

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

May 2016

Great Turn Out for Drive It Day



Around 170 cars turned up for Drive It Day on the Sunday nearest to St. George's Day, at Dalemain making it the most successful DID so far although the weather was far from warm and those in the east of the county found snow on the ground when they awoke! However we are a hardy bunch and a good number of cars came topless!

Motor Sport for All

Diary

Club events over the next month or so

Wednesday 4th May

Pub run in the Border and Hadrian's Wall areas starting at 6.45 at the lay-by on the A689 just after M6 junction 44 heading East towards Houghton Hall, just over 40 miles finishing near Brampton.

Contact John Holliday on john.holl@homecall.co.uk or 07769035522 to enter.
Please advise on any dietary requirements

May Grass Autotest

May 17th (6.30 for 7 pm start)

At Blackbeck, Egremont
Refreshments afterwards

To enter: David Agnew 01946 841455 DAVIDWAGNEW@aol.com

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

Most of you will associate me with MGs, of which I've had a good many, and those who have known me for longer will know that I rallied and autotested Minis for many years. Now of course both MG and Mini are still with us, albeit in a rather different form to in their heyday but so many of our iconic marques are long gone. The last Triumph was made some thirty years ago but makes like Riley, Wolseley, Austin and Morris have all gone by the wayside before that along with many less well known makes.

What does worry me is the view of some enthusiasts who consider that their particular marque, or even model, is the only one worth thinking about. This is an incredibly blinkered view and particularly for rarer, or less known makes. As the wider public will never get to know their history, or why they are interesting. I've certainly come across some MG groups who do not allow any cars on their runs other than MGs. What happens when a long standing member decides to buy an MX5, the modern evocation of the MG B? Do you throw them out of the club? Surely it's the people who are ultimately more important?

It's the same with shows, I must prefer to go to events where there are a wide variety of cars rather than a single make. I see other marques as of equal interest and I think it is great that there are folk out there who restore and enjoy some of our lesser known makes.

Even amongst marques we have divisions, several clubs serving what should be a common cause. There are five clubs serving MGs, four for Triumph but the "winner" is Ford with nearly twenty clubs or groups. For example there are separate clubs for Cortina Mk1, Mk2, Mk3 and Mk4!

You can then add to these "formal" clubs the many one line forums, Face Book pages and videos. Some of these tend to wane as they often depend on one key person who created them but they can provide an instant source of advise and help.

It has been the same in motorsport, of course. In the past rally folk looked down on autotesters and speed eventers while racers kept themselves to themselves but every discipline is enjoyable and involves skills that are transferable and we need to celebrate that fact.

That is one of the advantages of a club like WMC in that we do cover all makes and all disciplines. In a mainly rural area like ours few marques or disciplines can have a viable number for meets or events so by having a great club like ours we can celebrate and enjoy it all!

GTF



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Classic Column

News from the Classic Scene

Mini Sport



You'd be forgiven for thinking that Brian and Heather Harper created a master plan back in 1959 that's since been instigated to the letter. The foundation was the immortal Issigonis Mini that not only took their fancy but provided them with success in motorsport. This caused their involvement in spares for the model and led to the founding of Mini Sport in 1967. Finding suitable senior management is a major headache for most expanding companies, but they cracked that problem by having three sons, who have subsequently assumed responsibility for the thriving, now almost-50-year-old business.

Mini Sport claims to 'do everything for Minis' is easy to accept. Just check the numbers – 40 staff are

housed in 50,000 sq ft of premises containing some £1 million worth of stock. This comprises c.9,000 products that are exported to in excess of 110 countries – i.e. everywhere to which a Mini has travelled and probably a few it hasn't. Contained within a single site at Padiham, Lancs are facilities for servicing and MOTs, rolling road tuning, body repairs, re-spraying, restoration etc. Motorsport has remained at the heart of the company's activities too, which not only include race and rally preparation, but on-event support; also sponsorship in the form of the Mini Sport Mini Cup; a new class within the HRCR Old Stager rally championship.

To ensure continuity of quality for its specialist parts, it created MAD Engineering, a sister company that boasts no less than 11 fully-automated Mazak CNC machines and handles confidential work for Formula One, the MOD, and aerospace and mainstream motor industries as well the Mini world. Says Mini Sport Managing Director Chris Harper: "Our Mini customers inevitably benefit from our work in the high-tech worlds of F1 and aerospace, as we are used to working to the finest tolerances."

There are many other strings to the Mini Sport bow, and a chance conversation with Mike Cooper led to a resurgence of Cooper Car Company branded products for which Mini Sport is a supplier and sole UK agent. An equally off-the-cuff chat with rally legend Paddy Hopkirk MBE led to the Lancashire-based firm becoming an approved dealer for the Paddy Hopkirk Collection. It also looks after his two highly-prized rally cars – the evocation of '33 EJB', the Mini he so famously drove to victory on the 1964 Monte Carlo rally, and '6EMO' his 1990 Pirelli Marathon winner. For further information on all aspects of

Mini Sport see www.minisport.co.uk.

Courtesy of Motoring Classics



PG Tips

I don't know if anyone remembers a previous PG Tips from a couple of years ago when I discussed the rare and virtually unobtainable ECU for the Alfa Romeo 147 GTA and how I needed to avoid buying a GTA....ever? Well I now have a serious hankering for one. I don't seem to get enough use out of my cars, spend a fortune on them and they don't go fast enough. I am mulling over doing something really sensible and buying a fun car that won't cost anything, or may even make me money. Previously I have always dismissed this on a 'life's too short' basis, however I suspect I might be growing up (or old!). Not that I'm suggesting a GTA is a sensible car, it's not, it's bonkers and will probably need parts replacing quite regularly, but it also won't lose any value. If I look back at some of the cars I've fancied and potentially could have afforded I often kick myself. Renault 5 Turbo 2 – 10 years ago I hummed and ha-ed about buying one for £12k. Today they retail at £30-75k! Lancia Integrale....same era, good ones were £15k now they are £20-30k. Good Alfa GTAs are currently around the £10k mark.

I suspect in 10 years time they will be worth triple that amount. That big V6 engine is a gem and the cars are a very rare sight. The other crazy but sensible car that springs to mind is the Renault Clio V6 – similar idea as the Alfa but even more crazy with the engine in the middle and huge rear arches. Values are already rising and it's unlikely anything is going to change. Of course I do still like old Skodas though.....so no one bet on anything actually happening....there is a lot of space between thinking and doing!

Snotty is almost ready for the Isle of Man next week. The new engine seems to be ok although I have ordered new plug leads as the current ones have irregular resistance levels and are causing a small misfire. It's noticeable that entries are down this year for the event, particularly among cars that fit the criteria that requires new roll over bars and ones that now require HANS devices. A lot of locals who enter only this event now find themselves needing to buy new helmets and HANS devices for their cars that never get used otherwise and simply haven't bothered I suspect. Looking at the entries in my class I am going to finish last....the record holding Mini and one almost as quick are the only entries. I will still have fun and can hopefully go quicker than last year which is the main aim of the game. I should add that I may be a bit more capable this year as there are less 'helpers' coming so less drinking will take place and more actual help may be rendered! We are also having to travel over on the evening Liverpool ferry not our usual Heysham one due to one the 2 ferries currently being in dry dock.

Today I came across my first ever Chinese vehicle (MG are Chinese but not made there) – a Great Wall double cab pick up. It looked quite agricultural and seemed to handle like that too, but then most big pick ups probably do. I suspect they named it ironically....it was called a 'Speed SE'. It definitely wasn't!

Short column this month – probably a relief for anyone reading....next month the full run down on whatever disaster occurs on the island!

Peter

Event Entries

As we get to the start of the evening events, it's worth reminding our members about how to enter events. Our major events like rallies and tours do have an entry form and need payment in advance, indeed many get full entries.

However for autotests and pub runs we ask for entry forms via email or for the runs an email or phone call and collect the money at the event. However there have been instances when people have entered and simply not turned up. Now we appreciate that circumstances might change and you may be unable to come but please let the organisers know. At a recent autotest we have six non starters but only two told the organiser.

It is even more important for the pub runs as we have to order food at the finish, so if we order 50 meal then we pay for them whether or not 50 people actually turn up at the start and pay their entry fee.

So please help organisers by letting them know if you are unable to come to an event that you have entered. Thanks you.

Crookdake Open Garden June 5th

It's that time of year again but this year we are celebrating Alannah having owned her M.G. for 50 years which is quite something. I hope you can all come and support the National Gardens Scheme who, with your help, last year raised over £50,000 for cancer charities from Cumbria. We are open between 1 and 5 pm. Just turn up and we would love to see you in or on whatever form of transport takes your fancy at

Crookdake Farm, Aspatria, Wigton CA7 3SH

Memberships

All membership matters including emails, Start Line distribution and membership cards should be directed to:

Jaime Hamilton at: jaimie@jhbookkeepingservices.co.uk or **07760 570547**

Those were the days.....Part two

I've had some hideous vehicles in my time when I think back. Possibly not in the same league as Mr Garforth but some equally ill-advised purchases all the same.

I remember the first time I was let out on my own in a used car dealership without the aid of back-up in the form of my mechanical genius of a brother. He had helped in the acquisition of a clockwork but otherwise incredibly reliable Fiat 500 the previous year. Why spoil a good thing? Well, I was working at the Royal Victoria Infirmary in Newcastle at the time and returned to the car park one evening to find a two foot high cardboard key sellotaped to the Fiat's boot lid. Obviously my lack of street cred amongst the new hospital doctors was going to let me down badly in the tapping off stakes so I needed to improve my image – pronto. Thought I knew everything about second hand cars after owning said Fiat but how wrong can you be?



The car in question was a Simca Rallye 1 – bright orange with black stripes across the rear engine compartment and down the rear wings, massive yellow spotlights on the front and a matt black bonnet. In retrospect, it was not the best looking car in the world – couldn't distinguish the front end from the back to be honest – but I was smitten. The fact that the bloke who was selling it was completely gorgeous had nothing whatsoever to do with it. They say love is blind but apparently it is deaf as well. The engine ran on 5 star petrol but Mr Drop Dead had filled it with 4 star by mistake (so he said) which he used as an excuse to explain to my inexperienced ear

what the rattling noise coming from the engine was. It was “pinking”. Of course it was. I got it home and within twenty four hours realised something was seriously wrong. Every time I accelerated out of a corner, clouds of white smoke appeared out of the exhaust, the oil pressure warning light lit up and the ominous rattle of smashed piston rings could be heard a mile away. My brother gallantly reckoned I had been “unlucky” and sighed audibly as he got his overalls on and the tool box appeared. Compression tester, socket set, spanners, everything out.....every night for two weeks. Most people live and learn – not me.

I must have had a thing about rear engine cars because there followed another embarrassing episode in my life when I owned not one, but two, Hillman Imps. The first one turned out to be a rusty heap of disappointment which was constantly overheating and never out of the garage. I think the head gasket was replaced at least three times before I gave up and realised the cylinder head, or worse, the engine block, was warped and geared myself up for another round of negotiations with the nice chap in the local Arthur Daley's. Yes, that's right – bought another Imp. It lasted precisely six weeks before it was written off by an elderly chap in an equally elderly Saab whose front wheel ball joint had collapsed (the car's - not his) sending it careering into the back of my Imp which in turn embedded itself into the back of a friend's Frog Eye Sprite. Fortunately I wasn't in it at the time – lucky escape in more ways than one. The chinless wonder of a copper who turned up to the scene of devastation had the audacity to say Hillman Imps were two a penny but what a shame about the Frog Eye. Of course, he would say that – he was driving the most stylish and sophisticated vehicle of all time – an Austin Allegro patrol car – lucky man. All expense spared, obviously.



They say that with age comes wisdom but sometimes age comes alone – bit of an understatement in my case. My long suffering brother persuaded me to buy a car with the engine in the front - he had lost enough skin off his knuckles to last a lifetime. So I bought a Blaze orange MGBGT and, in the process, acquired husband number one. Both were a complete disaster, the MG probably less so, and, on becoming newly single, moved up to the dizzy heights of Fiesta XR2 ownership. The ones which require new tyres every three thousand miles and

dump all their gear box oil on the road on a sixteen mile journey between work and home. Not my finest hour, but quite possibly my most expensive.

Being of a somewhat “spirited” nature (read stubborn) I then went against all advice and bought a Land Rover Defender. And another one. And another one and then another one – twenty years’ worth. Yes, it leaks like a sieve, yes, it smells of old priests, yes, it’s glacially slow (very like its owner – apart from the leaking bit – although I’m sure that will come eventually) and yes, according to Top Gear, it is “Sub Zero Cool” (a reference, no doubt, to the useless heater) but I LOVE it to bits! Only £40,000 a year for road tax, £2.50 a year for insurance, a nervous few days for the bank balance every time the MoT is due, five forward gears and a PROPER handbrake lever. What more do you need? None of this new-fangled “button” for a handbrake malarkey – does anyone actually trust them when attempting a hill start? And does anyone seriously need six or more gears? Some fathead somewhere will currently be incorporating three reverse gears as an optional extra and will then try to sell it to us as “Added Value” along with driverless capability.....and some fathead somewhere will buy it. Is it me or has the whole world gone mad? I’ll get me coat.

Cheers!

Marian Sloan (aka Maz)

Memberships

All membership matters including emails and membership cards should be directed to:

**Jaime Hamilton at: jahbookeepingservices.co.uk
t:07760 570547**

And not to any committee member or official

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Malcolm Wilson did not travel to Argentina for the recent WRC round where M-Sport was running six WR and R5 Fiestas. Nothing unusual in that you may think not unless you were aware that it was the FIRST WRC event that Malcolm had not travelled to having been to 200 rounds not out. This must be without doubt an unrivalled display of team leadership and commitment from our fellow Cumbrian.

I enjoyed a good day's marshalling on the Flying Scotsman with Paul and Mike Little up in the Lammermuir Hills south east of Edinburgh. Charles and Kit were running number 25 in their '37 Bentley Derby Special once again as the 'new' 1928 3/4.5 was not yet ready for action. The Derby has been a real stalwart over the years and has generally been reliable as you might expect a pre-war Bentley to be. The entry list contained 100 incredibly beautiful and valuable pre war cars all being driven in a spirited manner over three days after the start from Grantham. After overnight halts at Slaley Hall and Castlecary the finish was at the splendid Gleneagles Hotel where 280 competitors, marshals and organisers enjoyed the awards dinner. Meanwhile we trundled home in weather that resembled all four seasons in one day.

The results showed that to succeed in this ultra competitive event you need a powerful car, as in days of yore, a competent focused navigator and a driver that can pedal when he needs to and does as he's told. Notable results were posted by Gareth Burnett with our local navigator Martyn Taylor in an ex works Talbot 105 Alpine only 39 seconds ahead of John Abel/Leigh Powley in the Lagonda LG45 with Stuart Anderson/Andy Pullan / Bentley Derby 4.25 just behind. In forth was an Alfa Romeo 8C, fifth a Delahaye 135M and in sixth another Talbot 105 Alpine. Cumbrian navigator Jason Dearden changed seats for this event and drove a fine Alvis Speed 25 to 11th place, north easterner Ali Procter navigated Paul Crosby to 12th in a diminutive supercharged MG TB and Kit Graves acquitted herself well by navigating Charles to 18th place on an event where there is tough competition down to the 30s and 40s. For us it was a great event to be involved in merely marshalling and well worth the 200 mile round trip.



After lustng after all those most desirable machines I have come down to earth with a bump when starting to consider a change of my daily car. The Ford Cougar has done really well for a few years and has now clocked up 76,000 miles so it will be shopping time shortly. As usual head will need to rule heart but the process is enjoyable. While doing this I was casting my mind back to my early motoring days and I actually drove a car (1952 Anglia E93a) for the first time on the sands crossing to Holy Island and took every opportunity to drive all sorts – remembering particularly Morris Minors, Rover 75 Cyclops and my brother in law's Ford Special thereafter. This actually became my first car as Pete bought a new Minor

1000 pickup 920ERM and gave me his special. This was shortly afterwards converted to a sporting trials car and was replaced by a 1947 Morris 10 which I bought from Jack Anderson at Cumwhitton via a doubtful intermediary for £30. Whilst exploring the limits of adhesion in the wet and teaching myself a hard lesson in the process I took to the hedge on a bend only half a mile from where I now live and I imagine I can still see the scars in the dyke. These early lessons were the most memorable and as speeds



were relatively slow damage was usually more to reputation and pride than the body tissue. It might be useful if today's learner drivers had to drive an old Morris 10 for a few months before being let loose in today's hot hatches.

Ron.



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.

Jai wall	of	Carnforth
Graeme Cornthwaite	of	South shields
Steve Aspin	of	Carnforth
Roy Heath	of	Hull

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.

Pub Runs

We have the following organisers in place and now need a volunteer for August.

May	John Holliday
June	Kendall Bruce
July	Steve Fishwick
August	TBA
September	Lesley Turney

Hagerty's Guide to Classic Car & Bike Research

By: Hagerty

We've all seen the headlines: last year Bonhams sold a 1973 Porsche 911S 2.4 for £393,000. In October, H&H sold a Ferrari 250 GT SWB and a 275 GTB/4 for a combined total of £8.53m. These cars all sold for a great deal more money than the Hagerty Price Guide suggests for their models. Why? Because each of these cars had a story. The Porsche was originally owned by contemporary artist Richard Hamilton. The Ferraris were the cars of Richard Colton, well known not just as a collector but as someone who used their cars- he travelled extensively in them. People bought not just the cars, but these stories; they wanted to be part of the ongoing tale. That's why people are so interested in researching the history of their own cars and bikes- like an archaeologist, they love peeling back the layers and discovering as much as they can about the vehicle which means so much to them.

Here is Hagerty's guide to researching your classic car.

Read through the history file

This sounds obvious, but many classics come with a stack of bills and notes. Car history gems are often hidden in here: service receipts that show the mileage at a certain age, documents showing previous owners, and notes detailing where cars have been in their lives.

Check with the DVLA

There are two checks you can perform online quickly and without cost that can give you a great deal of information about a classic car. One is the [SORN check online](#). As long as you know the registration and the make, this can show you when the car was last taxed and the MOT passed. If you want more detail in regard to the MOT, visit the [VOSA website](#)- here you can download the recent MOT history including advisories, and if the car failed, what it failed on. Really useful if you are buying a car, rather than relying on the previous owner's memory. The DVLA may also be able to provide you with details of previous owners of the car, and copies of old log books, but a charge applies.

Ask the manufacturer.

Many manufacturers keep a list of their historic car records. These vary wildly- some can provide original engine, chassis and gearbox numbers, colours, production dates and dealer information, while others may just be able to confirm the build date. They also vary in price- some are free, but some come with a cost. If the latter, check whether members of an owners' club get the certificate free: joining one can be cheaper than paying for the certificate alone, especially if you have more than one car of a particular marque.

Contact the Register or Club.

Many classic cars now have model registers. Some are freely available online, and others may only be available to members. These are a gold mine- they can often give you details of previous owners and help track modifications such as engine changes.

Google the chassis number and registration number.

It's amazing what this can unearth. Entries into classic events, auction catalogue listings and previous advertisements can all appear. Auction entries are great- not just for tracking previous values of the car but also the descriptions, which can help unearth more of the car's story.

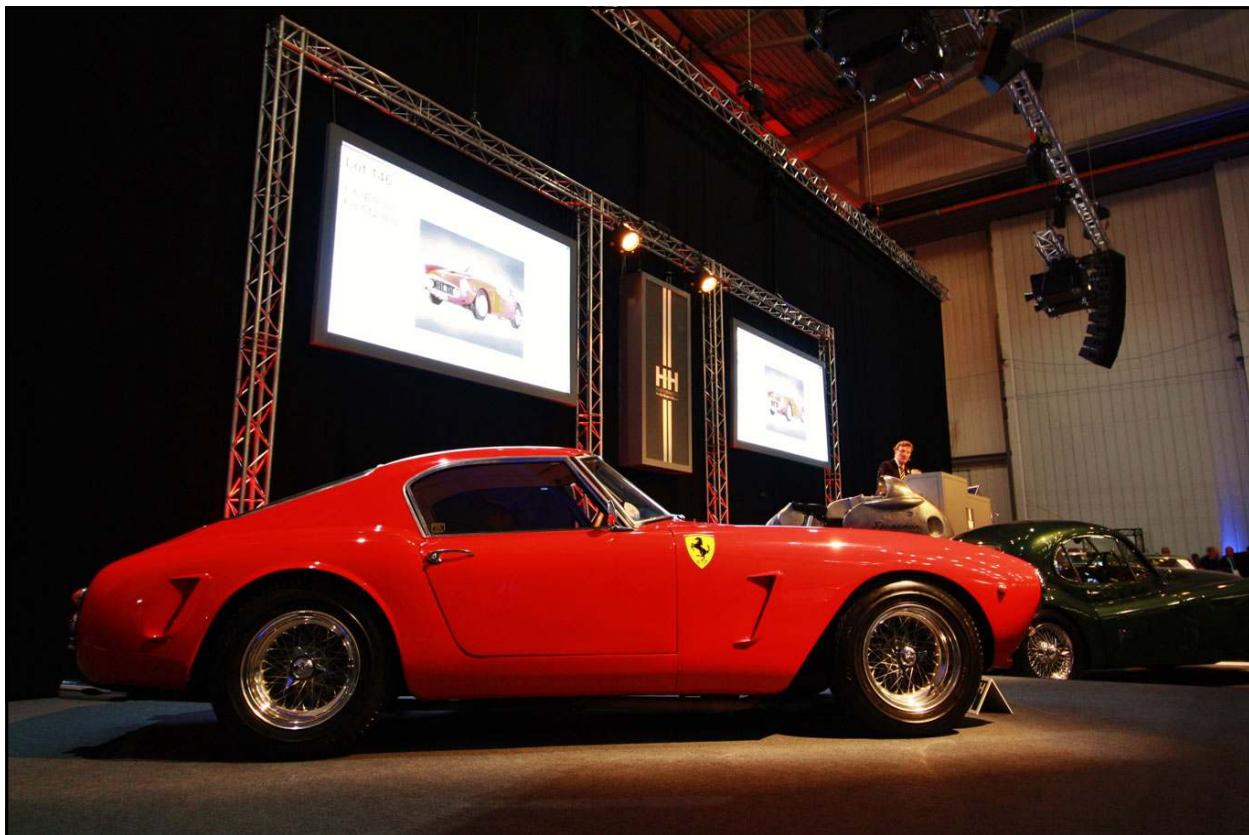
Follow the trail.

One of the Hagerty team recently received a manufacturer's certificate for their classic car. This stated it had originally been sold by a specific London dealer. A quick online search and a few

phone calls later, it was found that the dealer's records still existed. A few days later, a copy of the original cardex, showing details right down to the glove box key code, arrived in the post.

Get a second opinion

Car inspections are great, as they show someone else's perspective of your car. This can help you work out the true value of the car for your classic car insurance policy, but such a document also adds a nice touch to any history file. This year, Hagerty are teaming up with experts from H&H auctions and Classic Cars magazine to bring you the Live Valuation Arena at each Bicester Sunday Scramble event. Here, owners will be able to have their car inspected and receive a valuation certificate.



Present it nicely.

So, you've carried out your research and you've uncovered a wealth of history. What do you do with it? The key is to present it clearly and in a nice format. A nice file, maybe matching the colour of the car's interior, with everything in order: MOTs together, old tax discs, and old receipts. Don't throw anything out! A nice history file really helps to show a car has been cherished.

MG Cumbria

Reivers' Raid

July 10th

Starts and finishes in Gretna

Entry forms available (gtfmg@yahoo.co.uk)

Monza

Monza is a destination on many a petrolhead's bucket list, and for good reason. Whether you remember the epic battles between Moss, Fangio, Collins and Behra in the 1950s, or Michael Schumacher's five wins in front of the cheering Tifosi, the Autodromo Nazionale Monza is synonymous with Italian motor racing.



stands. But look a little harder and

the history of this great circuit is everywhere, and that history is anything but calm. Monza is one of the fastest circuits in the world- a place that claimed the lives of some of F1's greatest: Ascari, von Trips, Rindt and Peterson are among the 52 drivers and 35 spectators who have met their end here. And not far beyond the chrome and glass of today's racing,

still lie the remains of a very different era. To find the real Monza, you have to go a little off the beaten track. From the information centre you must head north, pushing past a barrier and walking on an apparently disused road that passes under the 'Junior' circuit. You quickly find yourself in a forest- one full of octane-fuelled monsters, roaring just out of sight behind the trees. As you press on, suddenly you see a huge white wall through a gap in the foliage. As you get closer, you realise it's not a wall but part of a huge banked concrete track, the high-speed circuit that was last used in competitive racing in 1969. There's another

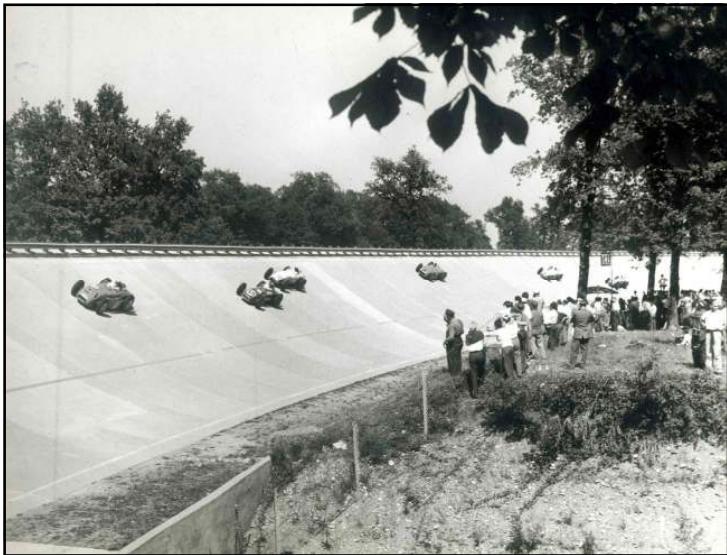
fence shielding the old track, but there are plenty of gaps through which you can squeeze, allowing you to step onto the world's third-oldest banked track (after Brooklands and Indianapolis). Then on

GATES Auto Services
more than **TYRES**

An advertisement for GATES Auto Services. The word "GATES" is in large red letters, "Auto Services" is in black, and "more than TYRES" is also in black. Below the text are images of a car wheel, a tire, and a car exhaust system. A small logo with "GATES" and "TYRES" is at the bottom left.

hands and knees you climb to the top, marvelling at the courage of the drivers who once lapped this 2.6-mile circuit in under a minute.

The high-speed track is often called the ‘old circuit’ but in reality it was built at the same time as the Formula 1 track. Both were the brainchild of Arturo Mercanti, a war hero, pilot and director of the Automobile Club of Milan from 1919. In 1921 he organised the first Italian Grand Prix at Montichiari (Brescia), but he quickly formulated an idea for a new, purpose built motor circuit in the grounds of the Monza Royal Palace. Engineer Piero Puricelli was commissioned to build the new track, starting on May 15th 1922 and finishing an astonishingly-quick 110 days later.



the Monza Rally Show in November and a few promotional events are the only times the banking feels the rumble of car engines. At other times it is the tranquil refuge of runners and cyclists, a world away from the racing that was captured in the 1966 film *Grand Prix*.

But the high-speed circuit is not the only element of Monza’s history that survives. Elsewhere in the woods is another overgrown track that winds its way through the trees. It is paved with bricks, which

on close inspection vary in size and design. This was the Pirelli test track, a circuit used to test tyres on a wide variety of road surfaces. Further exploration uncovers an ornate gateway—the Serraglio—that once formed the entrance to the Royal Deer Park, and today gives its name to the minor curve between Lesmo and the Ascari chicane. Even the staff car park has secrets—its elaborate brick pavement is all that remains of the original track surface, and the car park itself stands in front of single-storey offices that once housed the paddock.

It is this combination of the old and the new—layers of motor racing history overlaid on each other—that makes Monza special. Along with the other old circuits like Spa, Silverstone, Monaco and Hockenheim, the place is a million miles away from the new sanitised F1 circuits of Asia and the Far East. Long may it remain one of the jewels in the crown of the Formula 1 calendar.

Monza is free to enter except on race days when charges apply. Tours are available, with the option of a lap of the circuit (in a minbus!) unless racing is taking place. Monza is situated on the outskirts of Milan, Italy. For more information, visit the Monza website: <https://www.monzanet.it/en/>



TAKE TO THE HILLS



Some of the most historic competition days ever held at Shelsley Walsh will be recreated during our Classic Nostalgia weekend (July 16 & 17) with two iconic cars returning to the 111 year old Worcestershire hill.

An Auto Union Type C similar to the one that Hans Stuck drove on the hill in June 1936 is returning to Shelsley with none other than Stuck's son, Hans-Joachim Stuck driving the incredible V16 Grand Prix turned-hill-climb-car that was such a stunning technological marvel at the time – and

indeed still to this day. Hans Stuck was a European Champion hill climb driver to the extent that his 'King of the Mountains' name preceded him following his success at Austria's highest mountain pass the Grossglockner hill climb, and at Klausen hill climb in Switzerland, events that held as much status as a win at Monza or the Nürburgring.

Celebrating the Auto Union's visit fifty years after Stuck's was Hannu Mikkola who in 1986 drove works Audi Sport Quattro Group B car to new Closed Car record at Shelsley of 29.51 seconds that stood for many years. This famous short wheel base Quattro '44 WMN' that drove in the British Rally Championship in 1986 in the hands of Mikkola, will too be returning to Shelsley Walsh over the July 16th and 17th Classic Nostalgia weekend.



For fans of the truly breath taking pre-war Grand Prix cars, the quite unbelievable Group B rallying era and of Hans Stuck who has won Le Mans, Sebring, the Nürburgring 24 hrs, the Sports Car World Championship and the DTM, it will be a weekend that one cannot miss at any costs. Our thanks go to Audi Tradition and Audi UK for their tremendous help for this stunning gathering of genuinely priceless cars and also to Steve Perez the owner of the Audi Sport Quattro.

Around a dozen WMC members did this event last year and this year's looks to be even better so get your entries in now.

GTF

HAGERTY
CLASSIC CAR INSURANCE

Partners with Wigton Motor Club – please call
0844 824 1135 and don't forget to mention your

Drive It Day

Despite a cold start to the day with snow in some areas around 170 cars came to Drive it Day last Sunday. Some interesting cars and a few we had not seen before. It was great to catch up with so many friends.



Thanks to our marshals and charity collectors. We collected £212 for our nominated charities.

Annual General Meeting

The A.G.M of Wigton Motor Club Ltd

Will be held at the
Greenhill Hotel

On Wednesday, May 11th at 20.00

All members are invited to attend

Refreshments will be provided

Agenda

- 1 Apologies for absence**
- 2 Minutes of the 2015 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.**

Charities for 2016

Thanks to all those who nominated charities. The committee has chosen the following to be our charities for 2016:

Hospice at Home (Carlisle and North Lakeland)

Children's Heart Unit Fund (CHUF)

Seagull Autotest

The last tarmac autotest of this time of the year is always the Seagull named after those pesky birds that use that area for nesting for most of the summer. The strange thing was that there was not one in sight so perhaps our efforts to clear the area of grass etc has deterred them.



1	Jack Palmer	KA	Sp	897	1st OA
2	Stephen Palmer	KA	Sp	990	1st Class
3	Steve Fishwick	Puma	AF	997	1st Class
4	William Jarman	Pug 205 Gti	PF	1003	!st Class
5	Roger Pope	Mini 1275GT	AF	1019	
6	Graeme Mac-Tavish	MX- 5	PR	1044	1st Class
7	John Holliday	Midget	AR	1048	
8	Drew McLean	MX- 5	AR	1054	
9	Jim O'Neill	MX- 5	PR	1061	
10	Peter Wright	Mini 1275GT	PF	1063	
11	James Wiggins	City Rover	AF	1003	
12	Angela Jones	Pug 205 Gti	PF	1067	
13	Geoff Bateman	MG TF	AR	1086	
14	Phil Hodgson	Mini 1275GT	PF	1102	
15	Brian Bradley	Mini 1275GT	PF	1132	
16	Mike Hutchinson	Mini 1275GT	AF	1164	
17	Callum Alexander	Citroen C2	PF	1186	
18	John Sloan	MG Midget	R1		Re-tired
19	Marian Sloan	MG Midget	PR		Re-tired
20	Nigel Moffat	Micra	AF		Re-tired
21	Mark Callion	Ford Fiesta	AF		Re-tired
22	Stephen Dixon	Corsa	Sp		Re-tired

Autojumble

Buy, Sell, Exchange, Give!

Free to members

Car Transporter Trailer - 2009 Indespension CT20126, 2 axle/4 wheel, loading 1000kg per axle, 12 ft bed length. Comes with ramps, winch and extra spare wheels/tyres. Owned since 2010. VGC with all brakes and lights in full working order. Locking hitch. View Crosthwaite, South Lakes. Ideal small competition/classic car. Price £1600. Will deliver in Cumbria. Contact Ian Tomlinson on 07990-590092. Can email photo."

Mk 2 Escort (1.1 Popular Plus 1981)



Engine 1600 Cross Flow: Piper BP285 cam, Ported and polished head (1600GT) Exhaust valve 33.5, Inlet valve 41.3, 11.5 – 1 compression (1300 pistons ?) +60 oversized pistons 1696cc Lightened fly wheel, Standard rods, Kent valve springs, New duplex timing chain at re-build, Winged sump, Twin 40 Dellorto Carbs, Lumenition Electronic Ignition, with spare wired in; Built

by Rachel/Richard Finey

145 BHP at wheels. Type 9 gearbox. Single piece propshaft Baby Atlas axle 5.5 : 1. World cup cross member. Bias braking

Perspex windows all round, Rear central fuel tank, Twin red spot fuel pumps, Skidded side skirts

£18,500 Contact 01946 729739 Mob: 0771 533 8984

My son has his prom at Greenhill Hotel on 24th June, we are looking for a classic car to take four of them from Carlisle and home again. Do you have any members who would be interested and could I ask the price ? Thank you very much for your help and look forward to hearing from you.
Ann Elliott 07726963826

Barn Storage near Wigton: Cars £50 a quarter and trailers £60 a quarter. Ring Graeme on 01900 825642

Silkolene 20/50 oil for classics. 5 litres for £15.00. 10/40 Semi Synthetic 5 litres for \$10.

Red rotor arms for most British cars of the 60s and 70s plus condensers. £6.00

Lots of new and second MG B bits.

Race & Rally numbers 50p each

Ring Graeme Forrester on 01900 825642.

Inside the Industry

Paul Gilligan keeps us up to date

March 2016, Best UK Car “Sales” Month Ever?

Once all the electronic registrations had been counted it was proudly announced that 518,707 new cars had been “sold” in the UK in March. Now one of the two new registration plate changes comes in March, it has for a while been the peak month of the year. Having a new car for Spring goes back a long way, and this old habit dies hard. Time was that many motorists would put their cars away for the Winter, very few bought a new car from September to March, UK car factories closed for weeks if not months until after Christmas. Then people bought in what was called the “Spring Selling Season”.

So the 518k score was over 5% up on last year. BMW beat Audi and Mercedes, the 3 are neck and neck for the year to date. In the mass market Renault are coming back from the intensive care ward and Volvo continue to progress. More upmarket Jaguar continue move forward with the small XE achieving volume sales (if not profits for the dealers from what I hear), and no doubt the manufacturer would make sure that any available F Pace demonstrators were registered in March. Land Rover continue to shine, and Porsche are about 20% up on last year. Anything VW/Skoda/Seat struggles.

Of course as my regular reader is well aware I will always try to stress the difference between sales and registrations. For a long time the registration of unsold cars (pre registrations) has become an ingrained part of the industry. It used to be a practice reserved for the volume producers, but now the “prestige” manufacturers are very much using this tactic to boost their apparent numbers. Within the first few days of April I received an email from ONE BMW dealer offering over 50 pre registered cars at impressive discounts. And these weren’t just bottom end models. Any lottery winners out there who’d like a £79k M3 for under £60k, or a £96k M6 for £75k, my email is at the bottom of the article. Then one of my Jaguar dealer friends piled in with a list of XEs, XFs, and even the odd F Type at equally impressive discounts. You can only feel for those naive buyers who ordered their new March car some months ago to be delighted with free floor mats etc!

Want a Ford GT?

The new Ford GT, grandson of GT40, was number 11 of my top ten new cars for 2016. The order books have now opened, at around £300k a time. Ford will make about 20 a month for the next two years, about 15 a year will come to the UK. A rather naive customer of mine in Scotland asked me how quickly I could get him one and at what discount? The facts are that if you want one you have to apply to Ford’s Global Marketing boss. Who happens to be called Henry Ford. The Third in this case. Applicants must be high profile, must be able to detail their “past and present relationships with Ford Motor Co and its affiliates, or your involvement in other activities that would make you a prime candidate for Ford GT ownership”. Ford are not interested in people who will tuck the cars away in a collection. They want them to be seen in the right places with the right people.

So I suggested to my Scottish friend that if his Christian name was Jackie, and he was entitled to put “Sir” in front of that, there would be no problem. Otherwise, I said there were two hopes, and one of them was dead.

Caterham Breaks Some Records

Now the F1 adventure is over, Caterham has become a car maker pure and simple again. But not a very successful one yet. That’s if you measure success by the financials. In 2013/14 for an 18 month period they lost over £20M, on sales of less than that! F1 may have had something to do with it. In 2015 in 12 months the loss was reduced to £6M on sales of just under £20M. So effectively if you

bought a new car from them you paid about a third less than it cost them to make it?

Old Fashioned Used Car Customer Care Lives

A South Wales used car dealer called Robert Knight was jailed recently because of his now almost unique approach to customers who had a complaint. It was reported in Cardiff Crown Court that he would be “pleasant and professional, until a sale was agreed”. However if a problem developed with the car purchased, even in a few days, Mr Knights attitude changed. He would launch into expletive ridden tirades, telling the complainant to get off his property or be prosecuted. He told one couple that they “didn’t know what he was capable of” and he could “burn their house down” or even “kill them” if they didn’t drop their complaints. So hanging on for an hour to an Indian call centre isn’t perhaps that bad?

Emissions Rows Rumble On

You must all be getting bored with this, so I’ll be brief:

The US Federal Trade Commission have filed a lawsuit against VW demanding a mere \$15 BILLION, with another \$1 BILION in compensation for VW owners in the US.

An independent test showed the Fiat 500X is Europe’s most polluting car, recording 14 times the legal emissions limit in real world tests, even though it passed the laboratory tests required. The Volvo XC60 was over 6 times the limit and BMW X5 almost as bad.

Mitsubishi have admitted to falsifying fuel economy test data on 600,000 cars sold only in Asia. Mitsubishi President Tetsuro Aikawa made his “profound apologies”, but apparently declined to fall on his sword.

New Car Sales Growth = Used Car Problems?

It’s forecast that UK car sales will continue at the current record rate, or even perhaps increase further. In August 2013 a poll of 5000 motorists showed just over 30% were planning to buy a new car in the next year. Now a similar poll has shown 45% are going to buy brand new or pre registered wheels, with another 25% looking for a car under a year old.. However less and less people are interested in a 2 to 3 year old car. Why would you be when with big discounts and attractive finance deals new cars are so genuinely cheap? And even less people are interested in a 3 to 4 year old car.

However all of this is not purely good news. New car become used cars. So the 2.5M new cars sold in the UK last year will all be 3 years old in 2018, not far way. And if fewer people want to buy a 3 year old car then the simple laws of supply and demand mean the value of these cars must fall. Of course this will not be a uniform fall across the market. Those currently selling most are likely to suffer most. The cheaper models of Audi, BMW, and Mercedes are now being marketed at a monthly payment that means that those who couldn’t aspire to such a car previously are now able to park this sort of symbol on the drive. These are the cars that will probably suffer the greatest drop in values.

These things can be significant, and sometimes beyond forecasting. I remember in the 1980s when I was running a leasing company. The darling car of the time was the “hot hatch”, Golf GTis, Escort XR3s, Fiesta XR2s and so on. They were great sellers new and in days before cheap finance deals there was a long queue to buy 3 year old ones, which made them very valuable. Then this type of cars became the favourite of not just buyers, but those who looked to acquire the vehicle even more cheaply by stealing it. And the younger buyers taking the 3 year old ones frequently crashed them, these two factors pushed insurance rates through the roof. So the very people who wanted the cars could no longer afford them, and values crashed. By about £2000 a car on average, and we had 2000 of them on fleet. So a £4M loss to put into the annual accounts.

Our major shareholder at the time was Yorkshire Bank, by then owned by National Australia Bank. It so happened the exchange rate between the £ and the Aussie dollar was about 2.5. After 30 years I still can’t forget the pain of attending board meetings in Leeds to be introduced

by one of my Australian bosses as “10M Dollar Man”. Of course we wheeled and dealed our way out of it, turned them all into a breakeven at least, but I sympathise with those about to face something similar but at lot bigger.

At the end of the day the gap between new and used has to get back to “normal”. The same is true in the van business. Last year 722000 vans between 3 and 5 years old were available in the UK. In 2018 it will be 973000, in 2019 almost 1.1M.

Electric Cars Charge Ahead

I’m still not convinced about electric, still think hydrogen is the real way forward. Having said that the problems of providing the refuelling infrastructure for hydrogen cars are much greater, and this may prove the barrier for a while at least.



A few things have happened in the last month to advance the electric cause. Firstly and perhaps most significantly Tesla launched their pure electric Model 3, of which I wrote a few months ago. This car is about the size of a BMW 3 Series or Audi A4. It promises a range of over 200 miles, sparkling performance, and a UK price of well under £30000. Within days over 250,000 orders were placed with deposits of \$1000 or £1000 depending where you’re based.

Tesla only currently have the capacity to build 50,000 cars a year, a nice problem to have. If they can solve that problem and build lots more the “conventional” manufacturers don’t have a problem. They have a crisis on their hands.

To which they will of course respond. Volvo have already announced they intend to sell a million “electrified” cars by 2025. Note the difference, the Volvos will be hybrids, not pure electric like Teslas.

Hybrids may not be good enough. The Lower House of the Dutch Parliament recently voted to ban the sale of anything but zero emission new cars and light vans in their country by 2025. 9 years. So only pure electric or hydrogen will do. I’d see this as just a start. Of course it hasn’t happened yet. Holland has to approve it in the Upper Parliament. Holland doesn’t have a car industry. In Germany Auntie Angela will have BMW, Merc and VW leaning on her. So I don’t think this will happen Europe wide in 2025. But it might not be much later than that?

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Andy's Armchair

**Andy Armstrong takes an irrelevant look at
motoring and motorsport**

I've always been a fan of Frank Williams, he's the sort of bloke who simply won't be beaten, someone who started off with absolutely nothing and through sheer guile and guts has survived in the motorsports "bear pit" since the 1960's. Not only has he managed that, but he's done it for many years from a wheelchair after breaking his neck in a road accident 30 or so years ago. He's lived through the highs of world championship success with the likes of Jones, Mansell and Villeneuve and the tragic lows of Courage and Senna who lost their lives in his cars. Throughout all this he's hung on in there and if you think about it has now been around more or less as long as Enzo Ferrari was on the F1 scene. Considering their results Frank has probably achieved as much success while maintaining a much lower profile than his Italian counterpart. Having said all the above it was interesting to recently read the current Williams balance sheet at the close of the financial year. Apparently at the end of 14/15 the company had pre-tax losses of 34.4million, while this year after more success on the track, commercial tie-ups with new sponsors and their engineering division doing very well these had shrunk to 11.2million. It's obviously a dramatic improvement but hardly a raging success.

On the racing front Williams have to contend with teams spending from apparently "bottomless pits" a fact supported by "Autosport" who this week released projected payments teams will receive from F1 Management for the 2016 season. Williams will only get half of the amounts given to Ferrari and Mercedes while the likes of Toro Rosso, Sauber and Manor will have to manage on less than one third, hardly the recipe to develop the closer more exciting racing everyone claims to want.

Continuing the theme of F1 teams and their principals I recently saw that Patty McLaren, the widow of Bruce, had passed away. This got me thinking about her husband who'll have been dead 46 years this June. His career as a constructor was pretty brief designing an F2 car and two variations of the M7F1 before he died. These single seaters were all successful but his exploits in CAN-AM were legendary where he and team-mate Denny Hulme basically cleaned up the championship every year they entered, while also selling numerous cars to privateers. His designs in this class outshone those of Chapman whose backbone chassis 30 and 40 creations were pretty hopeless from all accounts, even Eric Broadley and his Lolas were usually given the run around. Considering what he achieved in such a short time you end up wondering who we'd now be considering as the most innovative and exciting constructor of the late 60's and 70's had he survived. Would we still be looking at Chapman or would McLaren have usurped his position?

Changing the subject, it now appears that Motors TV is only available to Sky and Virgin subscribers so that's an end of it as far as I'm concerned. It's a shame really I know a lot of it was repeated umpteen times and that the computer generated racing was a poor filler but there were one or two highlights which were well worth watching and the occasional live broadcasts were a treat it's a shame I won't see them any more.

Ends
AA

What's On

WMC events and other events of interest

May

4th	Wed	WMC	Pub Run
6-8		WMC	Gallop
15th	Sun	SoSCC	Targa Rally
18th	Wed	WMC	Grass Autotest

June

1st	Wed	WMC	Pub Run
11th	Sat	LMC	Barbon National Hill Climb
22nd	Wed	WMC	Grass Autotest

Visit the website for all the latest news

[Catch up on Face Book](#)

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

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www.m-sport.co.uk

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