. Ganner
	2 nd MG B GT	Ian Strang


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 LIMITED

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Classic Show in Pictures

Those who made it happen!



A huge thank you to the 70 marshals who worked so hard to make the event go so well!

Classic Show in Pictures



More Classic Photos



Many thanks to Clive Kennedy for being the Club Photographer

Classic Weekend

- Well it's all done and dusted for another year - 24th in fact. Many thanks to all those who helped on one or more of the days. Some of us were on site for 3 days as the weather meant we could not put the cards etc out on the field until Saturday due to the rain and wind that was forecast.
- One of the traders was telling me that he had been scheduled to do 16 shows so far this year but ten had been called off due to the weather and some later in the year have already been cancelled (including Selkirk), so we were very lucky. Our fields are very dry and drain well.
- I understand the Rose & Thistle was greatly enjoyed and I hope there will be a full report in the next issue.
- A big thanks must go to all the organisers and marshals, also to those who took the trouble to bring their competition cars for the Club stand. We had some 70 marshals signed on.
- The financial figures for the Show are quite mind boggling. Quite apart from the cost of the venue, for example the "loos" cost over £800, add to that crowd barriers, PA system, insurance, programme, printing and postage, skip hire, attendance awards, class prizes and many other things, we have to rely on a good "gate" as well as the car owners paying an small entrance fee. Currently the £3 entry fee per car is equal to £13 if two people came in the gate and bought a programme. Similarly the £6 per person gate fee is quite cheap for a day's entertainment. No doubt we will have to look at these charges in view of the constantly rising costs.
- Each year we are getting more club displays, due, no doubt, to the reputation of the Show. Some displays are getting quite large so some areas are getting congested so we may well look at a different layout for where the clubs are next year. Some of the smaller clubs put on great themed displays so they need more prominence.
- Another area of growth are the classes for post 1980 cars. We tend to forget that an 1982 car is now thirty years old. At the first show in 1989 a 1979 MG was just ten years old. We have always had a generous view on what is a classic but where do you draw the line? If the MGCC had a display should it have a current MG6 along with all the Bs, Midgets and older cars?
- At all shows the number of cars that don't turn up is always a bit of a puzzle. It can often be around 10%. Now mechanical failures happen on the way, and some on the R&T, no doubt there are those who only come if the weather promises to be brilliant. However I can't see that those factors cause such a high turnout. Compared to a run for example, or a competitive event where the number of non starters is minimal and invariably the car driver lets the entries secretary know.
- We pushed the "Go Motorsport" side hard this year with David Wiggins organising the Club stand with a variety of competition cars plus Go Motorsport leaflets and WMC membership forms. Meanwhile David Agnew ran a grass autotest under the MSA's taster rules and many newcomers had a shot. We also gain lots of new members.
- The organising team get very little chance to see much of the Show but it is always good to see cars you have not seen before or not seen for a while. One that caught my eye was Nicky Porters "Johnson's Wax" Mercedes from the 1978 RAC Rally, on the WMC stand.
- It's quite a major task getting the best part of 700 vehicles into the field in about 90 minutes. It's often not helped by the odd driver who has not read his instructions, has not get his windscreen card on display and has not looked at his plan of the site. He/she gets in the gate and stops and asks "Where do I go?" Thus the next fifty cars are stuck on the road while a marshal tells him where to go. Has anyone any ideas of how to improve this procedure?
- **2013 will be the 25th Show so we are looking to do something special. We welcome ideas for themes, anniversaries and indeed any ideas for improving the show. It's a show for everyone one interested in cars and motorsport so let's have your views!**

Branthwaite Autotest

Sunday morning of the Branthwaite autotest looked like being a bit wet so about an hour before the start I rang Willie to see if it was going to run. He said; yes it is all set up ready to go, so I quickly got the Mini out gave it quick check over put it on the trailer and headed to Branthwaite.

On arrival everybody was signed on, a real good turnout with a few new faces and cars. Angela and Willie are always well prepared with the big Ford awning. Irving Wilson looking after the times, Mark Fisher had prepared a good quiz with photos and questions to keep everybody thinking.

On to the start, tests one and two were identical with two cars being flagged off together made it interesting, you had to try and concentrate on the test and not look at the other car or you could get mixed up! Test three was another good long open test with a bit of reversing thrown in while test four was another big open test which took a bit to get into my head with quite a few 360 turns right and left in different parts which got a few wrong tests. After doing all four tests twice the final was test one and two joined together and three and four together, this was really enjoyable every one seemed to enjoy the tests. Then it was time to do the quiz, with all the papers handed in and checked the sun was shining, Willie announced the results the little Mini had triumphed in the tests and I had tied for first with Steven Palmer in the quiz.

I thought what a good way to spend a Sunday afternoon, then to cap it all Willie invited everybody to his home for tatie-pot! The crack was good, a few beers and about fourteen of us sat down to a superb meal prepared by Willie's wife Anne, loads of red cabbage beetroot pickles and seconds for anybody who could manage it, Then the puddings came out apple crumble and custard which is a favourite of mine when I had finished that Willie insisted I had the sticky toffee pudding as well, all in all a really good afternoon!

Thanks to Angela and Willie and the helpers, when I got home Judy wondered why I was not hungry – there are not many autotests like this one!

Edwin

Rallying in Crisis?

With the World Rally Championship lacking TV coverage, the Rally GB having just thirty entries, the British Historic Championship about to split in two over a row over regulations and entries on many events getting below financial viability, one can be forgiven to think that the crisis is already here.

When the head of Rally GB says he can't understand why more UK crews are not entering the national section of the event - perhaps he needs to head out to motor clubs and ask them? The answer is fairly clear I would think. I really wonder how many spectators are going to pay what appear to be very costly fees for tickets for Rally GB this month. Of course that raises another question. The RAC Rally, or Rally GB as it has become, has always been held in November. There are other big events in September such as Goodwood and of course it's still holiday time. For rally crews there are still championships in progress.

Interestingly I read that the National Autograss Championship held recently had well over 750 entries and was well over subscribed. Perhaps we in MSA clubs and the MSA itself need to look to autograss who seem to provide champ motorsport with straightforward regulations?

Solway Autumn Classic Weekend

October 20th/21st

Saturday October 20th will see the Jubilee Jaunt starting and finishing in Cockermouth

Sunday, October 21st sees the Solway Historic Rally, the Solway Road Rally and the Solway Saunter

The events will start and finish at the Rowrah Kart Circuit and will feature a dozen tests, some favourites and some brand new. The road sections will be straight forward with no regularities. The Saunter will be a touring event following the same basic route as the Rallies.

Entry Forms will be emailed out and will also be on the website

Welcome to the following new members:

We have pleasure in welcoming the following new members to the Club and we hope that you all enjoy our events and social activities.

John Crozier	of Cockermouth	Simon Butterworth	of Bury
John Lang	of Keswick	Alistair Jackson	of Penrith
Gerald Braithwaite	of Stainton		

For most of you this will be your first magazine and we hope that you enjoy it and that you will take part in many of our activities

Adverts

3 of Snow/M&S Tyres 10" for Minis - new. Ring John Proctor on 01539722418

Red Rotor Arms for the Lucas W25 and W45 distributor as used on most classic cars of the 60s and 70s. £6.00 each

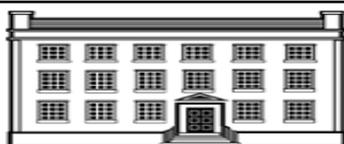
Quality condensers for the Lucas W25 & W45 distributors, long or short wire versions. £6.00 each.

Red Line water Wetter to help solve over heating: £10.95 a bottle.

Silkolene W20/50 classic oil. 5 litre cans: £14.50

MG, Triumph & Mini parts: New and used - excellent prices.

Ring Graeme on 01900 82562



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Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Although over a month has passed since the Lake District Classic we should say a big thank you to all the marshals, competitors and organisers who made it a success in July. David Agnew the tireless driving force and steady hand behind it all, Chris Leece and John Taylor wore many hats – Club Steward, entries secretary, results producers and backroom boys. Charles Graves, who with his wife Kit continue their invaluable support and sponsorship, help out on the day and present the awards. David and Debbie Rushton add a degree of sanity and experience to the proceedings when things wobble a bit and marshal all over the place. John and Andrew Graham carry out the noise test and scrutineering and then sweep up and close the course and are the back room boys who never stop and appear without a grumble at all of our events. Graeme Mactavish and Ian Whitaker turn up year after year and drive the course cars, prepare the club equipment, work with David and me on marshal liaison and time keeping. Thank you also to those who have not been named here and to all the land owners of the tests who cooperate so willingly to enable us to enjoy our rallying. Club rallies involve a huge amount of manpower and we hope to make the 2013 LDC even better than this year's – so we will need you all again then.

I didn't really know what to expect prior to 'London 2012' even though I was around the last time it was staged here in 1948 (but not, I hasten to add, at the earlier 1908 occasion). The Torch Tour did not stir me much during its progress through the British Isles. But what subsequently happened made me very proud of what GB achieved throughout the Games. I know it all cost a great deal but together with the Queen's Diamond Jubilee earlier in the summer it showed what a unique country we have which cannot be matched by any other nation. There may be others more wealthy, winning more medals, having more head of population, more natural resources, and lots more land mass and more military might but we have in Great Britain much that is the envy of the world. Our athletes punched way above their weight in many disciplines and medals won, and our venues both new and traditional such as Horse Guards Parade and Hampton Court were each unique and unrepeatable elsewhere. Apart from the odd squeak from minor politicians this was all achieved with the political parties sharing credit for the success of the Games and none claiming any. They worked together to help make it all happen. Just think what we could achieve if the best of all parties genuinely worked together at all times for the good of our country. Congratulations to all concerned.

And back to things motoring. It was a pleasure to get the entries rolling in for our premier Touring Event the 'Rose and Thistle' before the end of March with the last one arriving five days before the off. This event running for the 17th time (or even longer in different guises) has a firm foundation built up over many years by Graeme Forrester, David Thornley, Bob and Mary Smith and over the last three years by Bob Marshal and the Lamplugh team to build a reputation which draws the crews back year after year. With 70 entries this year we will handle this legacy with care and try hard to ensure it continues to please the participants.

It was a real pleasure to see the Riley Falcon Special of Norman and Susan Hamer take the Best in Show at Dalemain. Norman found and recreated the car almost from scratch and now uses it constantly on touring events. Not for this gem to be cosseted and locked away between shows and cleaned with a toothbrush. This one is driven often and used as our cars were intended and yet still manages to steal the show.



Ron

PG Tips

I think it's fair to say that for me the Cumbria Classic show was an unmitigated disaster – definitely the worst year for me...not that I actually got there on the day. If anyone has been reading this column they will know I was in the throes of completing a new engine with the intention of having it done for the show. It was indeed completed in time for the show. I collected Snotty the day before the show and everything appeared to be fine. The engine seemed smooth and with the bottom end being new I was taking care not to rev beyond 4000rpm. Oil pressure was good, water temperature spot on and the sun was shining. I passed a broken down MGA and a Subaru Imprezza and the thought never entered my head that in a few minutes time I would be joining them. Passing Keswick and heading up the short overtaking lane before the even shorter stretch of dual carriageway there was an almighty bang and the dashboard lit up like a Christmas tree.....possibly a crappy Christmas tree from the 1970s with only about 6 lights, but you get the impression. Black smoke was pouring from the tailpipe and the engine had stopped, leaving me stranded on the side of the road, thankfully still on the overtaking lane section so cars could get past. Thanks god for breakdown cover I thought as I examined the still normal looking engine bay and then I rang them.....

I have been in the AA for years, but as my new travel and death insurance policy (an odd but useful mix of covers I think) through work started including breakdown cover for free earlier this year I left them. I began trying to explain who, where and what had happened to the girl on the other end of the phone line at about 0925. Having spelt pretty much every word out and told her I was on the A66 at Keswick I got put on hold (0935 approximately) and thought – ‘excellent when she comes back she will tell me who is going to rescue me and when’. At 0940 she came back on and asked “how do you spell Keswick, I can't seem to find it?”. At 0942 I was put on hold again. At 0945 she informed me that my car was a Fiat Punto and did I have a more precise location than the A66 at Keswick 200 metres east from the roundabout!!! More holding followed and I was asked if I thought the fault was fixable. At 0950 I was told I would get a text advising who would rescue me and when in the next 5 minutes and that if I didn't rectify the fault and called them again they would not assist me – the whole “my engine has just blown in a cloud of black smoke and the car is completely dead” conversation was clearly a waste of breath. At 0956 I rang them back.....at 0959 I got the text. Keswick Motor Company arrived within an hour and provided an efficient and friendly service to get me home which was lucky as I may just have lost the plot if they had been anything like the call centre woman!

Within another 20 minutes I had the inlet manifold split (it comes in upper and lower sections) to be greeted by the rather battered inlet valve head from no.1 cylinder lying inside the manifold, and as my 3 year old would say – that's not fine! As you can imagine the inside of the head and combustion chamber was a mess and no.1 piston has been atomised. The rebuild starts here...the more relaxed aim is to have it running by the end of the year and as I have already dismantled the engine and made enquires about replacement parts and repairs I should be on course.

The new relaxed schedule will hopefully give me some time to tackle the ever lengthening list of minor ailments suffered by my Alfa 166 – more lambda sensor trouble, suspension link rod and a blown sidelight bulb. Now you may foolishly think a blown sidelight bulb would be simple, but as it is buried deep inside the inner wing area and far beyond human reach it's not straight forward at all. On top of that it appears the plastic blade that the bulb is meant to be attached to (to allow people with hands the size of a small child to reach in and change it) is missing, it's looking increasingly likely that I might have to remove the whole light unit just to change the bulb.

As you can tell, August has not been a great month for me...I must be due a spot of luck sometime soon!

Peter

Three Sisters – Sunday 05/08/2012

Ronnie MacGregor



The fourth WMC speed event of the year threatened to be another washout, with a fairly dismal weather forecast. This event is a long way for those north of the border, and so to travel down the night before seemed the sane choice. The girl on the desk at the Wigan Premier Inn asked if I was down for the race tomorrow, and could I fill in a wee box for her. She seemed to think that the place had already been filled by others who were down for the same event, but with the lack of evidence of suitable cars or trailers in the car park, one can only assume that they must have been event officials.

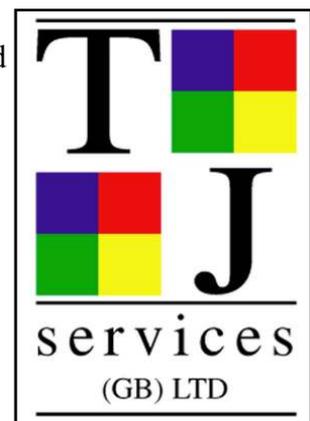
A few notable absentees. Colin claimed that he had already done the three sisters, and didn't seem too keen to revisit the scene of the crime !!! Mr Exteen's wife Alison had obviously read the Barbon report, and decided that Dave should have his head removed before Dalemain and Forrestburn !!!

The Scrutineers of Mercy provided early entertainment, as Mr Hamilton was reliably informed that his front strut brace was illegal. Not yet content, he was then informed that his roll cage was illegal, next to useless, and that he would be better off without it !!! Bizarre !!! Having set off at 03:30 for the event Mr H was in no mood for this kind of harassment, but smiled sweetly anyway, in the way that only a snarling dog can !! As it turned out, from a weight point of view, the scrut may have had a point. On his way down, Kevin had a banana for breakfast, and it proved to be the only banana he was to have that day !!!

Further scrutineering entertainment was provided as a Triumph TR3A gently and majestically rolled into the back of a Morgan 4/4. The red face of the offending driver was priceless, as was the pile of rust and wood chippings. Was it just in the head of le chauffeur de la sacré numéro that we could hear the scrutineers gently croon "*Hey now, hey now now, sweep this corrosion to me*" ?

Comedy marshalling entertainment was provided in very slippery conditions when a single seater left the track on the exit of the second left hander, in need of a backwards push. Official procedure is as follows :

- Stand in an inward facing huddle of four, oblivious to track action.
- Take an endless number of seconds to realise that something has happened (radio message from another post?).
- Look around to try to find the problem.
- Wave the flag tentatively without first unfurling it.
- Stop, take more time to unwind flag and try again.
- Realise that the driver is beckoning for a push.
- Run towards driver still waving flag.
- Drop flag and keep running towards driver.
- Require driver instruction as to which way to push.
- Hope that by this time one of three mates might have picked up the flag.



Quite frankly, it is a miracle that another car did not arrive poste-haste, in what could have proved to be a very dangerous situation for both drivers and marshals alike. Two messages seem to surface here. The man with the flag should do nothing other than wave the flag, and the number one over-riding priority above all else should be to stop oncoming traffic.

Further entertainment was provided by a non-Wigton blue mini which clipped the left verge on entry to the first right-hander, slewed a little, scrubbed off speed, seemed well under control once more, and then at walking pace at the eleventh hour swung hard left to impact the tyre wall almost perfectly head on. Did every spectator wonder "*Why did that happen?*" ? Well here's the psychology of it. I know a girl whose moving car was hit by a taxi side on rear quarter. Kicked off the road, travelling across grass all she could see was a tree. "*I'm going to hit a tree, I'm going to hit a tree*". Well she was correct !! If you had marked up the centre line of the bonnet beforehand you couldn't have managed a more accurate strike !! The reality is that subconsciously you will always provide driving input that steers the car to where you are looking, and if you think you are going to do something, you can make it come true !!! Was this a case of "*I'm going to hit the tyre wall. I'm going to hit the tyre wall.*" ? Maybe we will never know



And so to the results

Despite the post entry Saxophony of protest regarding him supposedly being in the wrong class, Ronnie MacGregor could be found in SB along with, amongst others, two other S2000s, who must also have been in the wrong class !! A 91.20 left him four seconds behind the S2000 of Martin Rowe with Roger Fish out in front, which only goes to prove that it is the driver that is holding this particular car back !! Martin was gentlemanly enough to point out that this was their home patch, but small comfort to be had, when so badly off the pace. Perhaps an "only just recovered" major loss of tail on the second left hander first practice run left a scar, and mistrust in the level of grip. The post event data analysis certainly showed that while every other bend became progressively faster through the day, this troublesome bend remained below first incident speed !!

In class 1A, Mr Wiggins scooped a first in class with an 88.66, and yet remained adamant that he was not really happy with his performance. Maybe he's just heard that line so often that he's starting to believe it always applies !! Robert Iveson rolled in behind, pleased with his 95.44.

Class 3B saw the biggest group of WMC members, but regrettably they were all hogging the bottom end of this well subscribed class. Up against the home crowd once more !! Willy Jarman's 86.09 was only 2.57 seconds faster than Mr Wiggins, "*despite him having the same car with no trim, a 50% bigger engine and soft Michelin slicks. But maybe the power to weight advantage is negated by the fact that he is carrying around Angela's handbag . . .*" Who said that ??? !!! In any event, Mr J obviously thought that he was going fast enough on entry to the back straight to warrant the use of fifth gear for a second or two, and remember, that was at the start of the straight, not the far end !!!

Alex Thornintheflesh, 86.27, and Mike Thornintheflesh, 86.56, both turned in a stunning performance, despite Michael's early very tail happy route through that good old second left hander earlier in the day. Was it the use of Ferrari fuel filters that helped their otherwise "bog standard, honest guv" car ? No, No, No !!! The cat finally leaked out the bag. It transpires that they both turned up the day before for a £40 prac

tice day where they virtually had the track to themselves, and spent the whole day building up a colossal total of practice laps. This dirty, dirty, underhand, sneaky, devious, sly, scheming, scurrilous, low, mean, dishonest, dastardly, despicable behaviour is beyond belief, isn't it ??? !!! Well done lads !!

Angela is now consciously trying to "drive like a girl" since it seems to be working, and has now been caught boasting about it !! She rolled home in 89.46 seconds, ever closing the gap on Worried Willie.



Leaving after *Midnight, but Before First Light*, Kevin came from *So Far Away* on a *Hard Road*, part of the *Wigton Invasion*, hoping that it would *All Come Together* in this *Great Adventure* where *We All Play The Game* aiming for *The Prize*. Concerned by *Black Skies* and possible *Changes in Stormy Weather*, was it *Too Much Too Ask* that his runs would be *After The Rain? In The Beginning* he was just a *Back Street Kid* who came *Out Of The Shadows* to explore *Different Worlds*. He didn't want to be just *A Face In The Crowd* where *No One Knows His Name*.

For the championship, these were *Desperate Times*, it was a *Matter of Survival*. He could be a *Reckless Man*, he could act like a *Vigilante*. With *Eyes Wide Open* ready to stare into *The Face Of An Enemy* he was ready for *The Battle*. He turned and spoke to his car, as he did *Everyday*. *Take Me To The Edge* he said, but we don't want to *Spin Like A Wheel*. We don't want to *Hit And Run*, we want to drive *Just Like An Arrow*.

But as with *All That Is Real* it was soon *Back To Earth*. How much he had wanted to say *Thank You For The Day*, but with *The Lights Burned Out*, a result remained just *One Step Away* at 91.29 seconds. It was time for *Les Mort Dansant* around the car. Close to *Breakdown*, what was the solution to be? *I Will Decide Myself* he thought, I could *Pray For The Day* or I could sell the car. *Maybe Tonight* I'll sell, he whispered, as he limped slowly out of sight like a *Broken Wheel* and slumped into his *Rockin' Chair*.



In class 3G Darren Coleman produced a very quick 79.35 giving him a first in class on the day. Gareth followed on 85.33 but was struggling to separate driving practice from waltzing practice, as he took his imaginary dance partner for a quick 1, 2, 3 onto the grass it will be !!!

Class 3H saw Harry Moody collect a third in class on the day with a very quick 77.91, and in order to add some weight to his car to slow him down, somebody is going to have to ask him what happens to his roll cage side impact bar when it is hit at elbow position.

Angus Buchan in class 4A produced a 78.26, and some of the best and smoothest lines through the bends on the day. A first in class on the day was easily achieved, by beating off stiff competitionfrom himself !!!

Representatives in the classics class, 6A, were Peter Sewell with a very good 91.05, third in class on the day, and Ian Scott using his Lotus Cortina to good effect to beat a Triumph GT6 and a "slightly lightened" Triumph TR3A with his time of 97.36 seconds.

Once more, Sarah has plugged everybody's times into a spreadsheet which automatically allocates ranks and points, and the unofficial reckoning of the day, and the championship to date is as follows :

Colour Key - Championship Column Data				Three Sisters				Marshalling		Championship			Class		
Colour Key - Class Column Data				Sunday 05/08/2012				Bonus		Points			Points		
Driver	Car	CC	Class	Time	Ranks	Points	Date	Points	Total	Top 6	Rank	Total	Top 6	Rank	
Robert Heson	Morris Mini	1275	R1	95.44	13	2	13	8		41	41	13	34	34	1
David Wiggins	Peugeot 205R	1294	R1	88.66	8	1	18	10		52	52	8	30	30	2
David Exton	Toyota MR2	1998	R2				15/04/2012	10	10	37	37	15	20	20	4
Kevin Hamilton	Citroen Saxo	1598	R2	91.29	12	4	14	4		63	63	5	28	28	2
Ronnie MacGregor	Honda S2000	1997	R2	91.20	11	3	15	6		62	62	6	28	28	2
Alex Thornton	Honda Integra Type R	1797	R2	86.27	6	1	20	10		58	58	7	30	30	1
Mike Thornton	Honda Integra Type R	1797	R2	86.56	7	2	19	8		45	45	11	15	15	5
Paul Norris	Peugeot 205 GTI	1600	R2							11	11	29	2	2	6
Richard Shaw	Subaru Impreza WRX Sti	1998	T							17	17	27	20	20	1
Les Golding	Caterham 7	1588	RS2							32	32	16	20	20	1
Colin Sutherland	Triumph Spitfire	1296	C1							27	27	18	20	20	1
Peter Keen	Triumph TR6	2500	C2							22	22	21	20	20	2
Peter Sewell	MG B	1800	C2	91.05	10	1	16	10		32	32	16	24	24	1
Stewart Middleton	Datsun 240Z	2800	C2							10	10	30	10	10	4
Ian Scott	Lotus Cortina	1670	C2	97.36	14	2	12	8		20	20	24	16	16	3
Paul Norris	Sunbeam Cosworth	1935	M2							19	19	26	8	8	4
Angela Jones	Peugeot 205 GTI	1905	M2	89.46	9	2	17	8		49	49	10	22	22	1
William Jarman	Peugeot 205 GTI	1905	M2	86.09	5	1	21	10		38	38	14	16	16	2
Les Golding	Caterham 7	1588	M2							20	20	24	10	10	3
William Jarman	Ford Escort Cosworth	1998	T							23	23	20	10	10	1
Stephen Hemmingway	Peugeot 205 GTI	1998	T							14	14	28	8	8	2
Harry Moody	Westfield Megabus	1298	M4	77.91	1	1	25	10		89	89	1	38	38	1
Chris Boyd	Sylva Riot (Bingley Special)	1298	M4							22	22	21	10	10	2
Darren Coleman	Sylva Striker	2000	T	79.35	3	1	23	10		66	66	4	22	22	2
Garath Coleman	Sylva Striker	2000	T	85.33	4	2	22	8		51	51	9	15	15	3
Melvyn Hartley	Autotune Gemini	1997	M5							44	44	12	14	14	4
Alistair Jackson	MJ Eng Hosson-Bouler	2300	M5							22	22	21	6	6	5
Mark Purdham	MJ Eng Hosson-Bouler	2298	M5							74	74	2	30	30	1
Angus Buchan	Radical Clubsport	1352	S1	78.26	2	1	24	10		72	72	3	30	30	1
Colin Birkbeck	Dallara F301	1999	S2							25	25	19	10	10	1

So another good event, a new circuit for some, a very familiar circuit for some to whom it should have been new, a moderately good turnout of Wigton members. Variable conditions ranging from dry-ish, to wet-ish, a bit of sunshine early on, fading to a thunderstorm late in the day. Everybody having fun ? Roll on Forrestburn !!!

From The Top

If you have any ideas for winter social events, club nights etc, please let any committee member know. These days just finding somewhere to meet is more difficult with pubs closing by the day and finding suitable entertainment also difficult Your ideas please!

We have co-opted Paul Gilligan onto the committee who will take over the treasurership from 2012. Paul has a wealth of motor sport experience and will, I am sure, be an asset to the committee.

Inside the Industry

Paul Gilligan keeps us up to date

Pre-registrations On the Increase?

For those who have spent their years outside that messy environment called the Showroom Floor, let me explain this very odd practice. Pre-registration is when a car (or van) is registered BEFORE it's sold. Normally a customer buys a car, pays for it, the dealer registers it and delivers it to said customer. However sometimes dealers find themselves in the situation that they need to "sell" some more cars to reach a sales target set by their manufacturer and thereby earn a large financial bonus. So unsold cars are registered. Or the manufacturer may also have a sales target to reach so will do the same. Last year BMW were in danger of being outsold by Audi in the UK for the first time. Over 2000 unsold BMWs were registered last December, the dealers were still struggling to sell them (at big discounts) in April.

Eventually all these cars have to find real owners. That can mean a bargain for discerning customer, but can also make a fool of the one who bought a car at the "proper" price last week.

It seems this practice is reaching epidemic proportions, and the industry fears the situation will worsen as cars that can't be sold in Europe pour into the UK for the rest of the year. The MD of one of the UK's largest vehicle auction companies recently commented on "dealers being forced to take vehicles for other than genuine customer needs". Couldn't have put it more politely myself! The national sales (or more accurately registration) figures in the UK are well up this year, yet all the dealers I know are complaining about "selling next to nothing". So one has to ask where all those registrations are coming from. One well qualified industry figure has suggested that "at least 30%" of the new cars registered in the UK so far this year were "unsold at the point of registration"

To show how big an issue this can become when a market weakens we need to look at Europe. Not Greece or Spain but Germany. Around 1.5M new cars were registered in Germany in the first half of this year. It is reported that one third of this number, that's 500,000 new cars were just that, registered but not sold. German manufacturers and dealers have to find customers for those in the rest of the year as well as sell what those ever busy factories continue to produce. Pretty similar to the UK perhaps.

The alternative is to close factories laying off workers in those factories and supplier's factories also. This is probably simply not palatable currently. However with the volume of pre-registration now occurring my view is that pretty soon as our American cousins might say the excrement will hit the air conditioner. To continue is an impossible situation which makes it very important that those considering a new car, even of a "prestige make" should, as the Scottish Rally Road Book used to say, "Gang Warily".

Buy One, Get One Free

The BOGOF offer beloved of Tesco etc has spread to the motor industry. Renault Spain have announced that anyone buying a new Laguna or Espace will receive a brand new Twizy electric car priced at around £6000 absolutely free. The offer won't be coming to the UK as neither Laguna nor Espace are available here since Renault's re-organisation late last year, which has succeeded in reducing their UK sales by about one third.

Olympic Boost for BMW

Most with a passing interest in motor cars will have noted that the official car sponsor of the recent London Olympics was BMW. While many complained that it should have been a British manufacturer, BMW do make an awful lot of Minis in this country, and engines. The only other "British" manufacturers, i.e. those who make cars in the UK are Honda, Nissan, Toyota, Jaguar Land Rover (Indian owned), then of course companies like Lotus (Malaysian owned). Given that Morgan didn't

have 3500 suitable cars it may as well be BMW. The 3500 extra registrations will have helped BMW enormously to achieve their “sales” numbers as that represents more than 5% of their volume so far this year. I understand that all the cars were carefully chosen in terms of colours and specifications, and will be carefully filtered out to BMW dealers over the next few months. Some bargains to be had no doubt, but BMW’s desire to outsell Audi again this year in the UK will be made harder by 3500 new BMW buyers choosing a very low miles ex-Olympic car instead before Christmas. That’s the problem, you can only really “sell” a new car once!

Dacia

One or two members have asked me what I think of the launch of this new brand in the UK, with (clever) advertising having started, orders being taken, and first deliveries in January. Dacia is Renault’s “cut-price, no frills” brand. Therefore the clockwork is well-proven Renault kit. The cars will be sold through Renault dealers, who having seen their new car volumes drop by well over 50% in the last 2 or 3 years will be desperate to make this one work.

There is currently only one model, The Duster, a medium size SUV, think Nissan Qashqai or Skoda Yeti. The Duster range starts at an amazing £8995 for a 2WD petrol base model. Base really is base here, no radio, wind up windows, only in white etc. A mid-range model with what I would call “acceptable” equipment, 4WD and a decent Renault diesel engine will cost £12995, still well below the opposition. However Dacia prices are “fixed” so no discount which narrows the gap already. Also consider a poor NCAP safety rating, only 3 stars when most cars now gain 5.

However the price paid for a car is less than half the story. Depreciation is the biggest cost of owning a (non-classic) car. With a new brand that’s an unknown quantity. Dacia have released their contract hire figures. I’ve done some analysis and it seems they think the £8995 base model will be worth less than £2000 after 3 years and only 30000 miles. The more attractive £12995 model they forecast at around £3000. These are amazingly bad depreciation rates. The result is contract hire payments of around £240 per month for the £12995 car. You can have a £21500 Mondeo for that payment, and a £26000 Ford Kuga top model 4WD for not much more. Or again for a bit more (£272) a £40000 Merc SLK. Or a BMW 1 Series for £225. You will have to wait for the BM due to Olympic-linked shortages.

I’m told Dacias have great residual values in Europe where they have been on sale for some time. However it doesn’t seem Dacia themselves are confident the same will happen in the UK. They may be wrong, in which case buying one may make sense. It is a risk though, average car, poor safety, there are better homes for your hard-earned cash I think. Like that SLK.....

And You Thought Classic Cars Were Expensive

I recently chanced upon an article on the recent increase in values of World War II Spitfires. A mint 1940 model (they are preferred to the later ones) would now make around £4M apparently. Lots of money but with the most expensive classic cars now over £20M that might seem cheap to those choosing between the two.

Spare parts for Spitfires are amazingly readily available and a good network of specialists exists to restore and maintain them. However that’s the bit that makes even Ferrari running costs look cheap. Servicing a Spitfire is EXTREMELY expensive and has to be done at strictly regulated intervals. The famous Merlin engine needs a rebuild every 500 hours of use, budget around £100,000. The air-frame needs to be partially stripped down frequently to be checked. Insurance premiums are enormous .

Finally the beast uses 90 gallons of fuel every HOUR on full throttle. So £4M to buy, then they reckon up to £5000 per HOUR to use. Mind you if I had a winning Euro millions ticket and a pilot’s licence I’d use the Ferrari mainly to drive to Crosby International to get in the Spit!

Paul Gilligan
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Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

I was sorry to hear that our Editor's mother passed away recently, and I'd just like to make a couple of observations before moving on with this month's ramblings.

First, I very much doubt that Elspeth was as committed to motorsport as much as her husband or her son, but for many years hail rain or shine she was there supporting her men and their motor club. For ages she was involved with the boring backroom side of organizing, she worked hard, expected very little praise and seemed happy enough as long as everyone else got what they wanted. An unsung heroine.

I see "Motorsport" magazine recently ran a pole of their readers to find out who was the most popular British Formula 1 champion. The list of contenders actually ran to 11 as quite rightly, Stirling Moss, the champion who never was, was included and readers were asked to pick the one they thought was the best. The top 3 were as follows, first Jim Clark 31.5% of the vote, second Nigel Mansell 13.1% and third Stirling Moss 10.9%. Now by my reckoning that means the other 8 drivers only mustered 55.5% between them. Needless to say as a "Clarkophile" myself the result is proof positive of Jimmy's brilliance and has nothing whatsoever to do with the age of the readership.

I was reading somewhere that BMW are about to introduce their first ever front wheel drive model which will be based on the next generation Mini platform. From what I can make out it's a taller car, aimed at the compact MPV market but surely, they'll find it difficult to produce "the ultimate driving machine" when they've got all the weight up front like their rivals.

I can't finish without mentioning the Gordon Murray documentary show recently on TV. Now I'd a great deal of respect for him when he was designing his racing cars a few decades ago, some of which were not only effective but visually very attractive (the BT 42 for example) ,mind you they did give him a lot of praise for his original thinking on the fan car idea that won it's only race at Anderstorp. Hadn't Jim Hall built the Chaparral 2J using a very similar system for Can-Am racing in 1971, which Jackie Stewart and Vic Elford both had a go at driving?

Ends



What's On

WMC events and other events we are invited to

September

2nd	DAC	Durham Dales Classic (TJSNHRA)
15th	ADMC	Lindisfarne Rally (Otterburn)
22/23rd	BARC	Harewood Hill Climb (BSCBSC)
23rd	KLMC	Pendragon Stages
23rd	WMC	Autosolo at Penrith Auction
30th	WMC	Kames Classic Sprint (BSCBSC)

October

6th	CCC	Colin McRae Stages
12-14	MCC	Tour of Mull Rally
20th	WMC	Jubilee Jaunt
21st	WMC	Solway Historic Rally (TJSNHRA)

**Visit the website for all the latest news
Forum Log in: wigtonmc. Password: marshals**

Please only phone club officials between 19.00 and 21.00 in the evening.

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