

Wigton Motor Club Ltd

Start Line

Issue: 05/13

www.wigtonmc.co.uk

May 2013

Jubilee Joy for Steve & Bob



**Steve Entwistle and Bob Hargreaves were 6th overall and third in class
on the Ilkley Jubilee Rally**

The Year of the Volunteer

Diary

Club events over the next month or so

May Pub Run

Wednesday, May 1st 19.00

Starts at the Street Road Ends Lay by on the A595 near Wigton

A 39.6 mile scenic route taking you past some wonderful properties and to some great views!

Food at the finish at £4 per head.

To enter contact Graeme Forrester: email: gtfmg@yahoo.co.uk

May Grass Autotest

Wednesday, May 8th 19.00

At Blackbeck, Egremont

To enter contact David Agnew, email: DAVIDWAGNEW@aol.com

May Autosolo

Sunday, May 19th

At the Penrith Auction Mart

Regulations & entry forms on the website.

WIGTON MOTOR CLUB LTD

Officials

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Talking Point

Topical comment from the world of motoring

One of the great things about our sport, and in particular our clubs, is that it is very much a family past time. Look at the entry lists for any event and you will see couples doing the tours and rallies while in speed events we have fathers and sons and siblings taking part in speed events and racing. This is of course good for the long term future of the club and also helps create a good social atmosphere. Many new members remark on the warmth of the welcome they get and the help they receive.

Encouraging fellow car enthusiasts to join the club is an important task that all member can help with. If you print off a membership form from the website you will see it has a box marked "introduced by". If you introduce a new member your name goes in the chairman's hat for free membership for 2014. For each member you introduce your name goes in again.

The FBHVC has commissioned a couple of interesting studies on the economic impact of the Beaulieu Auto-jumble and the Goodwood Revival. In both cases it is considerable. However what is of concern is the age profile of both the participants and spectators at Goodwood. Very few folk under 45 attend or take part the average of those who spectate or are involved is over 60. Now Goodwood is unique as a historic event in that it has a very defined cut off date; the year that racing stopped at Goodwood. Other festival have a rolling date and we are now getting races of early nineties cars. Having said that this is a trend throughout motorsport in that we are failing to attract younger folk and in particular ones who will be life time enthusiasts. Most of those who come via junior karting often lose interest once they find they are not going to be the next Hamilton or Button and walk away from the sport.

I've watched the last two rounds of the World Rally Championship on ITV4. I can't say if grabs me. There are oddities about the coverage, the manufacturers only get the odd mention and some drivers get lots of coverage despite being behind drivers who are not mentioned. Explain that?

I am amused by the announcements from the Rally GB organisers about their new format and taking the rally back to the fans. Probably about ten years too late! They ploughed on with their "compact" routes and centralised servicing without a thought of why the rally was taking place and the spectators numbers declined dramatically. It's all very well pleasing sponsors and teams but what about the marshals and spectators?

The British Touring Car Championship in its current form is a sad reflection on our sport. Stock car racing with weight penalties to assist the rich but very average drivers, joker tyres and dreadful driving standards. If Mark Webber gets a grid penalty for a misjudged lunge why are not virtually all the BTCC drivers penalised for constantly trying to shove each other off? It's not a good example of other races series and the MSA should take a stand for the good of the sport.

GTF



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

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Classic Column

News from the Classic Scene

- The **Morris Marina** is the most scrapped car in British history. In 2006 the survival rate was reckoned at 0.09%. At the end of last year there were only 669 licenced or SORNed.
- Interviewer: "Will the **McLaren F1** be your answer to the Ferrari F40?"
Gordon Murray: "Hmm... I don't think we have anyone at McLaren who can weld that badly..."
- Many WMC members joined Solway Jaguar for their "**Evening with Norman Dewis**" recently. What a great night! Norman is 92 years old but you would not know it. He has a wonderful recall of his time as the Jaguar test and development driver from about 1950 to the early eighties. He was heavily involved in the C & D type racing programmes and the development of the iconic E type. and later road cars. He also broke many speed records with the various XK models. He held the audience for more than 2 hours and showed no sign of fading.
- June 15th/16th sees **MG Live!** at Silverstone and using the full GP circuit just a couple of weeks before Jenson and Lewis and their buddies get there. The good news is that admission prices are a fraction of those at the BGP and you can wander anywhere including the pit garages. I know a lot of members already make it an annual weekend but if you are interested in Mgs, or indeed any British car this is the top event of its type to go to. It's not elitist like the Silverstone Classic and similar events have become, everyone there is a normal guy or gal!

Cumbria Classic Weekend

August 17/18th

Entry forms for the Classic Show for vehicles , clubs and trade stands are now available on the website and are being sent to previous entrants

Entry forms for the Rose & Thistle Challenge will be sent out to past entrants shortly and will be on the website soon.

Contacts

Show Car entries:	John Graham	01228 534483
Show Trade entries:	David Agnew	01946 841455
Show Club entries:	Stuart Turnbull	01228 711276
Show Food Concessions:	Graeme Forrester	01900 825642
Rose & Thistle entries:	Ron Palmer	01228 757153


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PG Tips

By the time you read this month's ramblings I will hopefully have been to the Isle Of Man in Snotty for The Manx Classic speed festival and got back in one piece, laden with trophies, champagne and tales of massive speed, great nights out and how the sun was so hot it was like being abroad. Back on earth my hopes are to get there, compete and get back without any serious damage to Snotty or my liver!

Snotty is (as I type anyway) very much alive having produced a whopping 128bhp on the rolling road, which, for a 1960s pushrod non cross flow engine is a pretty good result and only 2 bhp shy of the old Group B Estelle rally cars in the 1980s. I suspect Snotty is a bit heavier than those 130LRs because they were running with aluminum cages, aluminum and fiberglass body panels, magnesium wheels and shells so thin you could virtually see through them. I guess most people reading this will remember the Grp B rally days and possibly even the amazing feats of giant killing that John Haughland the Skoda dealer team lead driver pulled off. I recall one year he actually led the Scottish international rally when the snow was very heavy - ahead of all sorts of exotica such as 6R4s, Quattros and the like. Unfortunately the snow didn't last and he fell back down the order but he regularly finished in the top 20 on world rally rounds and sometimes in the top 10, which given what he was driving and what he was up against is phenomenal. I believe he runs a rally school these days in his home country of Norway although he does make occasional jaunts out in cars such as the Goodwood Festival of speed 2011 during which the Skoda factory built him a 'new' 1976 Skoda 120S with a works spec 130LR engine that was still lying around in the factory from back in the day! He also attends the odd Skoda event and has signed the roof lining of Snotty and has apparently asked after 'the little green car' a couple of times since signing it in 2002. He would probably still recognize Snotty but not the spec sheet for the car and especially not the engine which is closer to his old 130LR than the engine it had in it when he signed the headlining. I just hope it lasts as well and gets me some similar results!

I have a list of my previous times at the various events on the island and if I don't smash them this year I will not be a happy bunny after all the trauma, cash and sweat that I have put into the car since last year. It certainly feels a lot quicker but I do worry about revving an engine (I've built!) to well over 7000rpm that was designed to rev to no more than 6000rpm in order to extract the most of it.

The F1 season is underway and already I would be putting money on Vettel to win...if I could be bothered! He not only has a decent car and team but he seems so motivated to win, even at the expense of his team mate. After his overtaking move on Weber you have to wonder if he doesn't have the hide of an ox. Team orders so soon in the season aren't really a good thing for the sport but when the people paying you tell you to do something to help your team mate its fair to say most drivers do it even if they don't like it. I can't imagine how frosty things will be in the Red Bull pit, or at the corporate events they attend, or test days or in fact for about half of the 2 drivers' waking hours....and all to grab a couple of points. That's why Vettel will probably win again unless his car becomes uncompetitive – he wants it more than anything else and more than anyone else it would seem. Alonso seems to be back at the front of the grid with the new Ferrari showing speed and competitiveness that was lacking last year and he would be the man for second place with either Hamilton or Raikkonen for 3rd place. If someone would like to remind me of my predictions in October/November time then I will kick myself for not placing a bet or marvel at how wrong I got it. Next month.....tales from The Isle of Man I hope.

Peter

Annual General Meeting

The A.G.M of Wigton Motor Club Ltd

Will be held at the
Greenhill Hotel

On Wednesday, May 15th at 20.00

All members are requested to attend

Agenda

- 1 Apologies for absence**
- 2 Minutes of the 2012 AGM**
- 3 Matters Arising from those Minutes**
- 4 Reports: a) Chairman's
b) Treasurer's**
- 5 Acceptance of the reports**
- 6 Election of Officers and Committee**
- 7 A.O.B.**

Matters for inclusion on the agenda, including nominations for officers and committee, should be with the secretary by midday on May 8th

Drive It Day 2013



Jottings

It seems as if every month the EU comes up with some new daft proposal regarding old cars (and many other things). One has to ask if they have not got something better to do. If you want to complain try asking your local euro MP and see if they can stop wasting your tax, for example how much is it still costing every year to move the parliament between Strasbourg and Brussels the two-seat arrangement, which costs an extra €180M a year.

The European Parliament's budget for 2012 was set at €1,732 million, including costs relating to the arrival of 18 new MEPs and preparatory costs for Croatia. Of this total, €351 million is allocated for buildings, furniture, equipment and similar expenses, €576 million on staff (permanent and temporary), €209 million on MEPs' salaries and allowances, €186 million on their assistants, and €115 million on other staff and outside services. I did not realise that gravy cost so much!

Garden Safaris & Classic Cars

Kirk Rylands is opening his gardens at Crookdake as part of the National Gardens Scheme on Sunday June 9th from 1pm to 5pm and will have a dedicated classic car display area. Entrance is £3.50 with teas available.

BLINDCRAKE'S ANNUAL GARDEN SAFARI with ARTS TRAIL & CLASSIC CARS.

10.30am to 4.30pm
SUNDAY 30th JUNE

£5 per person (£1 for school children) includes entry to all venues (8 Arts, 10 Gardens & Car Display) plus free hail and ride bus service.

Modestly priced, delicious, home-baked refreshments available for purchase all day.

All proceeds to the Village Hall Improvement Fund.

BRING YOUR CLASSIC CAR FOR SHOWING & ENJOY A GREAT DAY OUT!

One free entry per pre-booked classic car.

Places limited so please book early. Tel: 01900 825642

Email: gtfmg@yahoo.co.uk



Brockbanks Solicitors Cross Border Speed Championship

1	April	21 st	Kames	Completed
2	May	27 th	Teesside	Regs available
3	June	15 th	Barbon	
4	June	29 th	Forrestburn	
5	August	4 th	Three Sisters	
6/7	Aug	31/1 st	Anglesey	
8	Sept	21 st	Harewood	Regs available
9	Oct	6 th	Kames	
Reserve event: Sept 22nd			Harewood	

Pre Season Test Day: It may be possible to run a evening session in July (midweek). If you are interested let Graeme know. If there is a good demand we will try and book a date.

Positions after round 1:

Driver	Car	Class	Time	OA
Jim Macdiarmid	OMS	S	75.58	25
Angus Buchan	Radical	S	78.05	24
Melvyn Hartley	Gemini	M5	78.18	23
Darren Coleman	Striker	M5	79.18	22
Graham Denholm	Caterham	RS2	85.77	21
Bill Kirkpatrick	MG Midget	C1	86.21	20
Les Golding	Caterham	RS2	86.87	19
Robert Johnstone	VW Golf	M3	88.93	18
Willie Jarman	Peugeot 205	M2	89.57	17
Alex Thornton	Honda	R2	89.89	17
Gareth Coleman	Striker	M5	90.05	15
Mike Thornton	Honda	R2	90.13	14
Ronnie MacGregor	Honda S2000	R2	91.23	13
Angela Jones	Peugeot 205	M2	95.13	12
Rob Iveson	Mini	R1	98.92	11
Steven Holmes	Saxo	R1	101.33	10
Ben Whiteley	Triumph GT6	C2	109.23	9
Tim Oliver	Peugeot 306	R2	NS	
Colin Sutherland	Spitfire	C1	NS	
Andrew Kitching	Clio	R2	NS	
Harry Moody	Westfield	M4		
Phil Hallington	MG Midget	C1		
Richard Shaw	Subaru Impreza	R3		
Chris Jackson	Renault Clio	R2		
Hamish White	Audi Quattro	M3		
Tim Oliver	Peugeot 205	R2		
Andrew Graham	Ford Puma	R2		
Peter Sewell	MG B	C2		
Dave Exton	Toyota	R2		



**Brockbanks
Solicitors**

Whitehaven, Cockermouth, Maryport, Workington and Keswick (as Oglethorpe & Broatch)

Brockbanks Solicitors Cross Border Speed Championship - A jaundiced view from the cheap seats.

Round 1 Kames 15th April 2013

The first round of the 2013 speed championship was an anti clockwise 2.75 laps of Kames on the Sunday following a round of the Scottish championship on the Saturday which comprised 3 laps of the clockwise course. Quite a few of the WMC speed competitors competed on the sunny Saturday with some success and then came out to play on the soaking wet Sunday.

In order not to risk damaging my Peugeot (saving it for a sort of extreme pub run in May) I decided to have a run up to Kames to meet our many new competitors and of course laugh at the efforts of the "old hands". The trip up was horrendous, the rain was of biblical proportions, it was as if the six months since the last event at Kames, which was cancelled due to extreme flooding of the track from the adjoining golf course, had never happened.

Brand new Michelins on my car and traction control was flashing away at 70 mph ish on the M74. The A702 to Muirkirk was again biodegrading into a stage coach track and the new open cast mine just off the M74 had just gone bust along with the rest of the Scottish Coal business. But there may be a glimmer of hope for employment prospects around Douglas as from the numbers of brand new Vauxhall Corsa's parked up it would appear that GM have shifted production from one third world country (Spain) to another poverty stricken hell hole called Glespin.

Anyway all appeared serenely quiet on the drive past Stalag Luft 13 caravan park next to Kames Circuit at Muirkirk (moto - *Eldis Avante 576 Macht Frei*), lots more rain and a lot of damp looking punters in the paddock. No sooner had I parked up than ex speed competitor and now New Age Caravaniste Kevin Hamilton turned up in his Seat Albatross. After a brief reminisce about MX 5's and tales of Rover P6's with pop riveted aluminium sheets for suspension mounts, the first practice runs commenced.

Rob Iveson in his Mini (one of his stable of 3 competition cars – not bad for a 13 year old) threw an early half spin at the first corner and one of the Thornton family had a bit of a spirited run with a rear wheel riding along the gravel on the big paddock hill bend ... After a quick wander into the paddock to see our new competitors I was saddened to hear that there had been MSA licence issues which meant that Andrew Kitching in his Clio was unable to run. I really hope this hasn't put him off and that we see him at the next round at Teeside. I had a very interesting chat with John Fenwick, the MSA Steward, a nice down to earth bloke and he explained to me the situation re competition licences and the fact that people either apply for them too late for their planned first event and that some competitors think that a motor bike licence is a "Speed" licence!!!!

Whilst wandering the paddock, I noticed that Colin Sutherland's beautiful Andy Warhol Spitfire was AWOL probably due to the curse of Lucas "The Prince of Darkness". Dave "The Destroyer" Exton was also hors de combat as his MR2 was suffering from trench foot, Spanish flu or a sagging bush. Present but not correct was Willie Jarman whose Pug 205, now sporting a very interesting Banksy paint job was refusing to power itself off its landing craft. It did eventually burst into life with Angela providing the fluffing services warming up the WRC rubber for Willie.

Another point of interest was the Road Going 1400cc class in which I must admit to having a passing interest. We had another newby Steven Homes running in this class in his Saxo and he looked very tidy and quick in a standard looking car. I didn't get a chance to speak Steve as he

was as elusive as Kimi Raikonen at a post race press conference. The fastest car in the class was running 1.5 seconds faster than the class record

A couple of old stagers reappeared with Bill Kirkpatrick flying in the wee blue Midget. He should have been even faster than he was as he had some very enthusiastic supporters cheering him on at the top of the hill which must have been worth at least a second a lap. He also brought along Robert Johnstone with his turbo VW Golf which went very well. Whilst staggering around the back of the track I noticed a fair amount of new earth works which was either evidence of new drainage to the golf course or it could be the exit tunnel for the inmates of Stalag Luft 13 Caravan Park. Of the other returnees, Tim Oliver was on the entry list in a 306Gti but I didn't see him, marshalling maybe?

We now have a squadron of Caterhams with Les Goldings very nice Gold Leaf Livery 7 and Graham Denholm (another newby – welcome!) in his 7, both went well with Graham taking the Dave Exton award with a full on effort at his first speed event.

Ronnie MacGregor's Honda S2000 was sporting a new registration number W 11 NKR, not sure what that stands for??? He's also fitted a full cage and a whole host of secret modifications. Ronnie was kind enough to lend me his long lens so I took photos of all the Wigton runners. Which brings me to Angus Buchan and his very entertaining half spin into the uphill lefthander which I caught on film. Angus was telling me he had spent a lot of money with a new supply of Avon products and I think he was busy applying these whilst looking in the rear view mirror of the Radical in the braking area prior to his spin.

After lunch out came the sun and dried up all the rain so Incy wincy spider climbed up the paddock hill bend again.

Ronnie Le MacGregor will come along shortly with the results so I'll sign off with some photos of Ben Whiteley's ex Rudolf Caracciola's racing boots, Angus Mac Radical's ex Pulp Fiction latex gimp boots, my Dunlop Racing Ribbed Wellies and a nice shot of Ben and Angus pointing in the direction of the Sudetanland (Stalag Luft 13 is in the foreground).

In a Sean Bean voice..... "Until the next time.... Round 2 TEESIDE"

Wiggy



A MOTORSPORT EVENING WITH STUART TURNER & FRIENDS

WMC is organising this event at Stoneybeck Inn, near Junction 41 of the M6, on Tuesday May 14th at 7.30 pm. As many members know Stuart Turner is not only the past Competitions Manager at BMC in the Mini and Healey days, then Motorsport Director at Ford of Europe in the Escort time. In addition Stuart is an award-winning after-dinner speaker.

Stuart will speak for about 45 minutes then after a short beer break will be joined for a one hour motorsport discussion by:

WTCC driver Alex MacDowall

Twice BTCC champion John Cleland

WRC driver Matthew Wilson

Historic Rally star Paul Wignall

Tickets priced at £10 per head are strictly limited to 250. No tickets will be sold on the night. Proceeds to local and motorsport charities. Please send ticket requests and cheques (payable to Wigton Motor Club) together with an SAE to:

Paul Gilligan, The Lodge, Netherton, Brampton, CA8 1LR. Cheques will be banked and tickets dispatched in late April. For further information please call Paul on 01228 670740 or e-mail pg@gvcontracts.co.uk.

There are as of April 19 only 60 tickets left so please respond quickly to avoid disappointment.

Our Forum Guests



Alex MacDowall



John Cleland



Paul Wignall



Matthew Wilson

**And of course
Stuart Turner**



Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

On 2nd of April an audience of over 100 enjoyed an evening with Norman Dewis, a former Jaguar development engineer, at the Solway Jaguar Club night at Stoneybeck Inn. If you are younger than 50 and have little interest in Jaguar you may never have heard of him. But perhaps if you linked the words Stirling Moss, C-Type Jaguar and 1952 Mille Miglia a few might sit up and take notice. Norman partnered Moss on that event as part of the development programme of the revolutionary Disc Brake and they were lying 2nd in the race when they had an off on surface water and damaged the suspension, forcing retirement. Norman is a sprightly 92 year old with a clear recall of his time at Lea Francis, Armstrong Siddeley and Jaguar where he worked and raced alongside the legends of the time such as Moss, Hawthorn, Bill Lyons, Lofty England and all and his light seems to have been well hidden until relatively recent years when he has been recognised for his true importance. His talk was delivered with excellent recall and clarity and he only resorted to notes at such time as he needed accuracy to give figures such as his record speed of 172 mph in an XK120 at Jabbeke in Belgium, a record which still stands to this day. He peppered his evening with names which to most of us were gods of their time but to him were everyday encounters. To get such firsthand recollections from the great sports car period of the '50s was a rare experience unlikely to be repeated – a most memorable evening.

A couple of days before Easter I unilaterally declared spring at Moorhouse, even if the freezing conditions did not support that move, by changing over from my 205/55 X 16" winter tyres to the 235/50 X 18" summer ones for the Kuga. It was only when I drove home did I realise how good the winter tyres had been. We expect them to be better on ice and snow and cold wet roads at low temperatures but as was mentioned by a Startline correspondent a couple of months ago they are really candidates for all year round motoring. I reckon the fuel consumption with the 'summer' tyres is poorer by about 10% and in addition they are heavier on the steering, give a harsher ride, are poorer negotiating the potholes which abound these days and are much more expensive to buy. The Kuga has a speedo which registers to 150mph has an actual top speed of 120 or so but I have never driven it above 100mph so will never justify the need for higher tyre speed ratings even though they are legally required. Whilst accepting that the younger stylish buyer will see the 18" wheels as much better looking to my thinking there is no contest and after this summer I may well resort to winter tyres for year round use. However when I come to sell the Kuga I shall dress it up in its best 18" boots and ask the potential buyers to form an orderly queue.

The 5th Flying Scotsman Vintage 3 day reliability trial took place from 19th to 21st April. The route started from Ware just north of the M25 and overnighed at Macclesfield and Gretna before finishing at Gleneagles Hotel. Club entries were Charles and Kit Graves on their 1937 Bentley Derby Sports and Keith Graham and Sue Hoffman in the 1934 Bentley VDP Tourer. At the finish Charles and Kit were in 22nd place after suffering a time consuming puncture on day one and Keith and Sue were in 37th place out of an entry list of 106. No doubt a full report will follow but in the meantime there are some pictures of this glorious event and no one with petrol in their veins could fail to be stirred by the sights and sounds of the glorious Vintage beasts. After Eddie Farrell unfortunately took a sickie with man flue Paul and I had two days marshalling, Saturday in glorious sunshine near Glassonby and Sunday in pouring rain north west of Langholm. All most enjoyable and involving, now should I have a Lagonda, an Alvis or a Bentley?



Ron.

Flying Scotsman Photos



Charles & Kit Graves on Warcop (Tony North)



Keith Graham and Bentley at the start.



Ron Palmer & Paul Gilligan man a control



Gates Tyres Northern Historic Rally Awards

1	March	24th	Devils Own Rally	KLMC	Completed
2	May	4/5 th	Berwick Classic	BDMC	regs available
3	July	7 th	Lake District Classic	WMC	regs available
4	September	1 st	Durham Dales Classic	DAC	
5	September	22 nd	Doonhamer Classic	SoSCC	
6	October	20 th	Solway Historic	WMC	

Lake District Classic Rally & Lake District Targa Rally

Sunday, July 7th

20 special tests
Compact route based on Penrith

In celebration of National Motorsport Week we are offering a Free Entry to the first three absolute novice crews to enter. Neither crew member must have competed in any rally previously. The £95 entry fee will be waived for the first three such entries received by post by the entries secretary. The entries can be for either event.

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Rally Torque

News from Road & Stage

Gates Tyres Northern Historic Rally Awards 2013. Devil's Own Rally, March 17th.

With 2-3" of snow around the house at 07.00 we were in for a slippery and definitely cold day's rallying. On morning's like this you just hope the faithful band of marshals will turn up because without them there would be no rallying (a big up front thank you to all the marshals who did a fantastic job throughout the event especially at Shap/Hardendale where there was no shelter from the biting wind).

The Devil's attracted 38 entries including some well established crews (do I mean old?) in the Historic class, a big showing of road rally crews in more modern cars and a good showing of Novices. After scrutineering, crews piled into the Heaves and, over bacon butties and coffee, routes were plotted in the warmth of the big dining room. A few "admin" changes during plotting time caused a bit of consternation but there was plenty of time to reconcile the changes and to chat with the other crews.

Paul and Jane Wignall were running Car 1 in their well prepared Porsche 911, followed by Ross Butterworth fresh from the Saltire in his quick Mexico. We were at car three followed by Tot/Maureen Dixon – 1380 Mini, Ian Curwen/Gareth Williams – Mk1 Escort, Tony Harrison & Son, Proton, at car 6 -, Tom Wilcox/Pete Johnson, Toyota, at 7 -, Steve Entwistle/Bob Hargreaves in the ex-Roy Maple "Orangebox" Mini at 8, Dave Agnew/Graeme Mactavish, Porsche 911, at 9, Tony Tomlinson/Andy Makinson, Sunbeam Lotus (now fully restored), at 10 and so it went on with good crews dotted through the field.

At 10.03 we left the Heaves and headed for "Arthur's Place" - previously Harry's Place and sure enough Harry was on the start line with Clare Rigg to welcome us all. Dave lit up the Cortina and we put some quick tracks through the Test. I remember seeing a lot of grinning marshals/spectators as we went through the test and our time of 42 sec's was to prove quickest (doing the Saltire two weeks previously had obviously got us focussed) with Tom Wilcox 2nd on 43s. Satisfied with a "steady" start we set off for Kirkby station and test 2. This was a tarmac sprint through a sequence of slaloms not ideal for Cortina sized cars but we gave it h..l and landed a 1.01 – Tot and Danny Cowell tied for fastest on 54s.

The route then took us via Roger Gough's PC in Kirkby Square where we picked up the Regularity Instructions – apparently, Tot and Maureen were given "another" copy of the Entry List and Maureen spent all her time on route to the start of Reg 1 trying to deduce the Regularity routes from the Entry List (she deserves a medal for perseverance, even Mike Kirk wouldn't be that cruel with route instructions!). For those crews with the full regularity instructions, we all self-started on a yellow north of Old Town and took in an ITC after 2 miles then about another mile or so on yellows before diving onto a gravel woodland track for a blast to the finish about 1.5 miles away (including another ITC). The gravel track was quick and enjoyable but sadly this regularity was cancelled at the finish because a number of crews had received an entry list in Kirkby Square! Anyway, we trundled back to the entrance to the same wood for another self-start regularity which just comprised the gravel road through the wood with one ITC it was all quick and entertaining! Wignall, Butterworth and Harrison cleaned it; the flying Volvo of Birtles/Goodacre dropped 6s; Wilcox 7s; Agnew 9s; Cowell getting into his stride on 11s and we dropped 13s. So, old and new were already mixing it on the leader board.

When we arrived at Test 3 for the quarry test we found Tot and Maureen already parked up waiting to start. "Hm!" said Dave, "And how did they get there?" Well, they were running car 4 and had been be

hind us at the start of Reg1 but without the full Reg instructions they had only done one run through the wood and gone straight to Test 3. We “encouraged” them to go back and record a run through the second regularity otherwise they could be looking at a Fail (given the Final Results, I really must learn to keep my mouth shut!). Unlike the last time we used this quarry when it was very rough, it had recently been graded and the Test layout was short and simple. Short cars with simple crews (?!) seemed to go well and most of us were clustered together in the 41s – 45s bracket including the newly formed crew of Tomlinson/Makinson who went on to a satisfying 11th O/A, 1st in Class. Ross Butterworth retired his quick Mexico before this Test and both Ian Curwen/Gareth Williams and Steve Entwistle/Bob Hargreaves also went out at this point. With the demise of three very competitive crews podium opportunities were opening up for others.

A pleasant run out up to Shap for the pre-lunch runs at Hardendale and the tarmac quarry road over the M6. Conditions here were dry but very cold and the marshals all did a fantastic job. The first Test was all smooth tarmac with just enough movement to make it interesting. Tot set the standard with a 1.06s, we chased him round in 1.08s, Graeme Cornthwaite on 1.09s, Dave Agnew on 1.10s. Moving onto the Hardendale Test (Willan Base Camp!) we were ready for the big uphill drag (no, not *in drag*) with some simple cone manoeuvres to a complex of cones at the top then a quick and challenging descent back through all the cones to the Finish. Wignall did an amazing 0.57s to go quickest, Cowell flew through on 1.00s, Tot, Tom Wilcox and Paul Brereton all close behind on 1.02s, we had a 1.04s, Dave Agnew on 1.06, Graeme Cornthwaite now getting into his stride on 1.07. A second run through these two tests saw some of us try too hard and drop time whilst others just tidied up their attack and gained a bit. At lunch Tot had moved into an early lead on 6.44s with a group of us all fighting for position in the 7.05s – 7.09s bracket.

After a leisurely and simple (but good) lunch at Tebay truck stop we went back up to Shap for a run through Waters Farm (Hooray!). The farm was run uphill and after a bit of a delay (enough to get folk pumped up) we were off.....! Tot went quickly on 1.47s, Wignalls in their 911 took 1.53s, Tom Wilcox had 1.57s, Graeme Cornthwaite took 1.58s and Dave Agnew also 911 and Stephen Byrne in the Fulvia took 1.59s. Meanwhile, we were given 1.38s.....come on, it's possible!!

Onto Hardendale again and Tot and Danny Cowell tied on 1.24s, Wignalls and Jon Hill took 1.26s, Tom Wilcox continued to go quickly with 1.28s and we had 1.29s.

With a run back over Shap fell to the north side of Kendal it was nearly all over bar the shouting – but it's never over until its over (or something equally profound (banal?). Tony Tomlinson felt the Sunbeam go off song leaving Hardendale and headed to the final two tests with some trepidation. These two tests comprising a reasonable blast down a farm drive with chicanes and into a tarmac yard for a big 360 on an adverse cambered slope was going to test quite a few crews. Four crews tied for quickest on the 1st run with 0.41s: Tot, ourselves, Jon Hill and Danny Cowell, Graeme Cornthwaite was on 0.42s, Tom Wilcox on 44s, Dave Agnew 45s and Birtles/Goodacre in the big Volvo on an impressive 0.46s. On the 2nd run the Wignalls blitzed it in 0.38s, Danny Cowell, Tot and Graeme Cornthwaite (now well into his stride) were on 0.39s and we shared 0.40s with Tom Wilcox and Simon Farrar (Puma). Tony Tomlinson discovered a plug lead trying to part from the dizzy and got down to a useful 0.43s on his second run.

A quiet drive through Kendal took us back to the Heaves for a well earned pint and a jolly good feed. Results took a while to emerge but Tot and Maureen won with a convincing 11.15s, we held on for 2nd and 1st Experts with 11.37, Paul and Jane Wignall took 3rd and 1st Historic with 11.48s, Tom Wilcox took 4th and 1st Modern on 11.54s, Danny Cowell took a well earned 5th and 1st novice with 12.05s and Dave Agnew grabbed 6th and Best on Tests with 12.16s. Full results are on the KLMC website.

Congratulations go to the organising team for getting the Devil's on the road and for attracting a very competitive entry of Historics, Classics and Moderns. As ever there was enough in the route to challenge experts, semis and novices with some good novices pushing into the top ten.

Our next event will be the Berwick which is perhaps the most enduring benchmark for the NESRO Historic series. We are looking forwards to a very full day and a half of competitive motoring on some of the best roads and tests to be found (and a bit of *après -rallye* trout fishing on some of the best streams in the Borders – ah, the joys of retirement!).

Mike Garstang

Inside the Industry

Paul Gilligan keeps us up to date

March Sales Battle

March is the largest individual month for car sales in the UK, so the fights on the showroom floor were even more intense than usual. The good news is that total registrations were almost 6% up on last year for the month, over 7% year to date. Of course not all these were actually sold, but pre-registrations seemed no worse than usual.

Winners YTD

Suzuki +29%, Honda & Jaguar +23%, Vauxhall +20%, Land Rover +19%, Fiat +14%, Citroen & Nissan both +13%. Interesting that Vauxhall, who last year reduced sales by walking away from high discount business have reversed the policy with immediate results. Land Rover dealers must have had a super month with Evoques now in reasonable supply but still very little discount available, and new model Range Rovers arriving in volume but no discount as this is sold out until the end of the year. There is always the odd “stray” about though, I managed to find one for an eager customer in 48 hours, so if you have £100,000 burning a hole in your pocket.....

Losers YTD

Chevrolet -43%, Alfa Romeo -36%, Subaru -27%, Bentley -20%, Renault -15%. For Alfa & Renault these are particularly serious numbers as they follow a very poor 2012. Renault used to take between 4 & 5% of the UK market. They're down to 1.6% now so their remaining dealers must be really suffering. Most have Nissan as well so are having a better time there, and Renault dealers also sell Dacia where 2000 sales have been achieved so far this year from a standing start. The GM strategy of relying on a very big increase in Chevrolet sales doesn't seem to be working just yet!

Prestige German Battle

Last year the first quarter figures were Audi 35,962 sales, BMW 30063, Mercedes 25576. This year Audi have leapt ahead with 38262, BMW 31322, Mercedes 29002. As I've reported before Audi are determined to beat BMW and achieve 140,000 sales this year, Mercedes are determined to be ahead of them both by 2015. However Mercedes have sharply reduced their discounts for April having been warned by Glass's Guide that they are damaging their previously strong residual values. I'm told that Merc sales have virtually stopped in April as a result so I'd expect said discounts to be increased again in a matter of weeks.

Official Fuel Consumption Figures

I reported last month on how inaccurate these figures are due to the way manufacturers “prepare” cars for the tests. Now the Advertising Standards Authority has taken the matter up. Soon all new car ads (which have to carry mpg information by law) will also have to carry a disclaimer that says these mpgs will probably not be achieved in reality! Why bother in the first place I wonder?

Chinese Manufacturers Progressing

Currently the only Chinese manufacturer selling in the UK is Great Wall, and their only offering is a double cab 4x4 pick-up. So far this year only 162 have been sold. GW have just announced that as an expression of their confidence in the product the powertrain warranty is to be increased from 3 years/60000 miles to 6 years.125000 miles. For “expression of confidence” read “disappointing sales” I think?

Another Chinese manufacturer Quoros (pronounced chorus) launched in Europe at the recent Geneva show, and expects to start sales in one or more Euro markets later this year. Interestingly Quoros have rejected the normal model of starting with low prices and working up gradually. Quoros say they will compete with established manufacturers at the same prices as Ford etc are charging from day one. Time will tell!

New Maserati Arrives – with Diesel!

I commented recently on Maserati's plans to go from less than 10000 cars a year to over 50000 by 2015. The car that has to do the job, the new Ghibli, has now been announced. It's a BMW 5 series competitor, with a choice of 2 petrol engines and one diesel, obviously a first for Maserati. Prices start at £50,000. Certainly there will be those who will prefer it to BMW etc now these are sold in such volume, but the shortage of UK dealers must be a handicap.

GM Support European Operations

GM have announced they will support their struggling European operations by investing 4 BILLION Euros in them. Part of this will pay for factory closures, part will go into new product development. Some of the money of course will have to pay for continuing losses, where a billion Euros will only last just over 6 months. A brave decision from a US parent company that only came out of bankruptcy themselves a few years ago.

Ford Face Industrial Actions

Ford announced that part of their attempt to reverse enormous losses in Europe was to close surplus production plants. Biggest was the large car and commercial vehicle plant at Genk in Belgium, in the UK the Transit van facility at Southampton and the body pressing factory at Dagenham are both to close in the summer. After a long time of industrial peace, the unions are now not taking this lying down. The UK workers have discovered that their redundancy packages are much less than those on offer to their Belgium colleagues with predictable results. I recently suggested to a Ford insider that they were unlikely to get much production out of Southampton from now on, and he grudgingly admitted I was probably right. Meanwhile it is difficult to get whatever Genk might produce delivered as "someone" has removed a large section of the rail track. This makes it impossible to get the trains which deliver components and take completed vehicles away in and out.

Manufacturers Look To India

After China India offers the biggest future growth available to manufacturers. India's population has risen from 644M to well over a billion in 35 years. Over 65% of the population are under 35, almost half under 21. In Western Europe there are 600 cars to every 1000 people. In India there are currently 18. The biggest seller in India currently is the Suzuki Alto, produced in India in a joint venture between Suzuki and a local company Maruti. This year they will build 1.3M Altos and other models. By 2015 when additional factories come on stream they will build 2M cars. That's the same as the whole UK new car market.

However the potential is simply enormous. Last year Indian car sales in total were about 2.6M units, so already ahead of the UK. If sales were to rise to the same level per head of population as Western Europe the Indian market at current population level would be about **40 Million** new cars a year. Now that isn't going to happen anytime soon, but over the next ten years India offers manufacturers very big opportunities. To succeed in India cars have to be built in India. Imported cars have a Sales Tax applied of 100%, if produced locally the tax is only 30%. So far only Suzuki and Hyundai have significant Indian factories, but others are following. BMW already manufacture in India, and it was recently announced that they would start Mini production there soon. Seems only a little while since BM promised Oxford would always be the manufacturing base for Mini, already it's made in Austria and Belgium as well, soon India too.

Last year Maruti Suzuki took 41% of the Indian market with 1.06M sales, then Hyundai 390k, Tata 290k, Mahindra 261k, Toyota 172k, Chevrolet 92k, Ford 88k, VW 67k. I somehow think that league table will look very different in 5 or 10 years' time.

Paul Gilligan

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Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

The verb to “fettle” means to repair, correct, make better, the verb to “vettel” on the other hand means to upset, unsettle, make worse. Vettel didn't fettle and Nico didn't nick so third place for Lewis was basically an embarrassment for the lad. Never mind though, how he must have enjoyed being up there in the podium watching one of his keenest competitors squirm, and thinking that what had just been happening must surely strengthen his hand in dealing with one of his strongest rivals.

Of course these sort of things have happened time and time again over the years, one of the most memorable being that involving Gilles Villeneuve and Didier Pironi at Imola in 1982 when they were team-mates at Ferrari, and Gilles in the lead had been given the “slow” sign on the pit board at the end of lap 59 of the 60 lap race, meaning hold positions, you're first and second, don't fight it out. Now at this point Didier did a Vettel and overtook his team-mate, nearly knocking off his nose in the process, there was less than a lap to go and try as he might Villeneuve couldn't reclaim his lead. The scenes at the end were reminiscent of those at Sepang and Gilles announced to the press he'd been robbed, and he'd never speak to Pironi again as long as he lived. Sadly of course his life was cut short only 13 days later while qualifying for the Belgian Grand Prix at Zolder. At the time of his death he was trying to get pole position and take that place away from, you've no doubt guessed, Didier Pironi. As a final fateful twist in the tale Pironi crashed a couple of weeks later in very similar circumstances to his ex team-mate and smashed his legs that badly that he never raced again. Over the ensuing years he underwent dozens of operations to enable him to walk again and eventually was killed in a speed-boat racing accident, a sport he'd taken up as the controls were all hand operated.

At the other extreme there are cases of a team-mate being so generous that what they did seems well beyond what you'd consider to be reasonable. One of the best examples of such behaviour was what happened at Monza in the Italian Grand Prix of 1956 when Fangio had to retire from the race when the steering of his Lancia Ferrari broke. Now at the time Juan Manuel was fighting to retain his world championship, his main competitor being his team-mate Peter Collins. Another Lancia Ferrari stopped for tyres and Fangio assumed it's driver Luigi Musso who had no championship pretensions would hand the car over to him but Musso simply refused and roared off to rejoin the race. At the end of lap 34 Collins came in to check tyres and when he realised his senior team-mate had retired immediately handed over his car. This gesture ensured that at the end of the season Fangio narrowly beat Collins to the world championship. When asked about this Peter couldn't understand what the fuss was about he assumed others would have done the same for the great man and anyway he'd plenty of time to win his own title, whereas Fangio was near the end of his career. Of course it didn't work out Peter died at Nurburgring in 1958 and Juan Manuel lived through several decades of happy retirement.

So there we are the good the bad and the ugly, maybe the closing observation belongs to Norbert Haug who said “show me a good loser and I'll show you a loser”. I presume he'd therefore admire Sebastian and Didier, I don't, but there again I didn't win much myself.

Ends

AA

What's On

WMC events and other events of interest

May

1st	WMC	Pub Run
4/5th	CSCC	Pirelli International Rally
4/5th	BDMC	Berwick Classic (GTNHRA Round 2)
4-6th	MSL	Donington Historic Festival
5th	SoSCC	Targa Rally
8th	WMC	Autotest
11th	KLMC	Barbon National Hill Climb
11th	AMOC	Classic Racing at Oulton Park
11/12	BARC	Racing at Croft
19th	WMC	Autosolo
27th	YMC	Teesside Sprint (BSCBSC round 3)
31st	BDMC	Jim Clark Memorial Rally

June

1/2	BARC	Harewood Hill Club
5th	WMC	Pub Run by Jim O'Neill
12th	WMC	Autotest
15th	KLMC	Barbon Hillclimb (BSCBSC round 3)

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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