

Wigton Motor Club Ltd

Start Line

Issue: 07/14

www.wigtonmc.co.uk

July 2014

Ross & Andy take LDC!



**Ross Butterworth/Andy Pullen, winners of the
2014 Lake District Classic Rally**

JLT MSA Club of the Year

Diary

Club events over the next month or so

Grass Autotest

At

Branthwaite

Sunday July 27th

Full day event

Entry forms on the website and have been sent out via email

WIGTON MOTOR CLUB LTD

Officials

President:	Stuart Turnbull		
Vice Pres.	Stan Glaister, Ron Palmer & David Turnbull,		
Chairman	Jim O'Neill	01768 870236	elizabeth-oneill@sky.com
Vice Chair	Graeme Mactavish	016973 44542	graeme@pcxinternet.com
Vice Chair	Peter Garforth	016973 21762	petergarforth@btinternet.com
Sec/Editor	Graeme Forrester	01900 825642	gtfmg@yahoo.co.uk
Treasurer	Paul Gilligan	07785 293 222	pg@gvcontracts.co.uk
Memb. Sec.	Jaime Hamilton		jaime@jhbookkeepingservices.co.uk
Social Sec.:	David Agnew	01946 841455	DAVIDWAGNEW@aol.com
Child Protect.	Alan Jackson	01900 828428	bigwalk1@gmail.com
Chief Marshal	David Wiggins	016973 49488	michellewiggins137@btinternet.com

COMMITTEE MEMBERS

John Graham	01228 534483	jlg86mpa@hotmail.co.uk
Lynda Graham.	01228 534483	jlg86mpa@hotmail.co.uk
Andrew Graham	01228 534483	andy-lake3rec@hotmail.co.uk
Charles Graves	01768 776551	charles.graves@armathwaite-hall.com
Paul Eastwood	016973	paulandsueeastwood@tiscali.co.uk
Chris Leece	01768 867576	chris_lowtherview@yahoo.co.uk
Stuart Turnbull	01228711276	r.s.turnbull@btopenworld.com
David Rushton	01900 824831	derdar@talktalk.net

Talking Point

Topical comment from the world of motoring

I get very annoyed when some fellow racers say they won't race at Croft or Oulton Park as they are too far "north". Oulton is 130 miles south for us! It comes back to the concept that if you live in London that anything north of the Watford Gap services is "north"! If you rule a ruler over a map of England and place it due north from Bournemouth you get up to Berwick on Tweed. Divide the distance by three and you will find that Birmingham is only just in the Midlands and that Manchester is certainly in the Midlands! Indeed the northern third does not start until near Lancaster! Those members who live around Newcastle will be equally annoyed that recent government proposals on rail improvements seemed to suggest the "north" stopped at Leeds!

I also particularly dislike London, how anyone would wish to live and work there I do not know. Apparently 80% of organised crime is based in London along with large numbers of other dubious folk like bankers, journalists and politicians!!! Perhaps we should round them all up and transport them to the colonies as we used to!

Joking apart there is a very good reason to be concerned about too much of the UK administration and economy being based around London. Recently the BBC moved a fair bit of its programme making to Salford. Initially the staff objected but once they got there they found they had made a killing on the house moves, lived in a nicer place and had a far shorter commute.

Now the MSA were originally based in Belgrave Square in London but sold up and moved to an industrial estate near Slough. Apparently "Slough" had a bad image so it's now called Colnbrook. The problem is that it's almost impossible to get to unless you fly there! Perhaps it is time for the MSA to move somewhere more central? Years ago the ACU which governs motor cycle sport moved to Rugby which is pretty good for access via motorway.

I would suggest that Donington would be a good base for the MSA. It's 200 miles from here but that does mean that most of England and Wales is within a three hour drive while the East Midland Airport has routes to all parts of the UK and abroad. The MSA would no doubt do well financially with such a move as would the staff who would be in a pleasanter area, make money on the house move and have lower living costs. At the same time licence holders and clubs could actually visit the MSA (assuming the MSA welcome visitors!)

GTF



**Editor: Graeme Forrester, Clints Cottage, Blindcrake, Cockermouth,
Cumbria, CA13 0QP. 01900 825642**

Email: gtfmg@yahoo.co.uk

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

The contents of Start Line are protected by copyright 2014

Classic Column

News from the Classic Scene



The motor industry behind the Iron Curtain has a strange history with some very odd cars (like Trabants) and others based in cast offs from the west like the various versions of Fiats. One of the strangest was the **Bulgaralpine**. In the mid sixties car ownership in Bulgaria was almost unknown but for some reason the government there approached Renault about making cars, the trouble was it was decided to make the Alpine A100 sports/GT car which was a dominant force in rallying, rather than something more sensible. They paid 8 million francs for the equipment. Only about 100 cars were made in the factory at Plovdiv before production stopped. The cars

were successful in East European rallies though, not surprising when you think what the opposition was! However the link with Renault did continue although production was in Romania with old Renault models being made under the Dacia name. Renaults are still a popular make in Bulgaria with the “booted” Clio, known as a Symbol being popular. It’s also the main taxi choice as a Dacia Logan.

Another oddities from Bulgaria was the **Rodacar**, which was a Austin Maestro build from a knock down kit from the UK. Production started in a new factory at Varna in 1995. The cars was based on the 1.3 Clubman with raised suspension, 14” wheels and a close ratio box from the van variant. In theory this was a big step forward for Bulgarians given what else was on offer but sales did not take off and only 2,200 were made with many being exported to South America. A handful were imported into the UK, converted to right hand drive and sold by Apple 2000 Ltd for £4,500.

Interestingly car ownership has increased tenfold since Bulgaria broke free from Communism. Go back ten years and you were lucky to own a Trabant and if you were rich you had a Lada. Those cars are certainly now rare in the cities and main towns but still around in the villages where the economic miracle has not reached as yet. There are basically two types of car, the small Clio/Fiesta size - often the booted versions that we don’t see in the UK with Mitsubishi seemingly quite popular. Then the new rich go for anything that is large, German and black! I don’t think BMW sell anything smaller than a 5 series or Audi anything less than an A5 while big 4x4 s are popular as well, BMW, Audi, VW and Lexus being the main choice. I reckon Jaguar Land Rover are missing out there! Fuel is about £1 per gallon.

MG Cumbria

Reivers’ Raid Run

Sunday, July 13th

120 miles in the land of the Reivers starting and finishing near Brampton

Open to all ages of MG and other fine cars.

Entry forms on the website or from Graeme Forrester, 01900 825642

Lake District Hotels
LIMITED

www.lakedistricthotels.net

Cumbria Classic & Motorsport Show

NEW MEMBER DRIVE

Many UK motor clubs are suffering reductions in the numbers of their members. More than a few have closed down, or effectively so. Due to a lot of hard work by a lot of people this is not the case for Wigton MC. In fact our subscription income is currently running about 10% up on the same point last year.

The Committee believe there is no room for complacency. Inevitably all clubs lose members. Some lose interest in the sport, some move away to other parts of the country, some sadly pass away. We want to see WMC growing, not shrinking. We have therefore decided to use our Dalemain Show as an opportunity to recruit new members. Depending on the weather 1300-1600 people visit this show each year now. The vast majority are not WMC members. It's already been announced that to add value for existing members, on production of the Membership Card two free entries will be allowed, saving the member £14 if they are not concessions, almost 90% of their subscription! For non-member who visit the show we now have this very attractive package deal:

Membership until the end of NEXT year (normally £24)

This includes 2 Dalemain tickets this year (normally £14)

AND next year (normally £14)

TOTAL NORMAL COST £52

PACKAGE DEAL £20!!!!!!!!!!!!

We hope you'll all agree that's some deal. £52 of value for £20. All the benefits of WMC membership, a wide variety of events to watch, compete in, marshal on or help organise, a quality monthly magazine delivered by email, free Dalemain entry for two years at over 60% discount.

We need members to tell their friends. Dalemain's a great day out but with this offer it's never been better value. If it works we hope to get 100 new members. Given well over 1000 non-members visit Dalemain every year that shouldn't be impossible. With everyone's help to get as many as possible along to take us up on it we might do even better. More members in simple terms will give us a bigger better club for all to enjoy, and bring in fresh blood to ensure continuity in the future.

We don't know of another Motor Club that's done something like this to boost membership. Many seem just to moan about declining numbers. With your help we'll be exactly the opposite, so please:

SPREAD THE WORD!!!!!!!!!!!!

PG Tips

I have officially named the white Skoda - Ekk after it's number plate (imaginative stuff!). Ekk made it all the way to Leicestershire for the Skoda owners club national meet up after a few mishaps – like failed alternator the week before and then overheating on the way there. It was a glorious day too. The sun shone and there must have been 50 or 60 Skodas of different ages, from modern back to the 1970s stuff and even a 1960 estate car. Once home Ekk then started to misbehave and got treated to a head skim and new gasket, which may or may not have worked as the electronic ignition module I added to supposedly improve reliability has failed and the replacement has not yet arrived.

Next thing to mention is possibly the best classic car series in a long time – ‘For the love of cars’ which was on Channel 4 recently. Featuring Philip Glennister (of Life on Mars and Ashes to Ashes amongst others) and a car restoration guy whose name escapes me, they bought a British classic car a week for 6 weeks and restored them to top condition. I'm sure a lot of you have seen it, but if not then it's well worth getting on your computer. Unlike the Channel 5 program ‘Classic Car Rescue’ where the 2 presenters bickered and the cars were dubiously restored and then valued, For The love Of Cars did a full ground up restoration in a very professional manner. There was a bit of gentle banter, but all of it good humoured and some interesting facts and figures dug up about the cars they restored. No, the program wasn't perfect, but by the end the cars were, which was reflected in the prices they made at auction, breaking 2 world record auction prices. It's certainly good to see a mainstream car program that was well thought out, had good people completing the restoration and didn't resort to fake fighting or making things up!

Another classic car restoration program has now popped up called ‘Car SOS’ on More 4. So far I have only seen one but it is also an improvement on ‘Classic Car Rescue’ (to be fair so would a video of a monkey hammering an Austin Allegro!). It follows a similar format to the others by having a presenter type person with some knowledge and a hands on restorer, however, rather than buying and valuing/selling they take someone's rotting pride and joy and restore it for them as a surprise. I use the term pride and joy loosely because if it really was their pride and joy they wouldn't have let it rot in the first place! Week 1 was a Ford Sierra Cosworth with a substantial amount of rust and the classic Sierra cracked dashboard. Parts were bought including an engine (most of which the project car didn't have) and things got replaced and welded. In the end it looked great and seemed to go well but I could see a bit of smoke from the engine...obviously that didn't get brought up and the owner seemed surprised and pleased with the car. It's definitely not as good as ‘For The Love Of Cars’ but still worth an hour on a Sunday night anyway and still has a few weeks to run.

By the time you read this I will probably have completed my first event as a navigator – Paul Eastwood has foolishly nominated me as his navigator on the Lake District Classic. Yes I can read a map, shout encouragement and I know left from right so I have some of the qualifications needed. I am not, however, a good passenger and I suspect if there's too much map reading I may fill his car with sick! The good news is it's a scrap fugitive MG ZR 1.4 with slightly peeling paint and an engine with an occasional rattle so it's not as though I am damaging a valuable classic. It should be great fun and I am looking forward to it....I expect we will probably win our class or maybe come last or possibly somewhere in between – my main hope is that we make it to the end, because I'm not having much luck on that front these days it seems.

Snotty is still sat in the garage waiting attention... which he will get once I am happy that Ekk is up and running. In the meantime I have spent a lot of time on the internet dreaming about what I could spend the rebuild budget on if I actually had one. So far I have found an engine place in the Czech Republic that sell me a nice set of forged steel rods; really really beautiful rods that are so good to look at I think it would be a waste to put them inside an engine where I can't see them. I have resisted putting them on the credit card so far, but I'm not sure I can resist forever.

Peter

Brockbanks Solicitors Cross Border Speed Championship

We now have a gap in the events after a busy few weeks with the next event at Three Sisters in August. Barbon and Teesside had a good turnout but Forrestburn was perhaps the poorest we have had for some years. It clashed with a lot of other events and it is also a “Marmite” event, you either love it or hate it!

Championship tables to date will be mailed out later this week. Please claim your marshalling points by email. We hope that as many drivers (and cars) will be able to come to the Cumbria Classic & Motorsport Show on August 17th.

More From MG90



The first MG



5 litre V8 ZT



Le Mans MGA



ZR Racer



**Brockbanks
Solicitors**

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

FBHVC News

EU LEGISLATION

Registration of motor vehicles – EP continues its deliberations

The European Council has halted its examination of the proposal for a Regulation on the registration of motor vehicles to allow the Commission to undertake an impact assessment of the tax implications. However, the European Parliament has decided to continue with its work – it is scheduled to agree its First Reading Opinion before the May elections which means that it will go for an agreement with the Council at Second Reading during the next parliament. The Internal Market Committee adopted compromise amendments (designed to take on board some of the points previously made by the Council in their deliberations) during a meeting in March which changed one of the amendments relevant to FIVA. However, the change only relates to the application, and not the impact, of the intended effect of the amendment. The amendments are designed to address the situation where a historic vehicle does not have any registration papers and allows documented evidence concerning the date of manufacture or prior registration in another Member State to be considered to assist and permit re-registration. The definition of a historic vehicle is to be the definition in the Roadworthiness Testing Directive previously published in these pages.

The Committee also dropped the amendment which would have allowed Member States to refuse to re-register any vehicle (other than historic vehicles) which has been denied access to an environmental zone in a Member State or which has failed to comply with EU environmental standards as provided for in applicable Union and national law.

FIVA welcomes the amendments, because they address the difficulties importers of historic vehicles experience from time, and increase the chances for registration on the base of vehicle specific documentation. FIVA also welcomes the EP's dropping of the LEEZ amendment. While it had helpfully exempted historic vehicles from the provision, had it been adopted, it would have impacted negatively upon vehicles which will become historic in coming years.

New Historic tax threshold

The method for 1973 vehicles to claim the new Historic tax threshold was detailed in the last FBHVC News. Subsequent to the publishing deadline, two things have occurred relating to this:

1. The Government announced that this would be a rolling 40 year threshold, which is of course good news. However what needs to be borne in mind is that under the present legal arrangements, there needs to be an annual amendment to the legislation to advance the threshold by one year. In these changing times, nothing can be taken for granted.
2. DVLA published the information leaflet INF34, called Taxing Historic Vehicles, dated 3/14. There are a number of differences between what the Federation had been informed in writing, and information contained in the document. These differences have been highlighted to DVLA.

Location of First Historic Tax Transaction

The INF34 leaflet indicates that when you tax a vehicle for the first time as Historic that you must apply to DVLA Swansea SA99 1DZ. The method as detailed to the Federation by DVLA was as explained in the last Newsletter: the initial Historic Vehicle tax disc can be obtained at a motor tax Post Office, provided the V5C, V10 form, and proof of MoT are produced. This method has been proved to work. It would appear that the initial Historic Vehicle tax disc can be obtained either direct from DVLA, or from a motor tax Post Office. The advantage of the latter is that the MoT can't be lost in the post.

Incorrectly dated vehicles

The INF 34 leaflet indicates that the year of manufacture can be corrected by means of a dating letter from a vehicle enthusiast club. However, the Federation's understanding is that any dating letter needs to be backed up by either an extract from the manufacturer's record, or an extract from the relevant Glass's Check Book. If these are not available, then other contemporary information can be accepted.

Insurance certificate

DVLA is now taking over the responsibility for vehicles in Northern Ireland, so DVLA leaflets are now starting to be also applicable to Northern Ireland. In mainland Britain there is the Motor Insurance Database (MID). Because of MID and the monthly comparison with taxed vehicles, there is no need to produce an insurance certificate when taxing a vehicle in mainland Britain. However, when a vehicle is taxed in Northern Ireland, there is still a need to produce a certificate of insurance. The text relating to producing a certificate of insurance though correct, is confusing. It does not apply in mainland Britain.

Refund of remaining PLG tax disc

The INF34 leaflet appears to make the assumption that owners will wait until the PLG tax disc has expired before moving over to the Historic tax class. There is no need to wait until the PLG tax disc has expired before claiming a refund for each full calendar month. DVLA has indicated that even if the Historic tax disc was claimed on 1 April, it will not be possible to claim the unused PLG refund for April, and that the refund would only be for May onwards so the refund for April is lost.

Reincarnated Vehicles

Vehicles with a documented history – in motorsport or driven by a well-known personality - can be typically recognised by their registration numbers, and/or chassis numbers. The value of these vehicles can sometimes be on the high side. Some of these vehicles were written off in severe crashes subsequent to their moments of fame. Occasionally one these vehicles is 'found' again in a remarkably intact condition. I would expect that the majority of specialist clubs will be somewhat wary of these 'found', formally written off vehicles, and would treat any claim for that number in the appropriate manner. Possibly an age-related number application could be more appropriate.

If specialist clubs come across suspicious cases like this it would be helpful if they could send in the V765 form to DVLA with the rejection box ticked, together with an explanation on how this conclusion was deduced.

This could then stop DVLA accepting a later recommendation for this number from a non-specialist club, who may not be quite so knowledgeable.

The Federation is keen to maintain the reputation of the V765 scheme. If a club is aware of any potentially reincarnated vehicles, they may wish to pass this information on to the Federation, together with some background information. The Federation will then pass this information onto the appropriate section at DVLA.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

The tragic happenings on the Jim Clark Rally serve to remind us that the sport we love can bite back in such a cruel and devastating way. Despite our best efforts to grapple with Risk Assessments and Safety Plans we need to have a fall back plan of common sense to see us through our events and hopefully avoid the thankfully very rare accidents of this nature. It will be interesting to see the outcome of the various enquiries which have been instigated, let's hope the recommendations do not further dilute the sport which has already suffered huge changes over the years.

In the first of the two accidents during the JC serious injuries were sustained by someone well known to many of us - Keith McCleary - who has been a very capable and talented driver over many years. We wish him well and hope he makes a complete recovery.

As I write this David Agnew and I have just about completed preparations for the Lake District Classic and Targa and have been well rewarded with a combined entry of 56 cars – 38 Classics and 18 in the Targa section. A full report should appear in the next issue of Startline.

Entries are rolling in for the Rose and Thistle Challenge in August and if yours is not with us yet reach for the entry forms and submit yours now. Forget the wet conditions we had last year and look forward to a relaxing local drive of about 120 miles in North Cumbria and the Borders and enjoy the quiet roads and great views as usual. Entry forms are on the club website.

The 1000 Miles Trial takes place 12th – 19th July and there will be opportunities to see the 40 plus entries, all pre 1941, in the local area. Charles has entered his 1937 Derby Bentley 4.25 Special and I will be on the maps running at number 41. Also entered are Keith Graham and Sue Hoffmann in their beautiful 1934 Bentley 3.5 VDP tourer at number 31. This event is an attempt by HERO to outdo the well established Flying Scotsman and should be well worth watching – especially if the weather is kind to us. See www.heroevents.eu/events.

Among the regular officials and marshals on the Lake District Classic is John Taylor, our club steward for the event. Fifty years ago in 1964 John was marshalling on the Scottish International Rally and has had an unbroken link with it since then. He has competed, marshalled and on the odd occasion spectated but has turned up on the Scottish every year since 1964. He will be there as usual for a full day on the Saturday before our LDC. How about that for loyalty and energy at 79?

The 1964 Scottish was my first international rally and was a five day event in the wonderful, if a little rough, Scottish forests. Irving Oglanby from Wigton was my driver that year in his 998 Mini Cooper and despite a lingering oil leak onto the clutch we had a great time which enticed so many local crews back year after year well into the '80s. Through the sixties and seventies we partied most evenings with the likes of Hannu Mikkola, Roger Clark, Ari Vatanen, Tony Fall, Marku Alen, etc etc. Today's Scottish is regrettably a shadow of its former self reduced to a single day in the Dumfries area, although I suspect they will still know how to party.

The Wigton MC Midweek Meander will take place on Tuesday 22nd July starting from Dobbies Garden Centre at 10.30 and will finish at Threlkeld for lunch and a natter. No more than 40 – 50 miles and no costs other than your own food and a splash of petrol. Let me know you are coming please on 01228 575153 or e-mail ronpalmer777@hotmail.com.

Ron.



Teesside – Monday 14/05/2014

Ronnie MacGregor



Teesside That north east conurbation of dismal and depressing dark grey skies. Rain, rain and more rain. That place where the damp and penetrating inclement cold chill from the prevailing tempestuous wind descends, bitter bleak and raw, as a cloak wrapping its creeping freezing fingers around anyone, any fool who would dare don their skates, ready to do battle on the rubber oil and water emulsion ice rink that is Teesside Autodrome.

Actually it was a lovely warm sunny day !!

Notable absentees at this event were Messrs. Sutherland and Exton, one tooling up for a cold pull, and one still trying to drop his tackle into a hole that he claims is too small. (*their wording not mine honest !!*) Hopefully both cars will be ready for the next event.

Notable extras were Rob and Dad Iveson, sans voiture, no doubt lured by the charm and charisma of the Wigton Motor Club contingent.

Two practice runs, and slick throughput by this well organised event, meant a total of five timed runs thereafter. Great fun, and an enduring sense of value for money.

Entered in class **RG1**, WMC youngster **Steven Holmes** showed continuous improvement throughout the day with the notable exception of timed run two which seemed to require an extra 12 seconds. Confession required !! His best run completed in **55.58** seconds and second in class on the day. **Wayne Gregory** obviously felt that two timed runs were enough for any man, . . . or did he have problems ? Prior to departure he posted a time of **55.91** seconds.

RG2 was headed up by **Ronnie MacGregor**, fresh from an overnight dash from the weekend's activities at the Fintray Hillclimb, north west of Aberdeen. Consistent run times saw a best of **50.15** seconds, just 0.38 off the class record, holding fellow S2000 contender Martin Rowe at bay, and earning a First in Class Award on the day. **Chris Harris** peaked on timed run three with a time of **51.52** and lonely old **Dad Thornton**, sans pneus dérameur, was found pinning on **52.66**.

In **RG3**, **Richard Shaw** looked as if he was having difficult getting his new metal leg extension into the car, not helped no doubt by the funny angle they seem to have re-attached his foot. Never daunted, but with talk of future automatic or tiptronic options, he limped home in **60.60** seconds.



Class **S2** saw **Graham Denholm** slightly discontent on **48.14**, despite consistency, only being 0.32 off the class record, and earning a First in Class Award on the day. Perhaps the fastest of today's WMC R2 cars snapping just two seconds off his heels was an uncomfortably small gap !! **Phil Hallington** sunbathing in his Westfield, ambled gently in behind on a **59.23**.

Class **C1** **Stuart Anderson** fielded his Hillman Imp steadily, but with a final burst of effort took a two second chunk out of his own times, to return an improved **60.18** second result.

In **Class C2**, the white MGB of **Peter Sewell** pitched on the waves of Teesside's stormy sea, reaching harbour in **56.22** seconds. The annual appearance of **Stewart Middleton**'s rather nice Datsun 240Z was a leisurely follower on **74.10** seconds.

Trying desperately to keep up with the WMC R2 boys, the **M2** double act of **Jarman & Jones** pushed hard for times of **51.48** and **53.54** seconds respectively. Willie pushing so hard on his first practice run that he achieved a DNF. Perhaps the lunchtime snooze of Pa Iveson was the result of Willie's tale of how high off the ground his mythical car flight actually was ?

In the **M3** class, the very nicely modified Turbo Civic of **Chris Sparks** was wielded effectively to produce a stomping time of **49.98** seconds. Another DNF on first practice, another missing confession !!

M4 saw a close battle all day between **Chris Boyd** and **Harry Moody**. Always quick, Chris pushed just a little too much on timed run three and was rewarded with a DNF. It was the final runs which produced a stonking **45.00** seconds for **Chris**, and just a gnats whisker behind, **Harry** on **45.08**. Both of these times being good enough to break last year's class record, but it was another contender who took the honours on this day.

Class **M5** on the day saw the supremely rapid **Mark Purdham** across the line on **44.10**, collecting a First in Class on the day, and third fastest car overall. Class followers, **Darren Coleman**, also very quick on **45.89** and **Gareth** steadily closing the sibling gap on **49.58**.

Finally, in **Class R3**, the single seater brigade saw the return of **Colin Birkbeck** after a year in absentia, pushing his new Force through the beam on an astounding **41.21** to claim First in Class on the day, a new Class record, and not be greedy, . . . FTD !! Now surely that has to make you smile !! Not far behind, and second fastest car of the day, was Jim MacDiarmid with an only just in the shade 42.06 result.

Once more, a good representation by WMC members, and a very respectable performance overall, with MacGregor, Denholm, Purdham and MacDiarmid collectively scooping four First in Class awards and Birkbeck on the podium with FTD. Can this good weather continue ? Can WMC repeat this success at Barbon ? With more paddock rumour scandal and gossip, more closely fought battles and rivalry than Formula One, can you afford to miss it ? Just look at these happy faces !!!



A Fantastic Barbon Hillclimb

After a couple of troubled years due to weather and organisational difficulties Barbon again established itself as a great event that ran slickly with two practise and four timed runs counting for the awards. Liverpool Motor Club have now Joined Kirby Lonsdale Motor Club as the organisers of the event after Westmorland Motor Club who have done such sterling work in the past sixty years have reverted to their other activities which are mainly concerned with motorcycle events.

A strong and varied entry comprising standard saloons such as Ford Fiestas and Fiat Sedicis, hot saloons such as Evos, Imprezas and Integras, with unusual ones such as Hillman Imp, and an Anglia 105e which was so well prepared and turned out the scrutineer's voted it their best car at the meeting.

Sports cars of every description were competing, Elise, Europa, MR2, MGA ,MG TC, MGB, MGF, Midget, Honda S2000, Westfields, Caterhams, Morgans, Aston DB6, Alvis and Cobra just to mention some of them. Racing cars had Force, Pilbeams, Hawke, OMS and F.A.R.M. battling against each other and a strong contingent of Austin 7s in various states of tune coming from as far afield as Somerset were just as competitive in the tiddler class. The event was a counter in the Bert Hadley championship and this is one of the best fought championships in the country.

Hopefully someone will have written an article detailing how club members got on as I spent all day just chatting and enjoying the company of people around me after we spent time initially sorting out problems with John Hunters little Austin 7 which once it was sorted went like a rocket and gave John a very enjoyable day competing in his first speed hillclimb. He and son Chris have been very busy of late, they ran a great Autotest at their farm at Harrington the previous week enjoyed by about twenty five competitors.

After such a great event on the 14th June many more people will be entering Barbon next year as several relative newcomers to the sport or returnees were at Barbon and well impressed with the days happenings. Next year a certain Mr & Mrs Sloan may appear in an MG Midget, Charles Graves wished he had brought the Sunbeam Tiger, Ian Smith has vowed to check his diary before he organises a choir concert next year and Chris Hunter was so bitten by the old/classic car scene he is looking for a suitable car but it needs a bit of power as Chris would have great difficulty fitting into an Austin 7 as he is a big guy. Dad John needn't worry about him pinching the Austin 7 from him unless someone does giant size shoehorns.

Some types of motorsport may be in decline but sprint hillclimbing is definitely not one of them I am very pleased to say.

Keith Thomas.

Angela's birthday present?



Gates Tyres Northern Historic Rally Awards

Some photos from the LDC



GATES



Auto Services
more than

TYRES



Cumbria Classic Weekend

August 16th & 17th

Saturday, August 16th Rose & Thistle Challenge Run

Sunday, August 17th Cumbria Classic & Motorsport Show



This year there is no entry fee for vehicles into the Show if **you are a paid up member**. You will see on another page that we are really pushing the advantages of membership and that members who are spectators at the show will also get free admission on production of a membership card. Now we don't expect there to be many of those as most of you will be exhibiting or helping, but we hope this major initiative will get more people to join the club and get involved.

This year's themes are "Ninety Years of MG" and "Lotus Legends" so we will be having special displays and arena displays around them. There will be the popular autotests as well.

Entries have been pouring in in recent weeks so don't delay in getting yours posted! If you know of any clubs who might be interested in having a display please point them to the WMC website where pages entry forms are available.

As always we need lots of marshals and we hope that all those who helped last year will be able to do so again and we hope for many more new volunteers. We also want competition (race, rally & speed) cars for the WMC Club stand. Also we hope to have a special display of Bentleys so all ages and styles of the marque will be very welcome.

We also need volunteers to take the event posters and leaflets around TICs and hotels etc within a 30 mile radius of Dalemain. If you can do your patch please let us know.

HAGERTY
CLASSIC CAR INSURANCE

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

Australian Grand Prix Experience

As some of you may be aware, we are a family of motorsport enthusiasts and also compete at some events, although it is usually Robert who competes but the rest of us have other duties to fulfil. Dad (Brian) is service crew, Mum (Mandy) is refreshment crew and the fan club consists of Megan (sister) plus Granda and Grandma. We all competed in the 2013 Xmas auto test at Maryport and got a mention in the club newsletter as being the first family to compete in one event organised by Wigton Motor Club- fame at last!

Well, 2014 was to be a year of new experiences- we were going to Australia to watch the first Grand Prix of the season and celebrate my special birthday- 21 again! We couldn't persuade Rob to go with us – he had better things to do with his time and money- he had a rally car to prepare. So off Brian, Megan and I went to Melbourne- never been further than the Canary Islands before so even the flights were an experience.

Silver Advantage tickets and 4 day corner passes had been purchased, so on the Thursday morning, after a 40 minute walk from the hotel, we were very excited to arrive at Albert Park- what an amazing place to be. We had missed the pit lane walk earlier in the morning as we had returned worn out and late back the previous evening from our trip to Phillip Island, home of where road racing began in Australia in 1928. Of course, we had visited the Phillip Island Grand Prix circuit where superbikes still race. The views across the lake at Albert Park were fantastic, everyone was friendly, it wasn't too busy and there was lots to see and do. We were allocated seats in the Fangio stand which is on the start/finish straight directly opposite the Red Bull garage, but we couldn't see much of what was going on there. So, we watched a few of the demonstration and practice laps in lovely sunshine before wandering around the hundreds of stands in the park. We even managed to part with some of our money for a McLaren cap for Brian and a T-shirt for me- well, we do support Jenson Button. We had really enjoyed our day

Friday was F1 free practice day and more spectators were present but still it wasn't too busy. Our Brabham grandstand seats were at turn 1 and 2 with a large TV screen across the track from us. With our Advantage tickets we were able to obtain SoundDec radios which were helpful as we could listen to the commentary as the cars roared past us, although they were much quieter than we expected. Hamilton had engine problems on lap 1 and seven cars veered onto the grass in front of us but they all managed to recover. Alonso had the quickest lap time at this session. P2 started, only 16 out of the 22 cars got laps in this time, only 2 veered onto the grass- they must be getting used to the track. Hamilton was fastest, Button managed 5th. It was a more exciting day.

Qualifying day arrived a little overcast. We got to Albert Park just in time to watch the 2nd round of the Porsche Carrera Cup from our seats in the Jim Clark grandstand at turn 9 and 10. First there was free practice 3 with Rosberg being fastest and only a few of the cars cutting across the grass. Later in the afternoon was the Ferrari Road Cavalcade of 60 different Ferraris completing 2 laps of the track- very interesting and great to see.

Qualifying started and so did the rain, with thunder and lightning before Q1 finished. Q2 started, the rain had eased a bit but the dark clouds weren't too far away. We stayed a while longer but decided to start to walk back to the hotel before it poured down. We were able to listen to the commentary for Q2 and 3 on our SoundDec radios all the way back. Just as we got to our room the heavens opened and it poured down.

Race Day! We had an early start to get to Albert Park to join the queue for the start/finish grid walk- we mingled with thousands of other people on the track, all in jovial mood and very excited to be there. It didn't matter if you supported a team or not, or which team you did support because everyone was very friendly, happy and there to have a great day- basically it was a fantastic atmosphere. The lead up to the start of the race was very exciting and the loudest cheer was for Daniel Ricciardo as the driver's parade came past, in fact you could hear the cheers all the way round the circuit. The roar from the 106,000 strong crowd as the race began was unbelievable. We were seated in the Jones grandstand at turn 1, we couldn't quite see the start or the initial impact when Kobayashi ran into the back of Massa but we did

see them careering along and into the grass/gravel pit in front of us. There were two large TV screens across the track from us so we could watch the cars going round the rest of the circuit and listen to the commentary on the radio as well. The race continued without too many incidents and time went by very quickly. Rosberg emerged triumphant with Ricciardo 2nd and Magnussen (a rookie) an amazing 3rd- the Australians and Red Bull fans were ecstatic. Then there was the mad dash of the fans towards the podium and everyone was high on adrenalin. Little did we know at that stage that the results would not stand and Ricciardo was disqualified later that night.

Overall, we had had a fantastic experience and we can now say “ been there, done that, got the t-shirt and a cap!”

Mandy Iveson

WRC Italy, Rally Sardinia 2014

I was wanting to visit Corsica and Sardinia sometime. When I realised I could also see the WRC also, I changed dates and planned it around the rally.

The ride down was quite easy. A couple easy days ride down across France and into Northern Italy to catch the ferry from Genoa. As expected Italian drivers have got no better since I was last there. Totally mad is the only way to describe them.

An overnight ferry ride saw me on Sardinia, the day the rally started. I decided not to drive down to the south to see the special stage in Calgari as it was about 160 mile ride. All the rally is held in the north apart from that one stage.

I headed out to where the stages were that evening to see what was happening. There were no camp sites away from the coast, so I just camped rough for a couple of nights right where the action was. You could more or less go where you wanted. If you arrived early enough, you could even park in stage. No charges for parking of anything. Mind you, they would not pay out there anyway. Rules and regulations are for everyone else not the Italians. I still could not work out their speed limits. I came up with the answer in the end. You change their Kilometres to miles per hour, then double it when a rally is on. I followed traffic through villages on more than one occasion doing 80mph through the 50km limit and they were still leaving me. Any police on the island were on the stages.

The rally was amazing. You could get really close to the action. Too close for Uk standards. One thing I noticed is they don't use arrows on stages out there and are short of marshals just like us. Most marshals were pretty old men. Dust was a major problem. Most spectators brought dust masks with them. I was also in a state, sleeping rough for two days with no water for washing etc.

They make our spectators over here look like amateurs. They turn up in a van, get out the generator, fridge, barbecue, sound system with tower mounted speakers, gazebo and lot of beer to fill the fridge. Oh and a bar too. They usually arrive the night before to get a good spot on stage. When set up, even the police would not dare move them. When camping, I made sure I was no where near groups like this.

Had diner one evening overlooking the Ford Service area which was a great way to eat a meal. I had to move to a camp site near the coast by the third day as I was needing a clean up and decent food. All the service areas were dwarfed by the huge Hyundai set up. They are putting some serious money into this.

Managed to see 6 stages in the end and lots of action and did not spend a lot of money. On way home spent a week on Corsica then a few days in Switzerland, before a leisurely ride back across France. 4000miles on the bike and only a blown headlight bulb. Fancy another WRC next year. Not sure which one, but have be on a bike.

Peter Masters

Harrington Autotest

Chris phoned to make sure we knew where we were going as someone had pinched the direction arrows and could I bring some more.

Angela & I were the last two to arrive – why break with tradition. What a great venue we could see the Isle of Man, the Scottish Hills and a sea of cones. John once said to me he likes tests to be long and simple and they were.

Mrs Sloan was on form, complete with baseball cap and sun visor.

Young Jack gave his Dad a driving lesson – the margin S.P.564 J.P. 543 – well done.

Dave Agnew has a newly built mini but opted for the 911- maybe next time!

Dave Smith and his Dad came with the Mazda - lots of pirouettes and loud laughter, maybe they should have swapped seats.

The Iverson family were there in force. Rob beat his Dad by 9 seconds but wait until the new Mk1Escort appears sods will fly then, especially when Mum drives – watch this space.

Keith Thomas managed to get round the test the right way but ran out of petrol just as he crossed the finish line. He hasn't put any in since he bought it six months ago.

Steve and James were on a mission with James Fiesta. They watched for a while then thought right let's go for it - all we need to do is follow the wheel marks. Steve got the job sorted and they finished equal 3rd. Not a repeat of Maryport test when he beat me. He reminds me every time we compete.

Allan Smith was enjoying the crack on John's nipper and Nick came with the Marlin and beat his Dad by 7 seconds.

Young Mr Moffat set the course with Chris but you know that stuff called red mist it affects you in different ways – two wrong tests oh dear!

The Douglas family were in their MGB GT which loves to go sideways on grass.

John Sloan had a shot of the red mist in test two by looking at the score sheet.

I was next out saying to Angela as we were on the start line that I would show her how to flick the car in and out of the garage. Off we went round the test doing well until the flick or no flick as it turned out what a mess! Need more practise!

Angela's turn next great driving and what a flick in and out taking four seconds off my time and saying is that what you were trying to do.

Thanks to Fiona for a lovely buffet.

William Jarman

1	Willie Jarman	431
2	Angela Jones	459
3	J. Thompson	470
4	Steve Fishwick	470
5	David . Agnew	473
6	Rob Iveson	484
7	Brian. Iveson	493
8	Nick Smith	519
9	John Sloan	520
10	Mandy Iveson	520
11	Alan. Smith	526
12	Dave Smith	530
13	Marion. Sloan	535
14	Jack Palmer	543
15	Megan Iveson	561
16	Steve Palmer	564
17	Steve Douglas	565
18	Malcolm Moffat	565
19	Keith Thomas	573

Three Castles Classic Rally

Keith Graham/Sue Hoffmann - Mercedes Benz 280 SL

A three day event based in Llandudno, 81 entries, many tests and regularities.

Leg 1: At the end of day 1 we were in 9th place along with Jane Wignall/Kevin Savage in the Sunbeam Tiger and Bricknall/Bricknall in a MGB GT. The Austin Healey 3000 of Criswell and Whiteside was running first, old hands Walker/Toohey in second and Carnegie/Bosdet in third. A long way to the finish! Christine Beaumont Perkins and Roy Perkins, WMC members were a couple of cars ahead of us, driving a Porsche 911s. We were both involved in an incident on the first test of the day, along with another Mercedes. It was a short test which actually ran under the main A55 dual carriageway, winding, narrow, with high hedges and a little slippery. Coming around a bend, a Marshall was waving for us to slow down, a young woman, child in pushchair and dog not on a lead were strolling by a couple of cones, she insisted it was a public right of way, however, I think she made alternate navigation plans after us and was not seen by later cars.

Leg 2 saw us slip down into 13th place due to the many tractors and local traffic on the regularities. So far the weather had held but the forecast for the last day was pretty awful. Walker and Toohey were now in the lead, Johns Abel and Dennet had climbed up to second and a Jensen GT third. The Godfreys, winners of this event several times had climbed from 13th place to 9th. Anything could happen! I saw Christine and Roy at lunch and as a first timer Christine was getting to grips with navigation. She did have a rather bemused look and a glint in her eye when she told me that Roy had run out of fuel on one of the tests!

Leg 3: The weather lived up to expectations. Sitting having breakfast we heard the thunder and looked at the black clouds and torrential rain over the bay. I counted my blessings that we were in the 280SL Mercedes and not one of the Healeys which leak somewhat (that's an understatement). We started the great Orme test not being able to see any of the cones until we were almost on top of them. There were a number of casualties that day, David Westaway in a Healey 100/4 managed to run into a pole on a test, Roy Perkins in a Porsche 911SC (not not that one!) with navigator Lorna Harrison hit a rock on the test at Bodelwyddan Castle and the Sunbeam tiger of Tony and Dominic Barron hit a tree on the same test and were, unfortunately, out of the event.

The regularities that day were pretty difficult. We encountered a wiring problem on one, losing more than eleven minutes but managed to keep to the route and unlike many hit the cunningly sited control in a private house driveway within a few seconds of the ideal time. Controls on private land followed, so lots of stops and speed changes. Back to the Orme for the last two tests and then the finish which we managed without mishap. Jayne Wignall/Kevin Savage came in third having had a slight altercation with the Orme and hit the wing and headlight. The headlight rim was later auctioned and brought £250 for the event charity Blind Veterans U.K.

Sue and Mark Godfrey finished first and Walker/Toohey second. We managed 15th and of the 81 cars that started, 73 finished. Full reports and results on the Three Castles site.

Sue Hoffmann

RACING LINES

News from the Circuits

MG 90



Special bodied MG B



T type specials



"Old Speckled 'Un"



Old Speckled Hen MG B



MG 3 Trophy racer



MG 18/80

Rally Torque

News from Road & Stage

The Cetus Stages 3 Sisters Race Circuit 12th may 2014

So after the mishap at kames in April, a new mirror and indicator were found and fitted to the 309. The wing also received some abuse to manipulate it back to almost the right shape. I then contacted Les Golding to see if he was willing to navigate. However with the rally been on the Saturday and Scammonden hill climb been on the Sunday Les was only allowed out for 1 motorsport event and he choose Scammonden! A couple days later I had a phone call from Willie asking why I hadn't entered, after explaining my problem he said he'd sort it and would tell someone they were doing it. To his word a couple days later I received a phone call back telling me that Heather Grisedale would be navigating for me to and to hurry up and put my entry in. So with the entry in the seeded entry list out we were car 25 from 43 entries, Angela and Willie were seeded at car 29. The morning of the event we met up with Heather and Mark then a while later Willie and Angela arrived, sign on etc were sorted without any hassle. So the Ford gazebo was put up to house the 2 Peugeot's and the tactical wind up started, I was informed that team Jones/Jarman would wave as they passed! The nerves were setting in and as we watched the front runners take on stage 1, 1 car broke down and 2 cars took the wrong split. Luckily we had a great run on stages 1&2 other that the 309s stop light flashing desperately with the temp gauge stuck well in the red! Back in the pits it was discovered that the cooling fans weren't working due to a blown fuse. Team Jones/Jarman's problems were more sever with fuel starvation, so in hope that it was just down to the amount of fuel in the tank 20 liters were added ready for stage 3&4.

On stages 3&4 we had problems with a pesky Nissan Micra which in the corners would almost run into the back of us then on the straights didn't have enough power to get past, there was also a mk1 Golf Gti just in front that I could catch in the bends but it pulled away once on the straights! Luckily the overheating problems seemed to be cured but team Jarman was still having fuel issues, Mark and Willie quickly chanced a fuel filter change ready for the next pair of stages. Stages 5&6 went well again growing more confident and quicker and slowly getting use to Heather's singing down the intercom! There were more tussles with the Micra and Golf again. Back in the pits a light dinner was had and we noticed the little Micra been loaded onto a trailer the pressure of trying to keep up with the 309 must have been to much! Unluckily for team Jones/Jarman the problems were still present it didn't seemed not to bother Angela as she was smiling and telling stories of removing paint from the side of a mini with the 205's drivers side front tyre! Willie didn't seem just as happy with the situation and was understandably rather quite. The next 2 stages went well and without the Micra pestering us we were going better, then the Golf that had been in front of us all day had engine expiry.

Back in the pits it was decided that seen as the only thing we'd done to the car all day was change a fuse, it was probably a good idea to tip some fuel in and kick the tyres. Then back to stages 9&10 by now I was really getting use to the car and the corners of the track so Heather didn't need to give to much instruction more encouragement and more singing of "the wheels on the bus". Then on stage 10 as we came off the start and over the hill touching about 70mph there were tyres all over the road! The only choice was to keep it flat the take to the grass luckily all was regained and continued without the



use of the tyre wall this time! Speaking to Angela back in the pits she'd taken the more direct solution to the tyres on the track and driven straight over the top of them! Stages 11&12 were taken with even more commitment even though we felt it wouldn't help with the overall result.

All in all and great day, good weather, good company, car behaved and no accidents. The final result was 23rd overall and 6th in class. As ever a new list of items to fix/improve has been made for

the next outing most important is to sort out the high levels of body roll and possibly some more power from the humble 1.6 engine.

Robert Iveson

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.

Craig Griffiths (4576)	of	Northwich	George Edminson (4577)	of	Carlisle
Joseph Hardy (4581)	of	York	Nick & Joshua Townley (4583/84)	of	Carnforth
Paul Beattie & family (4587/90)	of	Langholm	Colin Fish (4591)	of	Co Durham
Andy Beaumont (4952)	of	Hull	John Hill & Family (4593/95)	of	Ambleside
Stephen Page (4598)	of	Grange	Andy Magee (4600)	of	Durham
Andy Dewhurst (4602)	of	Preston	Rob Grant (4603)	of	Brampton
David Charlson (4604)	of	Heysham			

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.

Autojumble

Buy, Sell, Exchange, Give!

Free to members

Fuchs Silkolene 20/40 classic oil 5 litres for £14.95, Titan 10/40 4 litres for £14.95. 1 litre of diff oil £4.00, Water Wetter to aid cooling £12.00. Classic oil filters for MGs, Minis etc £3.50. Competition car safety stickers sets £2.00. Diesel engine cleaner £10.00. Red rotor arms and condensers for classics - solve your ignition problems £6.00 each Windscreen wipers for classics £2.00 each. Competition numbers 50p each. Ring Graeme on 01900 825642.

Barn storage: £50 per quarter. Ring Graeme on 01900 825642. 1 space available.

Marshals' Post

Chief Marshals and Championship Scorer: David Wiggins 016973 49488 Email: michellewiggins137@btinternet.com

Marshals Championship

- The Championship is open to all current WMC members
- Points will be allocated with 5 for a half day event and 10 for an all day event.
- Points will be allocated from signing one sheets and/or members claiming the points within 30 days of the event. The 2014 championship will run from March 1st until December 30th.
- **All WMC events** will count plus events where the club is invited to have a marshalling team.
- **Everyone signed on will be eligible for points whether an “organiser” or “marshal” .**

Prizes:

- 1st Passenger ride in an M Sport WRC car. (Donated by Malcolm Wilson)
- 2nd Two pairs of tickets to the Knockhill BTCC round. (Donated by Knockhill)
- 3rd Two Weekend tickets to the Croft Nostalgia Festival (Donated by Croft Circuit)
- 4th Two Weekend tickets to the Croft BTCC round (Donated by Croft Circuit)
- 6th Two tickets to Autosport Show/Race Retro/NEC Classic
- 7th Two tickets to the Donington Classic Festival
- 8th 1 ticket to the Autosport Show/Race Retro/NEC Classic
- 9th 1 ticket to the Donington Classic Festival
- 10th 1 ticket to the Croft Historic Meeting

Major dates for the marshals' diary:

Sunday July 27th Branthwaite Autotest
Contact Angela Jones angelajjones20@googlemail.com

Cumbria Classic Weekend

Friday Aug 15th Dalemain setting out
Sunday Aug 17th Cumbria Classic Car Show

Inside the Industry

Paul Gilligan keeps us up to date

Peugeot Powered By Air

My regular reader is well aware that I am no believer in electric cars. Hydrogen, I have thought for a while now, is the way forward, but providing the necessary infrastructure is a massive challenge. Now Peugeot have come up with a cheap practical solution where the car runs on a fuel that is cheap and very widely available – AIR!

The Peugeot 208 “Air” will be on sale within two years, and journalists will be driving prototypes next week. It features a long compressed air tank running down the centre of the car (where the prop shaft is on “proper” cars like Mark II Escorts). The compressed air powers a motor that turns the wheels at low speeds. The car has a small petrol engine that cuts in when more power is needed. When the brakes are applied energy thus created but normally lost is used to recompress the air in the tank.

The technology is cheap, all components are existing items made by Bosch, selling price is forecast to be £10000. Depending on usage an average of 100 mpg is forecast, and range is therefore better than the petrol equivalent, so say 500 miles.

Sounds great news to me, and particularly cheering that it’s come from Peugeot/Citroen who’ve taken such a battering recently.

The Great Diesel Rip-Off

Whilst we wait for air, electric, or hydrogen power we still need to get around. And for many of us that means a diesel. We enjoy the economy, but I’m sure we’re all aware that diesel is 5-6p a litre more than petrol at the pumps. Average wholesale prices are now 0.8p a litre higher. That’s a rip-off of £1.5 M a day. And of course because most of what we buy is delivered by trucks & vans, that overcharge flows through into the costs of those items also.

In most European countries the difference between petrol and diesel prices is much less. Time for a change here please!

Don’t Believe Everything You Read

I recently saw a survey published by the Automobile Association (and carried in the Times) where they had “proved” that the actual total cost of new car ownership had fallen. Now that may well be the case, with many new car bargains around, improved fuel consumption, longer warranties, reduced servicing requirements and so on all driving costs down.

However the AA’s numbers just don’t add up. They say the average annual cost of owning a £13000 car is now £1913 compared to £2292 12 months ago. Sounds impressive? – and cheap! Just over £5 a day. Here’s my estimate of the true figures at 10000 miles a year:

Depreciation (the biggest cost) varies by model but for a new £13k car an average would be about 50-60% over 3 years, so taking 55% that’s £7150 or £2383 a year. That’s more than the AA’s estimate of TOTAL cost!

Fuel will be at 50 mpg £1230 a year, insurance say £500, servicing and non-warranty maintenance perhaps £200 a year, road tax free if you’ve chosen a low-emission car.

Some broad averages there but £4000-£4500, so at least DOUBLE what the wise men of the AA say. If you’re a member perhaps you should question giving your hard-earned cash to people who claim to represent your interests but clearly don’t have the first idea. Remember they lobby Government on your behalf. No surprise if Westminster puts its hands in our pockets if they are fed rubbish like this. And of course they wouldn’t know any better than to believe the AA would they?

Predicting The Future

Car makers need to know what customers are going to want in 3, 5, 10, and even 20 years’ time. Even with advances in computer aided design it takes at least three years to bring a car from concept

tion to showroom. And a lot can happen in 3 years, technology moves fast these days. Asking the customer is not reliable. How do you know if you want a product or technology that hasn't even been invented yet? Henry Ford said "If I'd asked people what they wanted they'd have said "a faster horse"". It's about 30 years since I got my first car phone. If someone had asked me what I else I wanted it to do I'd have said I was just so pleased to be able to stay in touch whilst in the car (I was doing 50000 business miles a year then) that was just fine thanks. Well perhaps one that I could take out of the car and carry with me would be nice, but that's all. I had no idea I wanted to send and receive text messages and emails, or access the internet because those things didn't exist at the time. Designing new cars is a multi-million pound investment. The rewards of getting it right are enormous, you have strong demand so can sell big volume at premium prices. Get it wrong and the reverse is true.

One of the most influential worldwide executives in Ford is a lady called Sheryl Connelly. Last year she was named as one of the one of the most influential creative business people in the World. Her job title is "Head of Trends and Futuring". Quite a mouthful, it means that her job is to tell the Blue Oval what people will want from their vehicles in the future. She has a team of over 100 to help her. I recently read some of her thoughts.

Some of this is simple. Everyone knows that people are living longer, that in advanced Western economies people are having less children, that the population is ageing. If you don't believe that just come to a WMC Committee Meeting! So there is demand for things like park sensors, cars that park themselves, cars that are easy for old limbs to get in and out of. Ford engineers wear body suits that mimic the effect of ageing on the body's abilities so they can better understand the requirements.

More difficult to understand is the place the car takes in the average person's life. Research shows that the mobile phone is more important than the car to 20 year olds. Whilst we differ because we're enthusiasts and most of us live in an area of low traffic, for most people the idea of driving for fun is already history, or soon will be. Worldwide average journey speed is now about 25 mph, hardly exciting. So cars that drive themselves will be in demand. Common sense, if you don't like doing something you want a machine to do it, as in washing dishes for example. So you don't enjoy driving (try a commute around the M25), you still want to get from A to B, you want a car that does the driving.

Other things are more difficult, because they are based on our incomplete knowledge. Nobody knows how much oil there is left, because clever people keep finding the stuff. Nobody knows which alternative fuel strategy will work best because the technology is still evolving. Therefore Ford are working on all options, electric, hybrid, ethanol, hydrogen, the lot.

Watch Out Guys, We're Almost Outnumbered!

One other demographic factor that manufacturers must take into account is that 49.95% of the driving licences in the World are now held by women, and within 2 or 3 years they will top 50%. Whilst this does not mean the top selling car will soon be a pink Fiat 500, manufacturers are well aware that female and male buyers have different priorities. Ladies value smaller and more manoeuvrable vehicles, they like integrated systems for mobile devices and entertainment... If it's a volume brand female buyers have little loyalty to a given brand, they don't care if it's a Ford or a Vauxhall. However with premium brands the positions reverse.

All of these are broad (and dangerous) generalizations. There's some truth though, and manufacturers ignore it at their peril.

UK Car Sales Continue To Rise

In May UK car sales rose again, making it 27 consecutive months of growth. This eclipsed the previous best continual rise of 26 months from 1987-1989. Good news is that more new cars are being built in Britain than then, something that was hard to predict only a few years ago. Business sales are starting to recover having lagged behind the increase in private sales until very

recently. Interesting to reflect on the market changes since 1989. Cars are generally smaller, although clever packaging means increased interior space, and they are much more economical. Ford and Vauxhall are still strong, but with much lower market shares. There were no Korean manufacturers in 1989, warranties were 12 months and 12000 miles whereas now they go up to 7 years. “Premium” manufacturers like BMW and Audi sell about four times as many cars as they did then. Austin/Morris/Rover have of course disappeared entirely. In 1989 Personal Contract Purchase, now the most popular method of car finance for private buyers and responsible for much of the current sales growth, didn’t exist in the UK.

Google Make Cars Now

Google recently announced the prototype of a small driverless city car. Electric of course it has no accelerator, brake pedal or steering wheel “because you don’t need them”. Limited to 25 mph the car navigates by software and sensors. Currently the car would be illegal in California as there is no way the driver (should I say passenger?) can intervene and take over control. Google intend to prove that this is not necessary, leave it to the technology. Time will tell.

Paul Gilligan

pg@gvcontracts.co.uk

Jottings

I am constantly amazed and the quality of contributions we get for Start Line these days. This issue has two “international” reports! Please keep them coming.

Can I make a plea for a report and/or photos of the Getaway Gallop in May.? This is one of our major events and I’ve not had any articles or photos from it.

Next month we will have full reports from Barbon and Forrestburn speed events and hopefully someone will send me a report of the Lake District Classic and Targa Rallies. We have some excellent photos from Tony North to include as well.

May I also remind you of our Face Book page which gets a lot of “likes”.

Committee members Peter and Paul plot the route prior to the Lake District Targa Rally





Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

At the time of writing I don't really know what led up to the Jim Clark Rally disaster, all I can say is it's been a dreadful thing and that the repercussions as far as rallying is concerned are bound to rumble on and, I suspect, end up with fundamental changes in the sport as a whole.

On a very much happier note we did get to Brands Hatch for the historic event over the May bank holiday and thoroughly enjoyed it. I did manage to get some flowers put down on the bank at Hawthorns for Jo Siffert thanks to the marshals one of whom took it upon himself to trudge a long way to put them on the right place. Where would motor sport be without them?

We spent a good bit of the day mooching around the circuit (over 10km on the pedometer) and you can't help marvelling at the facilities of the place. Let's face it Croft and Donington which is slowly coming out of intensive care aren't exactly that wonderful when it comes to being well appointed whereas Brands is completely different to how I remember it 30 odd years ago, even the toilets are civilised.

The event took place shortly after the death of Jack Brabham, and his son and grandson were in attendance along with some of the cars bearing his name. The best 2 of these were the Repco engined BT 24 raced to the world championship by Denny Hulme in 1967 and the Alfa Romeo engined Martini sponsored BT 45 from 1976 which wasn't as successful as a racer as it was as a maker of fabulous noise, if it had gone as well as it sounded it would have won everything.

Now having written that last sentence it obviously leads on to all the twitterings of late about the sound of modern F1 cars. I haven't heard on in the "flesh" so to speak but surely the main thing is the racing and having just watched the Canadian event there's not much to grumble about there. If you want to be "picky" you could also argue that the energy recovery and reduced fuel allowance to make it all greener should also include less noise which in itself can be classed as an environmental issue. Just leave well alone unless of course Bernie also has the "ear defenders" concession which could explain everything.

I might consider a run down to visit Cadwell Park near Louth on 21 June. It's not that far from our caravan and it's a track I've never been to so I wouldn't mind a look see. It's also near Benniworth where my great great grandparents are buried so I might drop in to give the headstone a dust. Thinking of Lincolnshire the next big event is my taxi ride on a Lancaster bomber in July at East Kirkby airfield. I know its not cars but I'll no doubt be boring my reader with the details in the non too distant future.

Ends

AA

What's On

WMC events and other events of interest

July

2nd	WMC	Pub Run
6th	MSA	British Grand Prix at Silverstone
13th	MG C	Reiver's Raid Run
13th	WCMSC	Greystoke Stages
22nd	WMC	Lunch Run
27th	WMC	Grass Autotest

August

2/3	HSCC	Croft Nostalgia Weekend
2/3	RMSC	St Wilfreds Historic Rally
3rd	ADMC	Tyneside Stages on Otterburn
6th	WMC	Pub Run
16th	WMC	Rose & Thistle Challenge
17th	WMC	Cumbria Classic & Motorsport Show
23/24	HSCC	Oulton Park Gold Cup

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.

Careers at M-Sport Limited

See all our vacancies online at

www.m-sport.co.uk

To apply for any of these roles, please forward an application form & medical history (available on the website) along with your CV, to Rachael Hook at M-Sport Ltd., Dovenby Hall, Dovenby, Cockermouth, Cumbria-CA13 0PN